PLANNING COMMISSION - PC - REGULAR MEETING

WEDNESDAY, FEBRUARY 5, 2025

Regular Meeting 6:00 p.m.

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

Eric Filar - Chair
Brianna Bernard - Vice Chair
Rene Cambero - Commissioner
Charles Golden III - Commissioner
Nolan King - 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.

OATH OF OFFICE
Swear in new Planning Commissioners Brianna Bernard, Rene Cambero, Charles Golden III, and Nolan King.

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 - December 4, 2024 Regular PC Meeting
Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
The Planning Department recommends the Planning Commission approve the December 4, 2024 regular meeting minutes as submitted.

2. PUBLIC HEARINGS

3. GENERAL BUSINESS

3.1 **Walmart Retail Project (Plot Plan 13-0086) Extension of Time (EOT) - Planning Commission Review of a final, 1-year EOT (#3 of 3) to March 22, 2026.**
Presented By: Matthew Bassi , 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 CUP/Plot Plan No. 13-0086 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. 2025-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 1-YEAR EXTENSION OF TIME (EOT #3) TO MARCH 22, 2026 FOR CUP/PLOT PLAN NO. 13-0086 APPROVED FOR DEVELOPMENT OF A 185,682 SQUARE-FOOT WALMART RETAIL BUILDING WITH A STAND-ALONE 7,800 SQUARE- FOOT RETAIL BUILDING LOCATED AT THE SOUTHWEST CORNER OF MONTE VISTA DRIVE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367- 100-037), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3.2 **Election of New Planning Commission Officers for the 2025 Calendar Year**
Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
The Planning Department recommends the Planning Commission elect a new Chair and Vice-Chair for the 2025 calendar year in accordance with Section 2 of the Planning Commission bylaws.

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.wildomar.gov/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.wildomar.gov.

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.wildomar.gov.

Heidi Jemane
Deputy City Clerk
Dated: January 29, 2025

CITY OF WILDOMAR
PC - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.1
Meeting Date: February 5, 2025

SUBJECT: Planning Commission Meeting Minutes - December 4, 2024 Regular PC Meeting

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
The Planning Department recommends the Planning Commission approve the December 4, 2024 regular meeting minutes as submitted.

ATTACHMENTS:
12-04-2024pcm final.pdf

MINUTES
CITY OF WILDOMAR
PLANNING COMMISSION
WEDNESDAY, DECEMBER 4, 2024
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA, 92595

REGULAR MEETING: 6:00 P.M.

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

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

ROLL CALL

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

Members absent: Brianna Bernard

Commissioner Cambero arrived at 6:06pm.

Staff in attendance: Deputy City Clerk Jemane, IT Specialist Sung, Community Development Director Bassi, Senior Planner Lachgar, and Assistant City Attorney Vega.

FLAG SALUTE

Commissioner Strong led the flag salute.

PUBLIC COMMENTS

There were no public comments.

APPROVAL OF THE AGENDA AS PRESENTED

There were no changes to the agenda as presented.

1) CONSENT CALENDAR

1.1) Planning Commission Meeting Minutes - October 23, 2024 Special Planning Commission Meeting

Moved by Kim Strong; seconded by Arrin Banks to approve the October 23, 2024 special meeting minutes as submitted.

Motion Approved: 4 - 0

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

1.2) Planning Commission Meeting Minutes - November 20, 2024 Special Meeting

Commissioner Strong abstained from voting as she was absent.

Moved by George Cambero; seconded by Arrin Banks to approve the November 20, 2024 special meeting minutes as submitted.

Motion Approved: 3 - 0

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

2) PUBLIC HEARINGS

2.1) Parcel Map No. 38911 / Plot Plan No. 24-0054 (Stable Lanes Retail Center) - Subdivision of a 4.61-acre site into 4 parcels and development of a 17,004 square-foot commercial retail center

Chair Filar opened the public hearing.

Senior Planner Lachgar presented the staff report.

Applicants Jake and Jack Kofdarali provided a presentation.

Don Saunders provided public comments.

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

PC RESOLUTION NO. 2024-23

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A CATEGORICAL EXEMPTION IN ACCORDANCE WITH SECTION 15315 OF CEQA AND APPROVING TENTATIVE PARCEL MAP NO. 38911 TO SUBDIVIDE A 4.61-ACRE SITE INTO FOUR (4) PARCELS, SUBJECT TO CONDITIONS, LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND STABLE LANES ROAD (APN: 380-120-012 AND 380-120-013)

Motion Approved: 4 - 0

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

Moved by Kim Strong; seconded by Arrin Banks to adopt a resolution with the stipulation that the architectural package be revised to reduce the "red color scheme" and brought back for Commission review prior to the issuance of building permits, and to adopt a Resolution entitled:

PC RESOLUTION NO. 2024-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A CATEGORICAL EXEMPTION IN ACCORDANCE WITH SECTION 15332 OF CEQ AND APPROVING PLOT PLAN NO. 24-0054, SUBJECT TO CONDITIONS, TO DEVELOP A 17,004 SQUARE-FOOT RETAIL CENTER (STABLE LANES RETAIL CENTER) LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND STABLE LANES ROAD (APN: 380-120-012 AND 380-120-013)

Motion Approved: 4 - 0

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

Chair Filar closed the public hearing.

3) GENERAL BUSINESS

3.1) Conditional Use Permit No. 14-0040 - EOT#4 (Horizons Assisted Living Facility) - Planning Commission review of a final, 2-year Extension of Time to February 10, 2027.

Senior Planner Lachgar presented the staff report.

There were no public comments.

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

PC RESOLUTION NO. 2024-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 2-YEAR EXTENSION OF TIME TO FEBRUARY 10, 2027 (PER ORDINANCE NO. 231) FOR CONDITIONAL USE PERMIT NO. 14-0040 TO DEVELOP AN 86-UNIT SENIOR ASSISTED LIVING/SKILLED NURSING FACILITY LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

Motion Approved: 4 - 0

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

PLANNING COMMISSION COMMUNICATIONS

Commissioner Strong has put in her resignation.

COMMUNITY DEVELOPMENT DIRECTOR REPORT

December 9, 2024 General Plan meeting
January 1, 2025 meeting will be canceled.
February 5, 2025 meeting will be the first meeting of the year.
Community Development Director Bassi will be retiring after 40 years as a city planner, and after 14 and a half years with the City of Wildomar.
March 27, 2025 will be Matt's last day.

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 7:01pm.

Submitted by:



_____

Heidi Jemane
Deputy City Clerk

SUBJECT: Walmart Retail Project (Plot Plan 13-0086) Extension of Time (EOT) - Planning Commission Review of a final, 1-year EOT (#3 of 3) to March 22, 2026.

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 CUP/Plot Plan No. 13-0086 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. 2025-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 1-YEAR EXTENSION OF TIME (EOT #3) TO MARCH 22, 2026 FOR CUP/PLOT PLAN NO. 13-0086 APPROVED FOR DEVELOPMENT OF A 185,682 SQUARE-FOOT WALMART RETAIL BUILDING WITH A STAND-ALONE 7,800 SQUARE- FOOT RETAIL BUILDING LOCATED AT THE SOUTHWEST CORNER OF MONTE VISTA DRIVE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367- 100-037), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

PROJECT DESCRIPTION:

The Planning Commission reviewed the Walmart Retail project (Plot Plan No. 13-0086) on January 21, 2015 and recommended City Council approval of the proposed project. The City Council subsequently reviewed and approved the project at its meeting of March 11, 2015.

The Council's approval consisted of the following actions:

1) Environmental Impact Report (EIR) – Certification of the Environmental Impact Report ("EIR" - SCH# 2014011014) and adoption of a Mitigation Monitoring and Reporting Program, including a Statement of Overriding Considerations in accordance with CEQA Guidelines.

2) Change of Zone (CZ) – Approval of a Change of Zone from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) for the 21.96 acre site to accommodate the proposed retail project.

3) Conditional Use Permit (CUP) – Approval of a Conditional Use Permit to allow the sale of alcohol (Off Sale General) in the store; and

4) Plot Plan (PP) – Approval of a Plot Plan to develop the 21.96 acre site with a 185,682 square-foot Walmart retail building and a separate 7,800 square-foot retail building with a 980 space parking lot and full on-site and off-site site improvements, and a sign program, subject to conditions.

In accordance with Planning Department Condition No. 6 of Plot Plan No. 13-0086, the Applicant was required to pull building/grading permits and begin construction on the proposed project before March 11, 2017 (2 years from project approval) or the plot plan would expire. However, in April 2015, the City and Walmart were served with a lawsuit which "stayed" the project. After all appeals by the lower courts were exhausted, the lawsuit was ultimately reviewed by the State Supreme Court who dismissed the case on March 22, 2018. Once the lawsuit was dismissed, the original expiration time clock on CUP/Plot Plan No. 13-0086 was automatically extended to March 22, 2020.

The Planning Commission on April 1, 2020 voted unanimously to approve Walmart's first extension of time (EOT #1 of 3) request that extended the deadline to pull grading and building permits and commence construction to March 22, 2023. Since the Walmart Retail project did not pull grading and building permits and commence construction by this deadline, a 2nd extension of time (2-year EOT) was approved by the Planning Commission on March 1, 2023. The 2nd time extension extended the deadline to pull grading and building permits and commence construction to March 22, 2025.

As of the date of this report, Walmart has not pulled grading and building permits nor commence construction on the project. Therefore, they are now requesting a third (final), 1-year extension of time (EOT # 3of 3) to March 22, 2026. As outlined in the Applicant's justification letter (Attachment F), the current retail market is highly tumultuous and in a constant state of change. As a result, Walmart is constantly reevaluating existing project sites and, after a preliminary assessment of the Wildomar site, there is a possibility that this project could become active again. Therefore, Walmart is seeking this 3rd extension of time.

PROJECT ANALYSIS:

Sections 17.200.060 and 17.216.070.B of the Zoning Ordinance allows conditional use permits and plot plans up to six (6) years of time extensions provided the Applicant files an application and filing fee with the Planning Director prior to the expiration date(s). The Applicant's current request represents the 3rd (and final) extension of time for CUP/Plot Plan No. 13-0086. The Applicant filed the EOT #3 application and paid the required fee on December 16, 2024 well in in advance of the March 22, 2025 deadline.

The approval or denial of the extension of time for CUP/Plot Plan No. 13-0086 is in the purview of the Planning Commission subject to specific findings. The Applicant desires to extend the

approvals while decisions are made about moving forward with the project. In reviewing the extension of time request, the Planning and Engineering departments have determined that the approved CUP/Plot Plan has not been modified from Council's original approval, nor has the Applicant requested any changes with the request. Thus, it is staff's opinion that this final, 1- year extension of time to March 22, 2026 meets the findings and is a reasonable request.

Copies of the original Council report, DEIR/FEIR package, approved development plans and Exhibits are provided for Commission consideration in Attachments B – H.

EOT Finding of Facts for CUP No. 13-0086:

Pursuant to Section 17.200.060.C of the Wildomar Municipal Code, and in light of the record before it, including the staff report dated February 5, 2025 and all evidence and testimony heard at the public meeting for the extension of time for Conditional Use Permit No. 13-0086, the Planning Department recommends the Planning Commission hereby make the following findings supporting approval of the final, 1-year extension of time request:

Finding 1: The approved CUP remains consistent with the adopted General Plan.

Evidence: The approved CUP No. 13-0086 for off-premise consumption of alcohol remains consistent with the City's General Plan in that the proposal to have alcohol sales within the Walmart retail building is consistent with the General Plan because alcohol sales are conditionally permitted in the C-P-S (Scenic Highway Commercial) zone in accordance with Section 17.248.020.A of the Zoning Ordinance. Further, the continued sale of alcohol remains associated with typical commercial uses in the C-P-S zone and other similar commercial zones in the City. The sale of alcohol will remain restricted to "off-premise" consumption only in accordance with the requirements of a Type 21 ABC license. The project was conditioned to obtain a Type 21 alcohol license prior to the issuance of occupancy permits so the sale of alcohol at this location remains in accord with the General Plan. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for CUP No. 13-0086 meets this finding.

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

Evidence: The approved CUP approved by the City Council remains consistent with Section 17.248.020.A of the Zoning Ordinance regulating alcohol sales in the C-P-S zone. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones. The Type 21 alcohol license sale of off-premise consumption remains as originally proposed and conditioned. The Applicant does not request any changes to the sale of alcohol; thus, it remains consistent with the original approval. Given these facts, the proposed request for a 1-year extension of time to March 22, 2026 for CUP No. 13-0086 meets this finding.

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

Evidence: The approved CUP No. 13-0086 for off-premise consumption of alcohol remains consistent remains consistent with the original approval since there are not changes being requested by the Applicant. It is staff analysis that the setting and local circumstances under

which the original CUP approved by City Council have not changed in such a way to make the previously approved CUP incompatible or inappropriate with the surrounding area. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones, and the Type 21 alcohol license sale of off-premise consumption remains as originally proposed and conditioned. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for CUP No. 13-0086 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 December 16, 2024 in advance of the March 22, 2025 expiration date. Given this fact, the proposed request for a final, 1-year extension of time to March 22, 2026 for CUP No. 13-0086 meets this finding.

EOT Finding of Facts for Plot Plan No. 13-0086:

Pursuant to Section 17.216.070.D of the Zoning Ordinance, and in light of the record before it, including the staff report dated February 5, 2025 and all evidence and testimony heard at the public meeting for the extension of time for Plot Plan No. 13-0086, the Planning Department recommends the Planning Commission hereby make the following findings:

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

Evidence: The proposed EOT for Plot Plan No. 13-0086 remains consistent with the City's General Plan in that the approved Walmart commercial retail use remains consistent with the existing land use designation of Commercial Retail (CR). This land use designation is specifically intended to provide for the development of commercial retail uses at a neighborhood, community and regional level. Further, it will provide valuable jobs and retail sales tax revenue which meets lad use policies. The approved plot plan will also maintain consistency with and implement the goals and policies of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas

appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.
Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 meets this finding.

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

Evidence: The plot plan approved by the City Council remains in conformance with the requirements of Title 17 (Zoning) in that the Walmart Retail project is an allowed use in the C-P-S zone district. There have been no changes to the C-P-S zone that would change this fact. Further, the approved Walmart development project remains consistent with the development standards and regulations of Chapter 17.188 (Off Street Vehicle Parking Standards) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code in that the project still meets and exceeds the minimum development standards outlined in these code sections. In addition, conditions of approval were adopted for the approved retail project to ensure that all the minimum City requirements were met. In staff's analysis, the original conditions of approval remain in full force and effect. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 meets this finding.

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

Evidence: The approved Plot Plan No. 13-0086 for the development of the Walmart Retail project remains compatible with and appropriate with the surrounding area. Based on the original plot plan findings, the approved project was designed to conform to a logical pattern of development as envisioned by the General Plan (CR land use designation), and the project remains consistent with those findings. The adjacent properties have similar compatible commercial land use designations and uses that have not changed. In addition, the construction of the project was conditioned to comply with all applicable City ordinances, codes, and standards including, including but not limited to, storm water runoff management and other drainage controls regulations which remain in full force and effect.
Further, the EIR/MMRP adopted for Plot Plan No. 13-0086 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the same as when the project was originally approved. Since there are no changes proposed to the approved plot plan, the approved project remains consistent with the original approval. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 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 #3 application and paid the required fee on December 16, 2024 in advance of the March 22, 2025 expiration date. Given this fact, the

proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 meets this finding.

ENVIRONMENTAL ANALYSIS:

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

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

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

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

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

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

Planning Commission hereby make the following findings:

1) Substantial changes are not proposed in the project:
The Applicant is not proposing any technical or physical changes to CUP/Plot Plan No. 13-0086 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 to March 22, 2026 being considered for CUP/Plot Plan No. 13-0086 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 CUP or plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

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

PUBLIC NOTICE:

In accordance with Chapter 17.200 and 17.216 of the Wildomar Municipal Code, the Planning Department on January 23, 2025, mailed a public meeting notice to all property owners within a 600-foot radius of the project site notifying them of the February 5, 2025, Planning Commission meeting. 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 2025-01.pdf
Attach B - Original Walmart Council Rept 3-11-15.pdf
Attach C - Walmart Certified EIR Document 3-11-15.pdf
Attach D - Walmart FEIR Package-Document 3-11-15.pdf
Attach E - Walmart Approved Development Plans 3-11-15.pdf
Attach F - Applicant's Justification Letter for EOT #3.pdf
Attach G - Vicinity Maps-Exhibits.pdf
Attach H - Walmart-EOT2-PC Staff Rept [3-1-23].pdf

ATTACHMENT A

PC Resolution No. 2025-01

PC RESOLUTION NO. 2023-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 1-YEAR EXTENSION OF TIME (EOT #3) TO MARCH 22, 2026 FOR CUP/PLOT PLAN NO. 13-0086 APPROVED FOR DEVELOPMENT OF A 185,682 SQUARE-FOOT WALMART RETAIL BUILDING WITH A STAND-ALONE 7,800 SQUARE- FOOT RETAIL BUILDING LOCATED AT THE SOUTHWEST CORNER OF MONTE VISTA DRIVE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, the Planning Department has received an application for an Extension of Time (EOT #3 of 3) for CUP/Plot Plan No. 13-0086 on December 16, 2024 to develop a 185,682 square-foot Walmart retail building and a separate 7,800 square-foot retail building with full on-site and off-site site improvements from:

Applicant/Owner:	Walmart Real Estate Business Trust
Project Location:	SWC of Monte Vista Drive and Bundy Canyon Road
APN:	367-100-033; 367-100-034; 367-100-035; 367-100-037
Project Area:	28.28± acres

WHEREAS, the City Council, at a duly noticed public hearing on March 11, 2015, approved a change of zone from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) and CUP/Plot Plan No. 13-0086 to develop a 185,682 square-foot Walmart retail building and a separate 7,800 square-foot retail building with a 980 space parking lot and full on-site and off-site site improvements. In connection with said approval, the City Council also certified an Environmental Impact Report and adopted a Mitigation Monitoring and Reporting Program for the project; and

WHEREAS, in accordance with Chapter 17.200 and 17.216 of the Wildomar Municipal Code, the Planning Commission has the authority to review and make a decision on the Extension of Time #3 for CUP/Plot Plan No. 13-0086 as described herein; and

WHEREAS, in accordance with Government Code Section 65854 and Chapter 17.200 and 17.216 of the Wildomar Municipal Code, the Planning Department on January 21, 2025 gave notice by mailing a public 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 March 1, 2023 Planning Commission meeting for review of EOT #3 for CUP/Plot Plan No. 13-0086; and

WHEREAS, in accordance with Chapter 17.200 and 17.216 of the Wildomar Municipal Code, the Planning Commission conducted the duly noticed public meeting on February 5, 2025, at which time all interested persons had an opportunity to testify in support of, or opposition to, the Applicant's proposal for the EOT #3 for CUP/Plot Plan No. 13- 0086 and at which time the Planning Commission received public testimony concerning the proposed Extension of Time #2.

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

SECTION 1. CEQA FINDINGS:

In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, an Environmental Impact Report and Mitigation Monitoring and Reporting Program (MMRP) was certified by the City Council upon recommendation from the Planning Commission. On March 11, 2015, the City Council approved CUP/Plot Plan No. 13-0086. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on March 12, 2015 within the prescribed time frame required CEQA. As part of the environmental impact report prepared for the project, the city identified impact areas with potentially significant impacts, The Council also adopted a Statement of Overriding Consideration for three (3) of which were significant and unavoidable (Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction)) that could not be mitigated. However, all other impacts analyzed in the DEIR were mitigated through changes, alterations and mitigation measures to a less than significant level. In accordance with CEQA Guidelines, a Statement of Overriding Considerations was adopted for the significant and unavoidable impacts.

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

Based on the foregoing, the Planning Commission has determined that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Further, no conditions exist that might otherwise require a subsequent EIR, subsequent MND, subsequent Negative Declaration or an Addendum pursuant to Title 14 Cal. Code Regs. § 15162. Therefore, the Planning Commission has concluded with certainty that no additional CEQA documentation is required for approval of EOT #2 for CUP/Plot Plan No. 13-0086 based upon the following findings:

1) *Substantial changes are not proposed in the project:*
The Applicant is not proposing any technical or physical changes to CUP/Plot Plan No. 13-0086 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 final, 1-year extension of time request to March 22, 2026 being considered for CUP/Plot Plan No. 13-0086 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 CUP or Plot

Plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

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

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

The Planning Commission hereby finds the proposed EOT #3 for CUP/Plot Plan No. 13-0086 remains 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. EOT FINDINGS OF FACT FOR CUP NO. 13-0086

Pursuant to Section 17.200.060.C of the Wildomar Municipal Code, and in light of the record before it, including the staff report dated February 5, 2025 and all evidence and testimony heard at the public meeting for the extension of time for Conditional Use Permit No. 13-0086, the Planning Department recommends the Planning Commission hereby make the following findings supporting approval of the final, 1-year extension of time request:

Finding 1: The approved CUP remains consistent with the adopted General Plan.

Evidence: The approved CUP No. 13-0086 for off-premise consumption of alcohol remains consistent with the City's General Plan in that the proposal to have alcohol sales within the Walmart retail building is consistent with the General Plan because alcohol sales are conditionally permitted in the C-P-S (Scenic Highway Commercial) zone in accordance with Section 17.248.020.A of the Zoning Ordinance. Further, the continued sale of alcohol remains associated with typical commercial uses in the C-P-S zone and other similar commercial zones in the City. The sale of alcohol will remain restricted to "off-premise" consumption only in accordance with the requirements of a Type 21 ABC license. The project was conditioned to obtain a Type 21 alcohol license prior to the issuance of occupancy permits so the sale of alcohol at this location remains in accord with the General Plan. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for CUP No. 13-0086 meets this finding.

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

Evidence: The approved CUP approved by the City Council remains consistent with Section 17.248.020.A of the Zoning Ordinance regulating alcohol sales in the C-P-S zone.

The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones. The Type 21 alcohol license sale of off-premise consumption remains as originally proposed and conditioned. The Applicant does not request any changes to the sale of alcohol; thus, it remains consistent with the original approval. Given these facts, the proposed request for a 1-year extension of time to March 22, 2026 for CUP No. 13-0086 meets this finding.

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

Evidence: The approved CUP No. 13-0086 for off-premise consumption of alcohol remains consistent remains consistent with the original approval since there are not changes being requested by the Applicant. It is staff analysis that the setting and local circumstances under which the original CUP approved by City Council have not changed in such a way to make the previously approved CUP incompatible or inappropriate with the surrounding area. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones, and the Type 21 alcohol license sale of off-premise consumption remains as originally proposed and conditioned. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for CUP No. 13-0086 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 December 16, 2024 in advance of the March 22, 2025 expiration date. Given this fact, the proposed request for a final, 1-year extension of time to March 22, 2026 for CUP No. 13-0086 meets this finding.

SECTION 4. EOT FINDINGS OF FACT FOR PLOT PLAN NO. 13-0086

Pursuant to Section 17.216.070.D of the Zoning Ordinance, and in light of the record before it, including the staff report dated March 1, 2023 and all evidence and testimony heard at the public meeting for the extension of time #2 for Plot Plan No. 13-0086, the Planning Commission hereby makes the following findings:

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

Evidence: The proposed EOT for Plot Plan No. 13-0086 remains consistent with the City's General Plan in that the approved Walmart commercial retail use remains consistent with the existing land use designation of Commercial Retail (CR). This land use designation is specifically intended to provide for the development of commercial retail uses at a neighborhood, community and regional level. Further, it will provide valuable jobs and retail sales tax revenue which meets lad use policies. The approved plot plan will also maintain consistency with and implement the goals and policies of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.

Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 meets this finding.

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

Evidence: The plot plan approved by the City Council remains in conformance with the requirements of Title 17 (Zoning) in that the Walmart Retail project is an allowed use in the C- P-S zone district. There have been no changes to the C-P-S zone that would change this fact. Further, the approved Walmart development project remains consistent with the development standards and regulations of Chapter 17.188 (Off Street Vehicle Parking Standards) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code in that the project still meets and exceeds the minimum development standards outlined in these code sections. In addition, conditions of approval were adopted for the approved retail project to ensure that all the minimum City requirements were met. In staff's analysis, the original conditions of approval remain in full force and effect. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 meets this finding.

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

Evidence: The approved Plot Plan No. 13-0086 for the development of the Walmart Retail project remains compatible with and appropriate with the surrounding area. Based on the original plot plan findings, the approved project was designed to conform to a logical pattern of development as envisioned by the General Plan (CR land use designation), and the project remains consistent with those findings. The adjacent properties have similar compatible commercial land use designations and uses that have not changed. In addition, the construction of the project was conditioned to comply with all applicable City ordinances, codes, and standards including, including but not limited to, storm water runoff management and other drainage controls regulations which remain in full force and effect. Further, the EIR/MMRP adopted for Plot Plan No. 13-0086 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the same as when the project was originally approved. Since there are no changes proposed to the approved plot plan, the approved project remains consistent with the original approval. Given these facts, the proposed request for a final, 1-year extension of time to March 22, 2026 for Plot Plan No. 13-0086 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 January 30, 2023 in advance of the March 22, 2023 expiration date. Given this fact, the proposed request for a 2-year extension of time to March 22, 2025 for Plot Plan No. 13-0086 meets this finding.

SECTION 5. PLANNING COMMISSION ACTION

The Planning Commission based on the criteria/findings above, hereby adopts PC Resolution No. 2025-01 approving a final, 1-year Extension of Time (#3 of 3) for CUP/Plot Plan No. 13-0086, subject to the original conditions of approval as amended, and attached hereto, and illustrated herein as Exhibit 1 of this Resolution.

PASSED, APPROVED AND ADOPTED this 5th day of February, 2025.

_____
Eric Filar
Planning Commission Chair

ATTEST:

_____
Matthew C. Bassi
Community Development Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.1
PUBLIC HEARING
Meeting Date: March 11, 2015

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Wal-Mart Development Project (Planning Application No. 13-0086): (Continued from February 11, 2015)

STAFF REPORT

STAFF RECOMMENDATION

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

1. Adopt a Resolution entitled:

RESOLUTION NO. 2015-05
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, FOR THE CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT (SCH# 2014011014), INCLUDING ADOPTION OF THE FINAL ENVIRONMENTAL IMPACT REPORT, FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WAL-MART DEVELOPMENT PROJECT (PLANNING APPLICATION NO. 13-0086) LOCATED AT SOUTHWEST CORNER OF MONTE VISTA AVENUE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037)

2. Introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. 105
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 13-0086) FROM R-R (RURAL RESIDENTIAL) TO C-P-S (SCENIC HIGHWAY COMMERCIAL) FOR THE WAL-MART DEVELOPMENT PROJECT LOCATED AT SOUTHWEST CORNER OF MONTE VISTA AVENUE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037)

3. Adopt a Resolution entitled:

RESOLUTION NO. 2015-06
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 13-0086 TO ALLOW ALCOHOL SALES AND PLOT PLAN NO. 13-0086 ALLOWING DEVELOPMENT OF A 185,682 SQUARE-FOOT RETAIL BUILDING AND A 7,800 SQUARE-FOOT RETAIL BUILDING FOR THE WAL-MART DEVELOPMENT PROJECT LOCATED AT SOUTHWEST CORNER OF MONTE VISTA AVENUE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037)

PROJECT BACKGROUND

On February 11, 2015, the City Council reviewed the proposed project, opened the public hearing and took public testimony. As a result of a comment letter received just prior to the meeting from Briggs Law Corporation (refer to Attachment G), the Applicant requested a continuance to the March 11 Council meeting. The additional time was needed to evaluate the comments and prepare detailed responses. Staff has completed this task and our responses to the Briggs letter is provided for Council consideration (refer to Attachment H).

It is staff's opinion, and the Applicant's Attorney, that the comments raised by the Briggs Law Corporation have been adequately addressed. Thus, it is staff's recommendation for Council to move forward with a decision on the Wal-Mart project at tonight's meeting.

PROJECT DESCRIPTION

The Applicant (Wal-Mart Real Estate Business Trust) is requesting City Council approval to build a new Wal-Mart retail store and a smaller retail building on a 21.96 acre site. The proposed project consists of the following applications:

1) Environmental Impact Report (EIR) - The proposed project requires the preparation, review and certification of an Environmental Impact Report ("EIR" - SCH# 2014011014) in accordance with Public Resources Code § 21080(d) and § 21082.2(d).

2) Change of Zone (CZ) - The proposed project requires a Change of Zone from the current designation of R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) for the 21.96 acre site to accommodate the proposed retail project.

3) Conditional Use Permit (CUP) - The proposed project requires a Conditional Use Permit to allow the sale of alcohol (Off Sale General); and

4) Plot Plan (PP) - The proposed project requires a Plot Plan to develop the 21.96 acre site with a 185,682 square-foot Wal-Mart retail building and a separate 7,800 square-foot retail building with a 980 space parking lot and full on-site and off-site site improvements, and a sign program, subject to conditions.

Planning Commission Review:

The Planning Commission reviewed the proposed Wal-Mart Development project at a public hearing held on January 21, 2015. After the Applicant made their presentation, there were approximately 13 speakers who addressed the Commission expressing comments and questions about the propose project. Comments ranged from drainage to traffic questions and sales tax questions. In addition to the speakers, 18 other people submitted speaker slips (offering support), but wished not speak at the podium.

Staff did receive a last minute letter at the Planning Commission meeting from Ray Johnson (Attachment E). Mr. Johnson, representing local residents opposing certification of the Final EIR and approval of the Walmart project, cited that the City's failed to respond to his comments in a good faith effort and did not adequately make the appropriate findings for the Statement of Overriding Considerations in the FEIR. In summary, staff disagrees with the conclusions of the letter, and has prepared detailed responses for Council consideration (Attachment F).

Upon conclusion of the public hearing and Planning Commission discussion, the Commission voted (4–0–1, Bidwell absent) to adopt PC Resolution No. 2015-01 recommending City Council certification of the EIR and adoption of the Final EIR, Finding of Fact, Statement of Overriding Considerations, and a Mitigation Monitoring & Reporting Program (MMRP). The Commission also voted (4–0–1, Bidwell absent) to adopt PC Resolution No. 2015-02 recommending City Council approval of the Change of Zone, and PC Resolution No. 2015-03 recommending City Council approval of the CUP and Plot Plan, subject to Conditions of Approval. No changes to the project were recommended by the Planning Commission.

Project Location/Vicinity:

The project site encompasses approximately 21.96 acre and is located on the southwest corner of Monte Vista Drive and Bundy Canyon Road. The vicinity map on the next page shows the project site and surrounding area.

Vicinity/Location Map



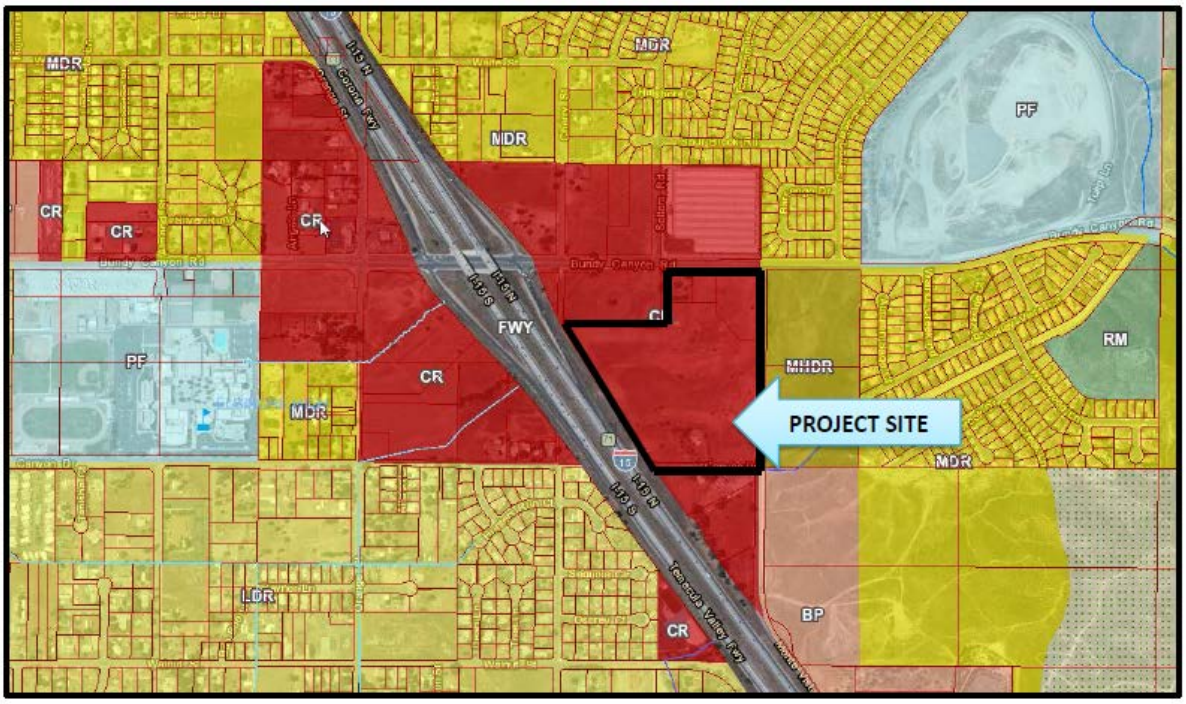
Source: Google Earth; Applied Planning, Inc.

Surrounding Land Uses:

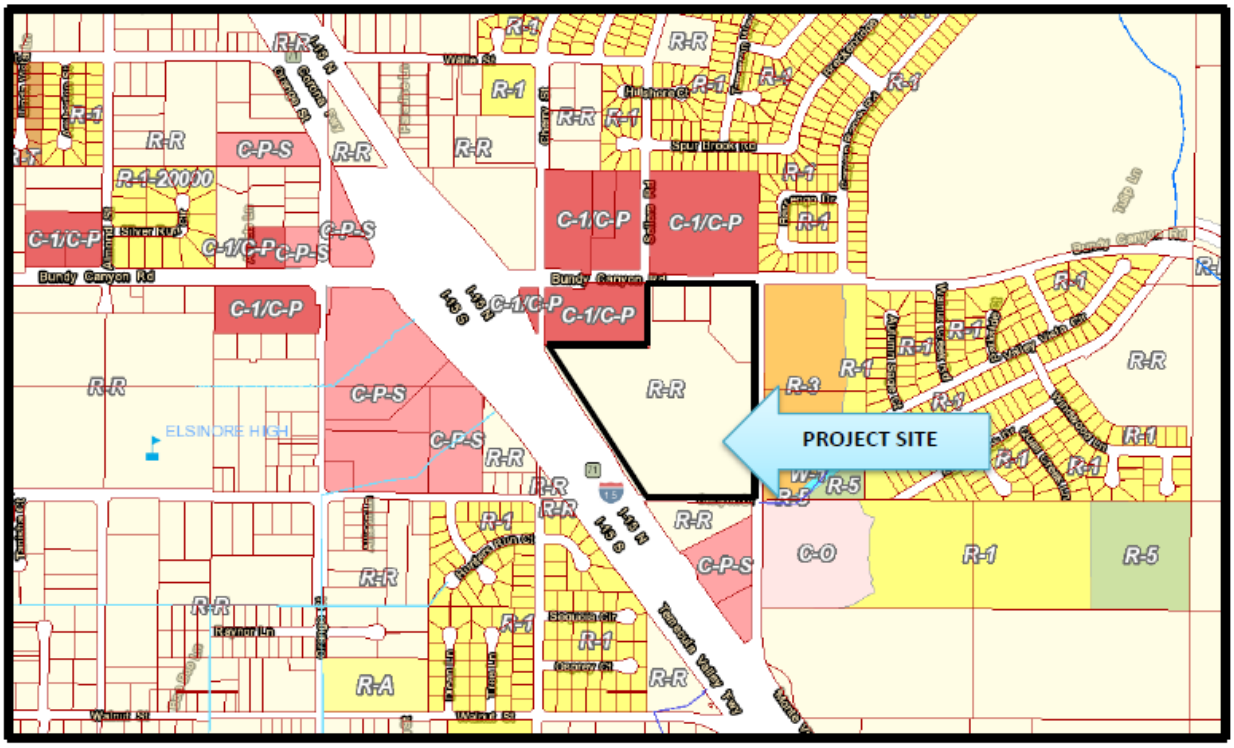
The project site is a rather large site (21.96 acres) and is directly adjacent to the I-15 freeway and south of the Canyon Plaza retail center (Shell gas station). There is a large vacant property immediately east of the site (across Monte Vista Drive) that has an approved tract map for 100± single family homes. There is a single family dwelling south of the project site. The table below summarizes the current General Plan land use and zoning information related to the project site and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Uses**	**General Plan Land Use Designations**	**Zoning Designations**
Subject Property	Vacant	Commercial Retail (CR)	R-R (Rural Residential) – proposed to be C-P-S (Scenic Highway Commercial)
North	Canyon Plaza – Shell Gas Station & Self-Storage Facility	Commercial Retail (CR)	C-1/C-P (General Commercial)
South	Single Family Dwelling	Commercial Retail (CR)	R-R (Rural Residential)
East	Vacant	Medium High Density Residential (MHDR)	R-3 (General Residential)
West	I-15 Freeway	N/A	N/A

General Plan Land Use Exhibit



Zoning Designation Exhibit



***Environmental Impact Report (EIR)*:**
The proposed project requires the preparation, review and certification of an Environmental Impact Report ("EIR" - SCH# 2014011014) in accordance with Public Resources Code § 21080(d) and § 21082.2(d). A detailed analysis/discussion of the EIR process is provided in the Analysis section of the staff report.

Change of Zone:
The project site currently has a zoning designation of R-R (Rural Residential). In order to develop the site and construct the building, a Change of Zone is required for the entire 21.96 acre site. The most appropriate zoning designation is C-P-S (Scenic Highway Commercial). The C-P-S zone allows for a retail building like Wal-Mart, in addition to the smaller retail building (near the intersection of Monte Vista Drive and Bundy Canyon Road). Discussion of the Change of Zone is provided in the Analysis section of the staff report.

Conditional Use Permit:
The Applicant has proposed to sell alcohol for off-premise consumption. In accordance with Section 17.248 of the Zoning Ordinance, this request requires approval of a Conditional Use Permit subject to the provisions of this section. Prior to occupancy permits being issued for the building, the Applicant is required to obtain a Type 21 ABC license. Discussion of the CUP is provided in the Analysis section of the staff report.

Plot Plan:

The proposed Wal-Mart project is a permitted use subject to approval of a Plot Plan in accordance with Section 17.76 of the Zoning Ordinance. Development of the site is subject to the development standards outlined in Section 17.76 (C-P-S zone), 17.188 (off-street parking), Section 17.252 (Signs) and 17.276 (Landscaping). A detailed discussion of the how the proposed project meets and exceeds the development standards is provided in the Analysis section of the staff report. Discussion of the Plot Plan is provided in the Analysis section of the staff report.

PROJECT ANALYSIS

Environmental Impact Report:

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 Wal-Mart development project (Planning Application No. 13-0086) to determine any potential significant impacts upon the environment that would result from implementation of the project. The proposed Wal-Mart development project is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. (CEQA).

The City Council has the authority to review the proposed Wal-Mart development project in accordance with the California Government Code, Section 65854 and the City of Wildomar Municipal Code, Title 17, and certify the DEIR/FEIR. In the course of reviewing the proposed project, the Planning Director determined that there was substantial evidence that the Wal-Mart development project may have one or more significant effects on the environment; therefore, preparation of an EIR was warranted under Public Resources Code § 21080(d) and § 21082.2(d).

In accordance with state law, the Planning Department prepared and circulated a Notice of Preparation (NOP) of the DEIR which began a 30-day public comment period on the NOP. The public review period began on January 9, 2014 through February 10, 2014. As part of the NOP process, the Planning Department conducted a public scoping meeting which was held on January 27, 2014. The purpose of the scoping meeting was to receive input from the pubic on what environmental issues they felt should be addressed in the DEIR.

In the months following the NOP review period and scoping meeting, the City prepared and completed the DEIR. A Notice of Completion (NOC) was provided to the State Clearinghouse (OPR) on August 25, 2014 in accordance with Section 15085 of the CEQA Guidelines notifying the State of the availability of the DEIR for its 45-day public review period.

In addition, the Planning Department posted the Notice of Availability (NOA) with the Riverside County Clerk, and published the NOA with the Press Enterprise, a local newspaper of general circulation, on the same day giving notice to the general public

and all interested parties regarding the 45-day public review period. The DEIR and technical appendices were also posted to the City's website for public review, and a hard copy was provided at the Planning Counter.

In accordance with CEQA Guidelines § 15087 and §15105(a), the Draft EIR was circulated to the state agencies, local agencies and interested persons requesting a copy of the DEIR on August 25, 2014. This initiated the required 45-day public review period that concluded on October 8, 2014. During the public comment period, the Planning Department received seven (7) comment letters on the DEIR. In accordance with CEQA, the City has prepared detailed responses to each comment which is included in the Final EIR.

The DEIR has identified three (3) significant unavoidable impacts related to Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction) that can not be mitigated. However, all other impacts have been mitigated through changes, alterations and mitigation measures to a less than significant level. Staff is recommending the Planning Commission recommend the City Council make the findings required by CEQA Guideline Section 15092 and adopt a Statement of Overriding Considerations for three (3) significant unavoidable impacts pursuant to CEQA Guideline Section 15093. A detailed discussion of the unavoidable impacts is provided in the Findings of Fact and Statement of Overriding Considerations.

The DEIR, Technical Appendices, Final EIR, Findings of Fact/Statement of Overriding Considerations and the Mitigation Monitoring & Reporting Program are provided for Council consideration in Exhibits 1 – 4 of the EIR Resolution (Attachment A). The required findings are discussed in the Findings section of the staff report.

Change of Zone:

In order to develop the site and construct the building, a Change of Zone is required for the entire 21.96 acre site. The Applicant has proposed to change the current zoning designation from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial). The C-P-S zone allows for a retail market such as Wal-Mart, in addition to the smaller retail building (near the intersection of Monte Vista Drive and Bundy Canyon Road).

In evaluating the proposed change of zone to C-P-S, staff has determined that it is consistent with the General Plan land use designation of Commercial Retail. The CR land use is intended to provide for the development of commercial retail uses at a neighborhood, community and regional level. The proposed Wal-Mart project achieves this goal. Further, the C-P-S zoning designation implements the goals and polices of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.

Specific findings are provided in the Findings section of the staff report (see below).

Conditional Use Permit:

The Applicant has proposed to sell alcohol for off-premise consumption (ABC Type 21). In accordance with Section 17.248 of the Zoning Ordinance, this request requires approval of a Conditional Use Permit subject to several provisions as follows:

- Section 17.248.020 sets forth the requirement that off-premise sale can only occur in the R-R, C-1/C-P, C-P-S and C-R zones. As the project will have a C-P-S zone designation, the project meets this requirement.

- Section 17.248.030.C requires that off-premise sales are permitted provided the vehicular traffic from the facility does not reasonably create a potential hazard to schools, churches, public parks or playgrounds. Elsinore high school and Cornerstone Church are the nearest such uses to the Wal-Mart site. The high school is slightly over ½ mile away, while the church is slightly under a ½ mile away. Based on the site design, street improvements and distance, it is staff's opinion that the off-premise sale of alcohol will not reasonably create traffic hazards at the high school or church.

- Section 17.248.030.D requires that the notice of public hearing be sent to all property owners within a 1,000-foot radius of the project site and to the school district. On January 7, 2015, the Planning Department mailed out public hearing notices to all owners in compliance with section.

- Section 17.248.040 allows the staff to propose other conditions as part of the CUP. Staff has proposed a special condition that requires the Applicant submit proof that they have obtained a Type 21 license from the Alcoholic Beverage Control (ABC) prior to the issuance of occupancy permits for the building.

Plot Plan:

Development of the project site with a 185,682 square-foot Wal-Mart building and the 7,800 square-foot retail building are subject to the development standards outlined in Section 17.76 (C-P-S zone), 17.188 (off-street parking), Section 17.252 (Signs) and 17.276 (Landscaping). A detailed discussion of the how the proposed project meets and exceeds the development standards of each section is provided below. A complete set of the development plans is provided for Council consideration (Attachment D).

C-P-S Standards (Section 17.76):

The proposed Wal-Mart and smaller retail building are permitted uses subject to a plot plan as required by Section 17.76.010 of the C-P-S zone. As these commercial retail uses are permitted, the proposed project meets this requirement. Development of the site is also subject to the standards of Section17.76.030 (Development Standards). This section establishes standards/requirements related to lot area, setbacks, building height, etc. Based on a detailed review of the propose site plan, all development standards of Section 17.76.030 have been met or exceeded. The table on the following page summarizes compliance with these standards.

Development Standards (17.76.030)

Development Standards	Minimum Standard	Proposed Project	Meets/Exceeds Requirements
Lot Area	No minimum lot area	24.51 acres	Yes
Required Setbacks[1]			
Front Setback	0 feet	660 feet ±	Yes
Side Setback(s)	0 feet	110 – 180 feet	Yes
Rear Setback	0 feet	145 – 195 feet	Yes
Building Height	50 feet max.	29.33 feet	Yes
Parking – 1 space/200 s.f. of building area	967 spaces (193,482 s.f.)	978 spaces	Yes
Roof Mounted Equipment	Screened from ground level (sight distance of 1,320 ft.)	Screened below parapet from all angles	Yes

[1] There are no setbacks for buildings which do not exceed 35 feet in height. The Wal-Mart building does not exceed 30 feet in height.

Off-Street Parking (Section 17.188):

The proposed project is subject to the parking requirements outlined in Section 17.188.030 of the Zoning Ordinance. Based on the square footage of the two buildings (193,482 square feet), the project is required to provide a minimum of 967 spaces. The site plan provides for 978 parking spaces which exceeds code requirements. While the parking ordinance does not require cart corrals, the Applicant has provided approximately 34 corrals spaces located in strategic places throughout the parking area for easy convenience of shoppers.

The table below summarizes other parking standards applicable to the proposed project which has been met or exceeded.

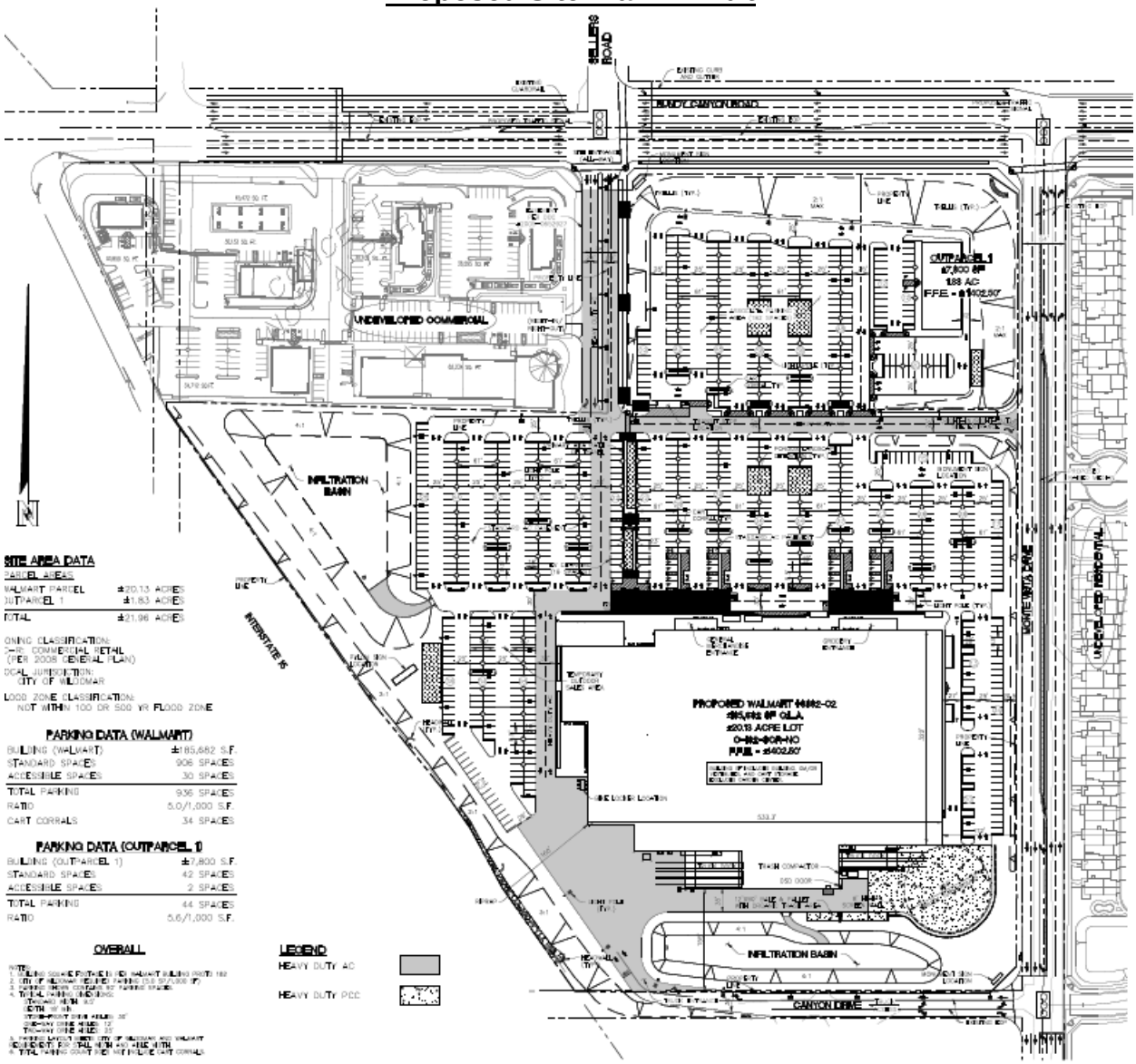
Parking Standards (17.188)

Development Standards	Minimum Standard	Proposed Project	Meets/Exceeds Requirements
Parking – 1 space/200 s.f. of building area	967 spaces (193,482 s.f.)	978 spaces	Yes
Parking Space Size (90^O)	9' x 18' 11' x 18' (end stalls)	9.5' x 18' (90^O) 11' x 18' (end stalls)	Yes
Driveway/Aisle way Dimensions	24 feet	25 feet	Yes
Striping of Spaces	White painted lines	White painted lines	Yes
Parking Lot Lighting[2]	Shielded directing light downwards	Shielded directing light downwards	Yes
Loading Spaces[3]	13 spaces	5 truck docks	Yes
Accessible Spaces[4]	20 spaces	32 spaces	Yes
Bicycle Parking	38 spaces (employees) 29 spaces (visitors)	38 spaces (employees) 12 (visitors)	Yes Yes[5]
E.V. Charging Spaces	N/A	16 spaces	Yes
Parking Lot Shading of Spaces	50% of spaces to be shaded	80 - 90% at full growth	Yes
Total Landscaping in Parking lot	11%	31.6%	Yes

A reduced copy of the proposed site plan is provided on the following page.

[2] Parking lot lighting complies with the City's Light Pollution Ordinance (Section 8.64 of the WMC).
[3] Requirement applies to multi-tenant shopping centers. As a single tenant use, Wal-Mart has provided 5 large loading docks (to meet their service demands) screened behind the building.
[4] Size of accessible spaces are 14' x 18; per UBC.
[5] A condition has been added to Resolution 2015-03 to provide 17 additional bike spaces to meet code.

Proposed Site Plan Exhibit



Signage (Section 17.252):

The Applicant has proposed signage for the building and site. The sign program indicates wall signage, monument sings and a freeway sign. All signage must comply with the size and location requirements of Section 17.252. The Applicant has proposed the following signage for the Wal-Mart project.

- Three (3) monument signs have been proposed (one per street frontage) that are 49.26 square feet in size (per sign face) each and 6'7" in height. They are located at the main entrances on Bundy Canyon Road, Monte Vista Drive and Canyon Drive (refer to development plans). The sign code regulations permits one monument sign per street frontage, a maximum of 20 feet in height and a maximum of 50 square feet in size (per sign face).

- One (1) freeway pylon sign has been proposed along the western portion of the site (along the I-15 freeway for visibility) that is 30 feet tall and 99.5 square feet in size (per sign face). The sign code regulations permits one freeway oriented sign no taller than 45 feet provided its within a 660-foot distance from the freeway right-of-way, and a maximum sign area of 100 square feet in size (per sign face).

- Multiple wall signs have been proposed on all of the front and side elevations totaling 1,032.20 square feet in size. Signs are proposed to identify the Wal-Mart business as well as other services such as the pharmacy & pharmacy drive through, market, outdoor living and home & pharmacy. The height of each wall sign ranges from 1'-6" to 5'-6". The sign code regulations do not regulate the number of wall signs or the height of each letter but allows a maximum sign area that does not exceed 10% of the front and side building wall elevation surface areas.

  In reviewing the wall signs, the front elevation wall surface area is 14,292 square feet in size (26'8" x 533.3') which would allow a total sign area of 1,429 square feet (at 10%). The total sign area proposed for the front elevation is approximately 576 square feet in area (about 4%), which is less than the maximum allowed by code. The west side elevation (freeway side) wall surface area is 8,694 square feet in size (27' x 322') which would allow a total sign area of 869 square feet (at 10%).

  The total sign area proposed for the west elevation is 120.76 square feet in area (about 1.3%), which is less than the maximum allowed by code. The east side elevation wall surface area is 9,016 square feet in size (28' x 322') which would allow a total sign area of 901 square feet (at 10%). The total sign area proposed for the east elevation is approximately 377.8 square feet in area (about 4.1%), which is less than the maximum allowed by code.

Based on staff's review of the proposed sign program, all provisions of Section 17.252 of the Zoning Ordinance have been complied with in terms of quantity, location and size. Thus, the sign program is consistent with this code section.

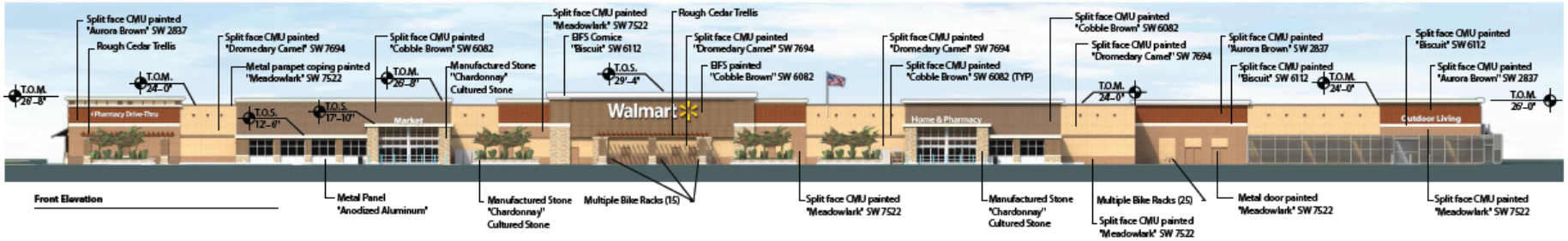
Proposed Architectural Elevations:

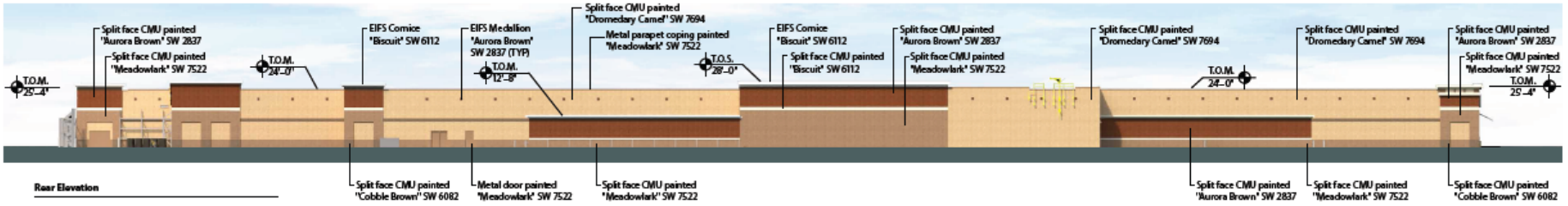
The proposed building will be constructed of decorative split-face block that will have different textures and colors depending on the elevation. A variety of colors will be used to provide accent and variation. The design also incorporates a variety of vertical and horizontal articulation to break up the large building masses on each elevation. A cornice detail will be provided along the roof line where there are prominent "entry features" on all elevations. To further accentuate the building elevations, the use of decorative stone veneer is proposed at various locations on each elevation. The front elevation will incorporate trellis features and prominent glass entry designs to accent this elevation.

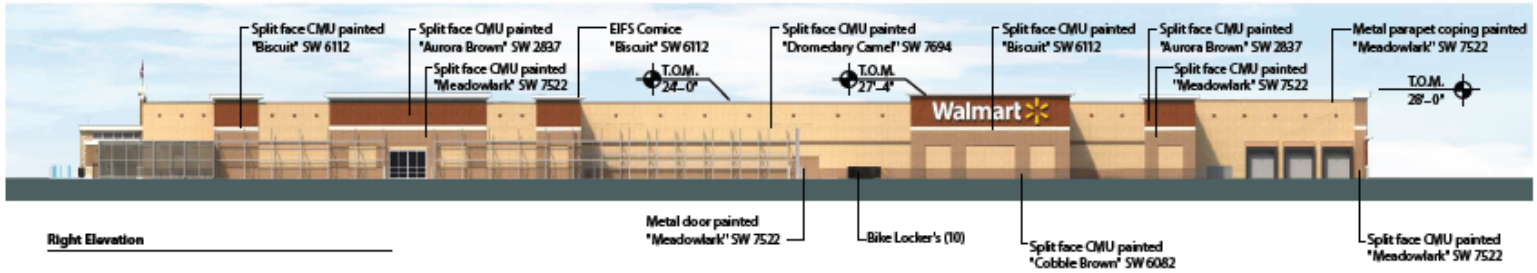
The city does not have commercial design guidelines so the final design came about from four different submittals and reviews by staff. Staff supports the final design as illustrated in the development plans package. The architectural elevations are provided for Council consideration in Attachment D. Some of the elevation exhibits are provided below. As a note, there are no design plans for the small retail building at this time. A condition has been provided that requires a separate plot plan approval for this building prior to the issuance of building permits.

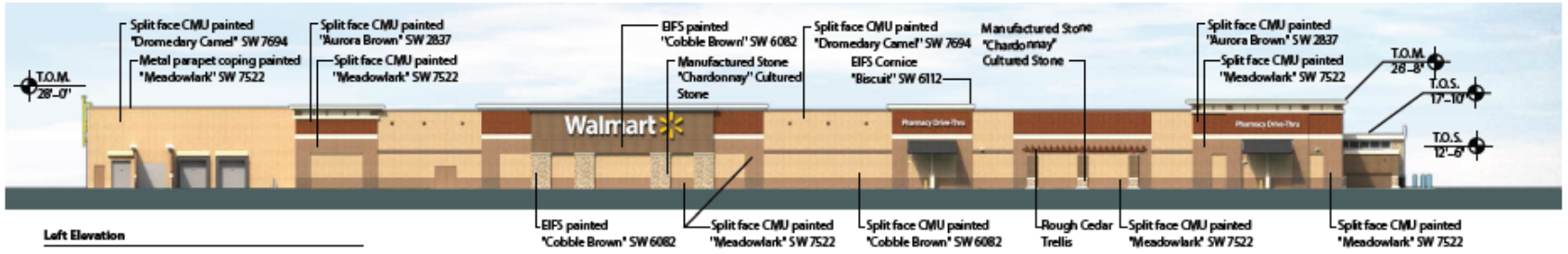
Reduced exhibits of the colored elevations and signs are illustrated on the following pages. Full size copies are provided for the Council consideration (refer to Attachment D).

Proposed Architectural & Sign Elevations Exhibits





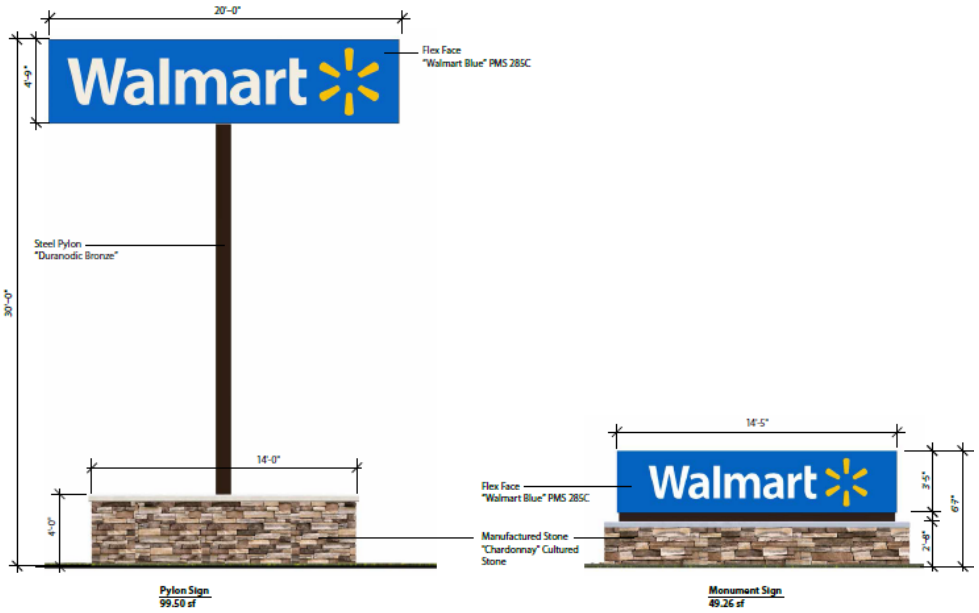


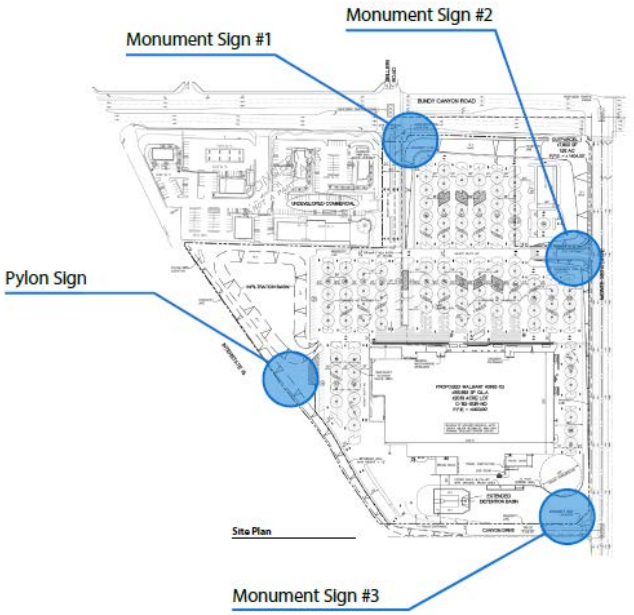



Market
Walmart


Pharmacy Drive-Thru
Walmart


Walmart
Outdoor Living


20'-0"
4'-9"
Walmart
Flex Face
"Walmart Blue" PMS 285C
Steel Pylon
"Duranodic Bronze"
30'-0"
14'-0"
4'-0"
Manufactured Stone
"Chardonnay" Cultured
Stone
Pylon Sign
99.50 sf
14'-5"
Walmart
Flex Face
"Walmart Blue" PMS 285C
3'-5"
6'-7"
2'-8"
Monument Sign
49.26 sf


Monument Sign #2
Monument Sign #1
Pylon Sign
Site Plan
Monument Sign #3

Landscaping (Section 17.276):

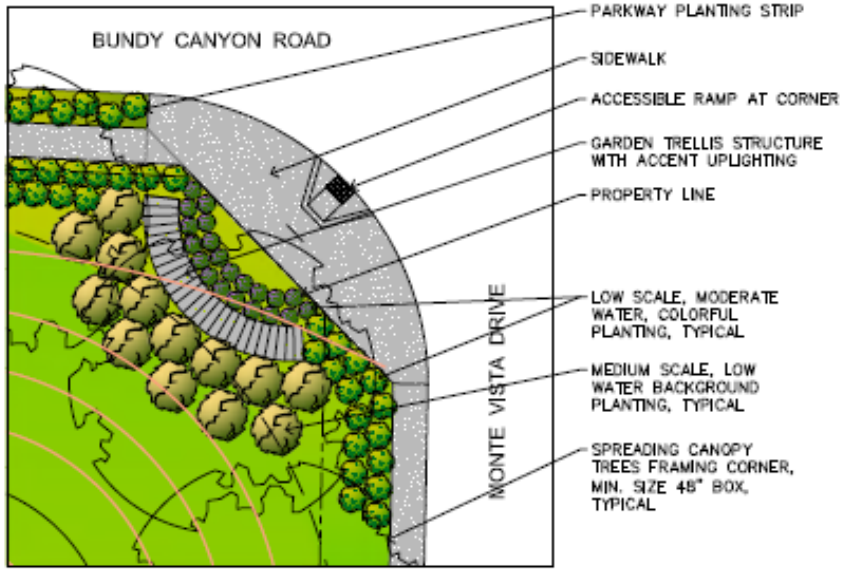
The Applicant has provided a detailed conceptual landscape plan for staff's review. In accordance with Section 17.276 of the Zoning Ordinance, the purpose of this chapter is to establish water efficient landscape regulations that are "at least as effective in conserving water as" the State Model Water 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) in varying sizes to accommodate the project. The landscape plans were reviewed by the City's Landscape Architect in accordance with the provisions of Section 17.276. Based on this review, the conceptual landscape plans are consistent with city standards. During the construction plan check process, staff will further review the detailed landscape and irrigation plans to determine that the proposed water usage meets the requirements of this section.

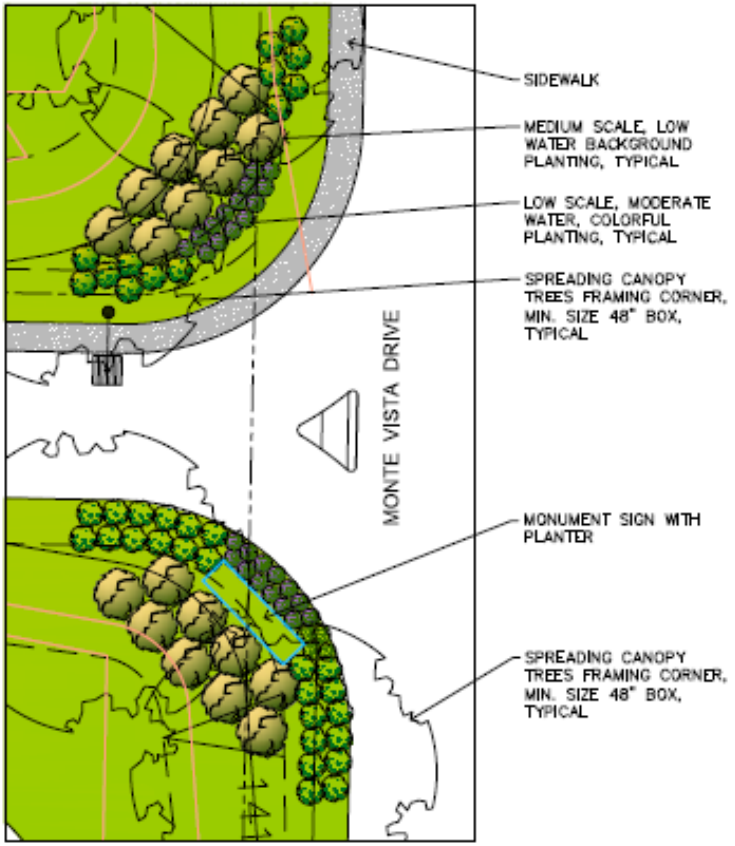
The proposed landscape plans are provided within the development plans for Council consideration (refer to Attachment D). Reduced copies of the landscaping exhibits are provided on the following pages.

Landscape Exhibits

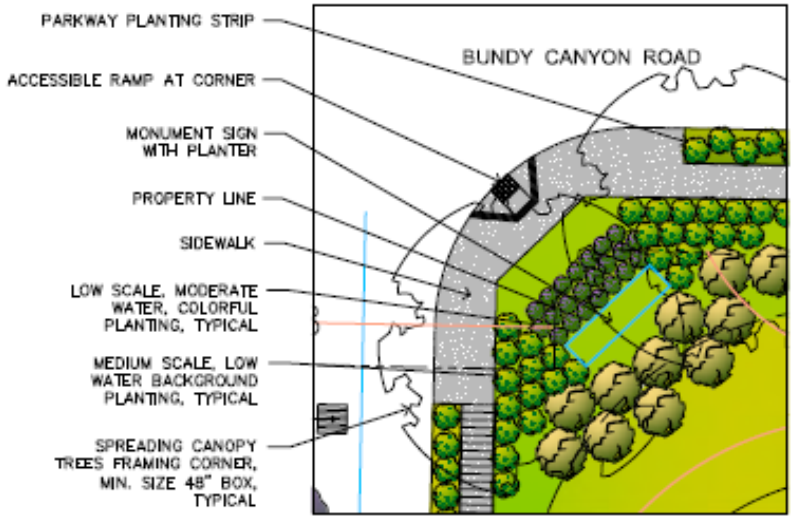




ENLARGEMENT AT CORNER OF BUNDY CANYON ROAD AND MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF MONTE VISTA DRIVE

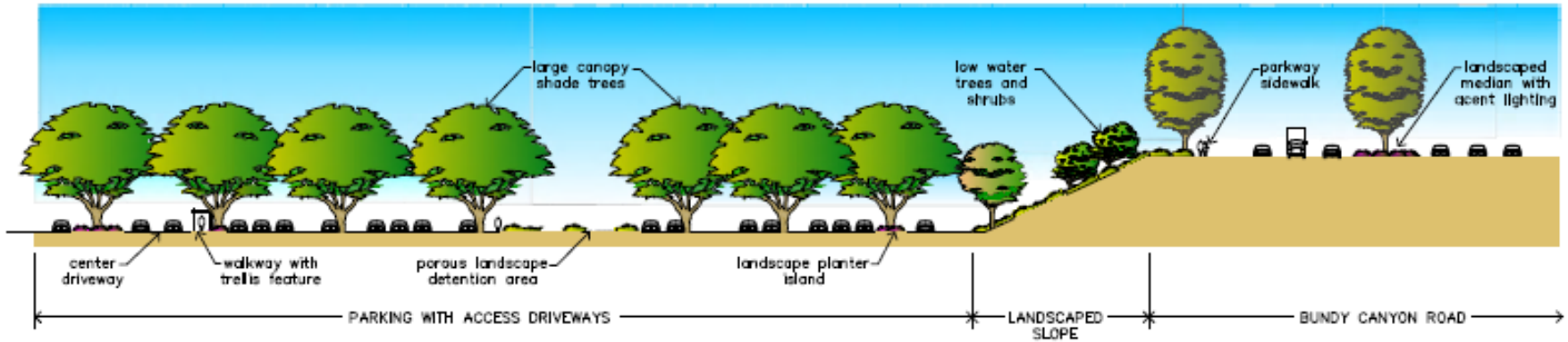


ENLARGEMENT AT ENTRY OFF BUNDY CANYON ROAD

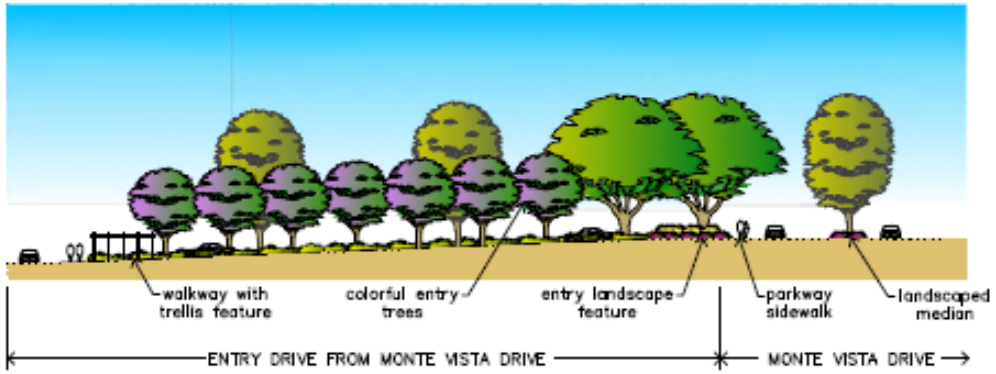


PARTERRE

LANDSCAPE CONCEPT PLAN



CROSS SECTION A-A; Looking West



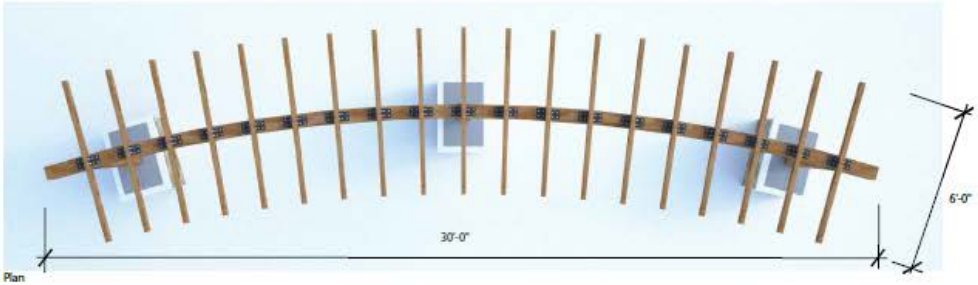
CROSS SECTION B-B: Looking North

PARTERRE

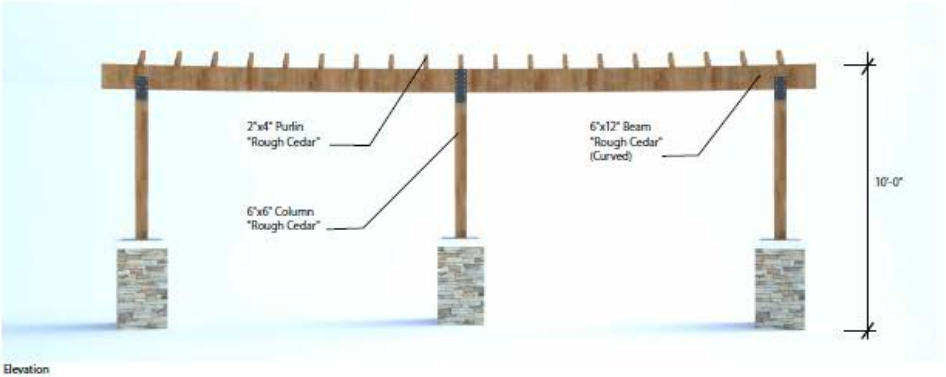
Monte Vista / Bundy Canyon Corner Treatment Illustration



Perspective



Plan



Elevation



Perspective

Walmart

Proposed Traffic:
A detailed traffic study (over 2,100 pages) was prepared for the project as part of the DEIR process. The proposed Wal-Mart project will generate significant traffic that will have impacts in the immediate area surrounding the project site. Based on the traffic analysis, 39 specific mitigation measures were identified to reduce traffic impacts resulting from the project. The mitigation measure are included in the DEIR and are part of the proposed mitigation monitoring & reporting program and conditions of approval (Planning Conditions No. 18 – 56, refer to Attachment C). These conditions include improvements such as traffic signals, street widening, etc.

Proposed Vehicular Access:
Vehicular access to and from the project will be provided via entry ways located on Bundy Canyon Road, Monte Vista Drive (right-in & right-out only) and Canyon Drive. All streets adjacent to the site have been conditioned to be fully improved per city standards to accommodate the proposed traffic from the project. The project has also been conditioned to construct traffic signals at Bundy Canyon & Sellers and Monte Vista & Canyon in accordance with city standards and the mitigation measure of the DEIR identified by the traffic study. The primary access drive aisle extending south from Bundy Canyon Road contains a median.

Proposed Grading:
The site has a significant elevation changed from north to south. In order to accommodate the project, it has been identified that 35,000 cubic yards of dirt will need to be imported. This was evaluated in the DEIR and mitigated appropriately. The grading of the project site will comply with city standards.

Proposed Drainage:
Drainage is a significant part of the proposed project. A detailed analysis and discussion of the drainage is provided in the DEIR and appropriate mitigation measures have been conditioned on the project. The Applicant is providing detention/infiltration basins throughout the project site. The largest one is located along on the west side of the site. Other porous landscape basins have been provided throughout the parking lot. The drainage of the project site complies with city standards.

Other Amenities:
Staff has worked with the Applicant to achieve other features not required in the development standards. For example, a special corner treatment has been designed at the intersection of Monte Vista and Bundy Canyon and at the intersections of driveways that includes trellis work, signage and landscaping. A pedestrian “paseo” with trellis work & landscaping has been provided within the parking area that leads from the northern part of the site to the building.

REQUIRED PROJECT FINDINGS OF FACT:

CEQA/EIR Findings:

The Planning Commission has recommended the City Council, in light of the whole record before it, including but not limited to, the DEIR, all documents incorporated by reference therein, any comments received and responses provided, the Findings of Fact and Statement of Overriding Considerations, the Mitigation Monitoring and Reporting Program (provided in the EIR Resolution (Attachment A, Exhibit 3 & 4), and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, find and determine that:

1. Preparation of EIR: An Environmental Impact Report was prepared for the Wal-Mart development project and processed in accordance with the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.).

2. Notice: The City has complied with CEQA Guidelines §15085 and §15087 by providing a Notice of Completion of the Draft EIR to OPR and a Notice of Availability to responsible and trustee agencies, including the Riverside County Clerk, and other persons and agencies.

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time commencing on August 25, 2014 and concluding on October 8, 2014.

4. Response to Comments: The City has responded to all seven of the written comments received during the public review period, and included the comments and responses as part of the Final EIR included in Attachment A, Exhibit 2 of the EIR Resolution. In response to these comments, the City has made minor revisions to the Draft EIR, which are identified in the Final EIR and which do not constitute significant additional information that would require recirculation of the Draft EIR.

5. Findings for Significant Effects: The EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations to the project and/or the imposition of mitigation measures. Pursuant to CEQA Guideline Section 15091, 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, except that three significant impacts (Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise

(temporary construction)) cannot be feasibly mitigated to less than significant levels.

c) These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the project as proposed or they have been imposed as conditions of approval on the project.

d) The City has prepared a Mitigation Monitoring and Reporting Program included in the EIR Resolution (Attachment A, Exhibit 4) to track compliance with these changes, alterations, and mitigation measures identified in the Wal-Mart development project Environmental Impact Report.

6. Statement of Overriding Considerations: Approval of the project will result in three significant unavoidable impacts related to Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction) that cannot be feasibly mitigated to below the threshold of significance. However, all other impacts have been mitigated through changes, alterations and mitigation measures to a less than significant level. The Planning Commission recommends that the City Council adopt a Statement of Overriding Considerations pursuant to CEQA Guideline Section 15093 for three significant unavoidable impacts related to Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction) as discussed and addressed in the DEIR & FEIR.

7. Independent Judgment: The DEIR and FEIR reflects the independent judgment and analysis of the City.

Change of Zone Findings:

In accordance with the State of California, Government Code Section 65853 – 65857 and Section 17.280 of the Wildomar Municipal Code, the Planning Commission recommends the City Council, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, find and determine as follows:

A. The proposed change of zone is in conformance with the adopted General Plan for the City of Wildomar.

Evidence: The proposed change of zone for the Wal-Mart development project from the current zoning designation of R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) is consistent with the City's General Plan in that the proposed zoning and land use designations are intended to provide for the development of commercial retail uses at a neighborhood, community and regional level which the proposed project achieves. Further, the C-P-S zoning designation is consistent with the General Plan land use designation of Commercial Retail (CR)

as the C-P-S zone implements the goals and polices of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.

Conditional Use Permit Findings:

Pursuant to Section 17.200 (Conditional Use Permits) and Section 17.248 (Alcoholic Beverage Sales) of the Zoning Ordinance, the Planning Commission recommends the City Council, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, find and determine as follows:

A. That the proposed conditional use permit is consistent with the General Plan and in accord with the purposes of the zone in which the site is located.

Evidence: The proposal to have alcohol sales within the Wal-Mart retail building is consistent with the General Plan in that alcohol sales are conditionally permitted in the C-P-S (Scenic Highway Commercial) zone in accordance with Section

17.248.020.A of the Zoning Ordinance. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones in the City. Further, the sale of alcohol will be restricted to "off-premise" consumption only (i.e., no on-site consumption) in accordance with the requirements of a Type 21 ABC license. The project has been conditioned to obtain a Type 21 alcohol license prior to the issuance of occupancy permits so the sale of alcohol at this location is in accord with the zone in which it is located.

B. The proposed use will not be detrimental to the health, safety, or general welfare of the community.

Evidence: The proposal to have alcohol sales within the Wal-Mart retail building will not be detrimental to the health, safety, or general welfare of the community. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones in the City. The project has been conditioned to obtain a "Type 21" alcohol license prior to the issuance of occupancy permits and will be restricted to "off-premise" consumption only (i.e., no on-site consumption) in accordance with the requirements the Alcohol Beverage Control (ABC). As no alcohol will be consumed on-site or within the building, the sale of alcohol for this commercial retail establishment will not be detrimental to the health, safety, or general welfare of the community.

C. The proposed conditional use permit is consistent with the development standards of Section 17.248 (Alcoholic Beverage Sales).

Evidence: The proposed conditional use permit is consistent with the following:

- Section 17.248.020 sets forth the requirement that off-premise sale can only occur in the R-R, C-1/C-P, C-P-S and C-R zones. As the project will have a C-P-S zone designation, the project meets this requirement.

- Section 17.248.030.C requires that off-premise sales are permitted provided the vehicular traffic from the facility does not reasonably create a potential hazard to schools, churches, public parks or playgrounds. Elsinore high school and Cornerstone Church are the nearest uses to the Wal-Mart site. The high school is slightly over ½ mile away, while the church is slightly under a ½ mile away. Based on the site design, street improvements and distance, it is staff's opinion that the off-premise sale of alcohol will not reasonably create traffic hazards at the high school or church.

- Section 17.248.030.D requires that the notice of public hearing be sent to all property owners within a 1,000-foot radius of the project site and to the school district. On January 28, 2015, the Planning Department mailed out public hearing notices to all owners in compliance with section.

- Section 17.248.040 allows the staff to propose other conditions as part of the CUP. Staff has proposed a special condition that requires the Applicant submit proof that they have obtained a Type 21 license from the Alcoholic Beverage Control (ABC) prior to the issuance of occupancy permits for the building.

Plot Plan Findings:

Pursuant to Section 17.216 of the Wildomar Zoning Ordinance, the Planning Commission recommends the City Council, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, find and determine as follows:

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

Evidence: The proposed Wal-Mart commercial retail use is consistent with the General Plan land use designation of Commercial Retail (CR) and Zoning designation of C-P-S (Scenic Highway Commercial) in that these designations are specifically intended to provide for the development of commercial retail uses at a neighborhood, community and regional level. Further, the proposed project implements the goals and polices of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.

The proposed Wal-Mart development project is also is consistent with the regulations and provisions of Chapter 17.76 (C-P-S Zone), Chapter 17.188 (Off Street Vehicle Parking Standards), Chapter 17.216 (Plot Plans) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code in that the project meets and exceeds the minimum development standards outlined in these sections. In addition, conditions of approval have been proposed for the project that will ensure that all the minimum City requirements are met.

B. The overall development of the land shall be designed for the protection of the public health, safety, and general welfare.

Evidence: The proposed project is located on a site (and is surrounded by other properties) that are designated for the development of commercial retail uses. The project has been designed to provide appropriate site access from Bundy Canyon, Monte Vista Drive and Canyon Drive that meets minimum city design standards to ensure safe vehicular and pedestrian access and circulation. The proposed project also has been designed to meet and exceed minimum development standards of the Zoning Ordinance related to commercial development (see above) that ensures the protection of the public health, safety, and general welfare.

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

Evidence: The proposed project has been designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The project site is designated for commercial retail development as is the surrounding properties to the north and south. Further, the General Plan has designated this area which is in close proximity to the I-15 freeway/Bundy Canyon Road interchange as a major commercial retail node.

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

Evidence: The project is located at the southwestern corner of Monte Vista Drive and Bundy Canyon Road. Access to the site will from both streets which are proposed and conditioned for full public improvements per City standards. These improvements will facilitate the off-site and on-site traffic begin generated by the project. A traffic study was prepared for the project and extensively analyzed in the DEIR. As a result, there are 39 mitigation measures (Planning Condition Nos. 18-56)

that address traffic concerns and mitigate them. As a result, the proposed project meets this condition.

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

Evidence: The construction of the project has been designed and conditioned to comply with all applicable City ordinances, codes, and standards including, but not limited to, requirements relating to storm water runoff management and other drainage controls regulations. The project drainage has been designed through a series of detention basins and other on-site features to capture storm runoff in the catch basin filters and/or sub-surface detention basin incorporated into the project These features are designed to release runoff back into the natural stream channels without substantially altering the existing drainage pattern and without causing substantial erosion or siltation. Further the project was required to prepare a hydrology/hydraulic study and Water Quality Management Plan as part of the Environmental Impact Report (EIR) which analyzed and addressed in detail all drainage impacts that could have resulted from this project. Mitigation measures have been proposed as part of the EIR that reduces identified impacts to a standard level of insignificance with no impacts to downstream properties or facilities.

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

Evidence: The project at this time does not propose to sell any portion of property. If in the future, the smaller retail building located at the northeast portion of the site is to be sold, the Applicant will be required to file a parcel map or parcel merger in accordance with the City's Subdivision Ordinance.

PUBLIC COMMUNICATION / NOTICING

In accordance with Government Code Sections65854 65090, and 65091, and Title 17 of the Wildomar Municipal Code, the Planning Department, on January 28, 2015, mailed a public hearing notice to all property owners within a 1,000-foot radius of the project boundaries notifying them of the February 11, 2015 City Council hearing for the proposed project. In addition, on January 30, 2015, the Planning Department published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the February 11, 2015 City Council hearing for the proposed project. In accordance with Section 17.248.030.D, said notice was also sent (via email) to the Elsinore Unified School District notifying them of the public hearing that includes the off-premise sale of alcohol.

As the project was continued from the February 11, 2015 Council meeting with the public hearing open, no further noticing is required.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Gary Nordquist
City Manager

ATTACHMENTS

A. Council Resolution No. 2015-05 - Environmental Impact Report
   Exhibit 1 - Wal-Mart Project DEIR (Separate Pdf Document)
   Exhibit 1-A Wal-Mart DEIR Appendices (Separate Pdf Documents)
   - Appendix A - Initial Study-NOP-NOP Responses
   - Appendix B - Urban Decay Analysis
   - Appendix C - Traffic Impact Analysis
   - Appendix D - Air Quality Impact Analysis
   - Appendix E - Noise Impact Analysis
   - Appendix F - Stormwater Management
   - Appendix G - Biological Resources Assessments
   - Appendix H - Geotechnical Investigation

   Exhibit 2 - Final EIR (Separate Pdf Document)
   Exhibit 3 - EIR Findings of Fact/Statement of Overriding Considerations (Separate Pdf Document)
   Exhibit 4 - EIR Mitigation Monitoring & Reporting Program (MMRP) (Separate Pdf Document)
B. Council Ordinance No. 105 for Change of Zone No. 13-0086
C. Council Resolution No. 2015-06 for CUP & Plot Plan Nos. 13-0086
   Exhibit 1 - Wal-Mart Conditions of Approval Matrix
D. Wal-Mart Project Development Plans (Separate Pdf Document)
E. Johnson & Sedlack Comment Letter-Jan. 21, 2015 (Separate Pdf Document)
F. Staff Responses to Johnson & Sedlack Comments Letter (Separate Pdf Document)
G. Briggs Law Group Comment Letter (dated February 11, 2015)
H. Staff Responses to Briggs Law Group Letter

INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

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

ATTACHMENT A

Council Resolution No. 2015 - 05
Environmental Impact Report

RESOLUTION NO. 2015-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, FOR THE CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT (SCH# 2014011014), INCLUDING ADOPTION OF THE FINAL ENVIRONMENTAL IMPACT REPORT, FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WAL-MART DEVELOPMENT PROJECT (PLANNING APPLICATION NO. 13-0086) LOCATED AT SOUTHWEST CORNER OF MONTE VISTA AVENUE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037)

WHEREAS, the Planning Department has received an application from:

Applicant/Owner:	Walmart Real Estate Business Trust
Project Location:	SWC of Monte Vista Drive & Bundy Canyon Road
APN:	367-100-033; 367-100-034; 367-100-035; 367-100-037
Project Area:	21.96 acres

WHEREAS, the proposed project consists of the following submitted applications for review 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 (EIR - SCH# 2014011014) in accordance with Public Resources Code § 21080(d) and § 21082.2(d).

2) Change of Zone (CZ) – The proposed project requires a Change of Zone from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) for the 21.96 acre site to accommodate the proposed retail project in accordance with Title 17 of the Wildomar Municipal Code

3) Conditional Use Permit (CUP) - The proposed project requires a Conditional Use Permit to allow the sale of alcohol (Off Sale General); and

4) Plot Plan (PP) - The proposed project requires a Plot Plan to develop the 21.96 acre site with a 185,682 square-foot Walmart retail building and a separate 7,800 square-foot retail building with full on-site and off-site site improvements, subject to conditions.

WHEREAS, the proposed Walmart development project 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 Walmart development project in accordance with the California Government Code, Sections 65856 and 65857, and Title 17 of the City of Wildomar Municipal Code; and

WHEREAS, the Planning Director determined that there was substantial evidence that the Walmart development project 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 Planning Department prepared and circulated a Notice of Preparation (NOP) of the Walmart development project Draft EIR from January 9, 2014 through February 10, 2014 in accordance with Section 15082 of the CEQA Guidelines; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project and Draft EIR on January 27, 2014 in accordance with Section 15082 of the CEQA Guidelines; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Clearinghouse (OPR) and a Notice of Availability (NOA) to the Riverside County Clerk on August 25, 2014 in accordance with Section 15085 of the CEQA Guidelines notifying the State Clearinghouse and Riverside County Clerk of the availability of the DEIR for its 45-day public review period; and

WHEREAS, on August 25, 2014, the Planning Department published Notice of Availability (NOA) in the Press Enterprise, a local newspaper of general circulation, giving notice to the general public and all interested parties requesting said notice regarding the public review of the Draft EIR (SCH# 2014011014) for the Walmart development project (Planning Application No. 13-0086), and which was posted at Wildomar City Hall Planning Department and on the City of Wildomar website; and

WHEREAS, the Draft EIR for the Walmart development project was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines §15087 and §15105(a) for a period of 45 days commencing on August 25, 2014 and concluding on October 8, 2014; and

WHEREAS, before the close of the public comment period on October 8, 2014, the Planning Department received seven comments from agencies and public citizens regarding the Draft EIR; and

WHEREAS, the Planning Department has prepared the Final EIR (Exhibit 2 of this Resolution) in accordance CEQA Guidelines, which includes official city responses to each of the seven commenters, and which said Final EIR was distributed to each commenter at least ten days prior to the January 21, 2015 Planning Commission public hearing in accordance with CEQA Guidelines; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution as follows: Exhibit 1: Walmart development project Draft EIR (SCH# 2014011014); Exhibit 2: Walmart development project Final EIR; Exhibit 3: Walmart development project EIR Findings of Fact and Statement of Overriding Considerations; and Exhibit 4: Walmart development project 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 General Plan; and

WHEREAS, in accordance Title 17 of the Wildomar Municipal Code, the City of Wildomar Planning Department, on January 28, 2015, mailed a public hearing notice to all property owners within a 1,000-foot radius of the project boundaries notifying said property owners of the February 11, 2015 public hearing on the DEIR and FEIR (including all exhibits contained herein) that would be considered by the City Council; and

WHEREAS, in accordance with Government Code Sections 65856 and 65090, and Title 17 of the Wildomar Municipal Code, the City of Wildomar Planning Department, on January 30, 2015, published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the February 11, 2015 public hearing for the DEIR and FEIR (including all exhibits contained herein) that would be considered by the City Council; and

WHEREAS, in accordance with Government Code Section 65856, and Title 17 of the Wildomar Municipal Code, the City Council of the City of Wildomar, on February 11, 2015, conducted the duly noticed public hearing, at which time interested persons had an opportunity to testify in support of, or opposition to, the project proposed in the DEIR and FEIR (including all exhibits contained herein), and in which the City Council continued the project to the March 11, 2015 Council meeting; and

WHEREAS, in accordance with Government Code Section 65856, and Title 17 of the Wildomar Municipal Code, the City Council of the City of Wildomar, on March 11, 2015, conducted the duly noticed public hearing, at which time interested persons had an opportunity to testify in support of, or opposition to, the project proposed in the DEIR and FEIR (including all exhibits contained herein).

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, upon recommendation of the Planning Commission, in light of the whole record before it, including but not limited to, the DEIR, all documents incorporated by reference therein, any comments received and responses provided, the Findings of Fact and Statement of Overriding Considerations (as provided in Exhibit 3 of 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 hearing, hereby finds and determines that:

1. Preparation of EIR: An Environmental Impact Report was prepared for the Walmart development project and processed in accordance with the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.).

2. Notice: The City has complied with CEQA Guidelines § 15085 and §15087 by providing a Notice of Completion of the Draft EIR to OPR and a Notice of Availability to responsible and trustee agencies, including the Riverside County Clerk, and other persons and agencies.

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time commencing on August 25, 2014 and concluding on October 8, 2014.

4. Response to Comments: The City has responded to all seven of the written comments received during the public review period, and included the 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, which are identified in the Final EIR and which do not constitute significant additional information that would require recirculation of the Draft EIR.

5. Findings for Significant Effects: The EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations to the project and/or the imposition of mitigation measures. Pursuant to CEQA Guideline Section 15091, the City Council, upon recommendation of the Planning Commission, 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, except that three significant impacts (Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction)) cannot be feasibly mitigated to less than significant levels.

c) These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the project as proposed or they have been imposed as conditions of approval on the project.

d) The City has prepared a Mitigation Monitoring and Reporting Program included attached hereto this Resolution (Attachment A, Exhibit 4) to track compliance with these changes, alterations, and mitigation measures identified in the Walmart development project Environmental Impact Report.

6. Statement of Overriding Considerations: Approval of the project will result in three (3) significant unavoidable impacts related to Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction) that cannot be feasibly mitigated to below the threshold of significance. However, all other impacts have been mitigated through changes, alterations and mitigation measures to a less than significant level. The Planning Commission recommends that the City Council adopt a Statement of Overriding Considerations pursuant to CEQA Guideline Section 15093 for three significant unavoidable impacts related to Traffic (operations/cumulative), Air Quality (operations/cumulative) and Noise (temporary construction) as discussed and addressed in the DEIR & FEIR.

7. Independent Judgment: The DEIR and FEIR reflect the independent judgment and analysis of the City.

SECTION 2 MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. CITY COUNCIL ACTION.

Based on the foregoing findings, and on substantial evidence in the whole of the record, the City Council, upon recommendation of the Planning Commission, hereby takes the following actions:

1. Certify EIR: The City Council hereby adopts the Findings of Fact and Statement of Overriding Considerations (Attached hereto as Exhibit 3 of this Resolution) and certifies the Final EIR (SCH# 2014011014) for the Walmart development project.

2. Approve and Adopt the Mitigation Monitoring and Reporting Program: The City Council hereby approves and adopts the Mitigation Monitoring and Reporting Program for the Walmart development project EIR attached hereto as Exhibit 4 of this Resolution.

3. Notice of Determination: The City Council in compliance with Public Resources Code § 21152 and CEQA Guidelines § 15094, hereby directs the Planning Director

to prepare a Notice of Determination (NOD) concerning certification of the Walmart development project EIR, and within five days of City Council approval, file the NOD with accompanying fees with the Riverside County Clerk for posting.

4. Location: The Final EIR (SCH# 2014011014) and all documents incorporated therein and forming the City Council record of decision 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 11th day of March, 2014.

_____
Ben J. Benoit
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

ATTACHMENT A - EXHIBIT 1

Walmart Draft EIR

(Separate Pdf Document)

ATTACHMENT A - EXHIBIT 1 - A

Walmart Draft EIR – Technical Appendices

(Separate Individual Pdf Documents)

<u>Technical Studies Include the following:</u>

- **Appendix A - Initial Study-NOP-NOP Responses**
- **Appendix B - Urban Decay Analysis**
- **Appendix C - Traffic Impact Analysis**
- **Appendix D - Air Quality Impact Analysis**
- **Appendix E - Noise Impact Analysis**
- **Appendix F - Stormwater Management**
- **Appendix G - Biological Resources Assessments**
- **Appendix H - Geotechnical Investigation**

ATTACHMENT A - EXHIBIT 2

Walmart Final EIR

(Separate Pdf Document)

ATTACHMENT A - EXHIBIT 3

Walmart EIR Findings of Fact/Statement of Overriding Considerations

(Separate Pdf Document)

ATTACHMENT A - EXHIBIT 4

Walmart Mitigation Monitoring & Reporting Program

(Separate Pdf Document)

ATTACHMENT B

Council Ordinance No. 105
Change of Zone

ORDINANCE NO. 105

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 13-0086) FROM R-R (RURAL RESIDENTIAL) TO C-P-S (SCENIC HIGHWAY COMMERCIAL) FOR THE WAL-MART DEVELOPMENT PROJECT LOCATED AT SOUTHWEST CORNER OF MONTE VISTA AVENUE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037)

THE WILDOMAR CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA Determination

The approval of this Change of Zone is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on March 11, 2105, at a duly noticed public hearing, the City Council adopted an Environmental Impact Report (EIR) and Mitigation Monitoring & Reporting Program for Change of Zone No. 13-0086 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. Multiple Species Habitat Conservation Plan.

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. 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, upon recommendation of the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, finds and determines as follows:

A. The proposed change of zone is in conformance with the adopted General Plan for the City of Wildomar.

Evidence: The proposed change of zone for the Walmart development project from the current zoning designation of R-R (Rural Residential) to C-P-S (Scenic

Highway Commercial) is consistent with the City's General Plan in that the proposed zoning and land use designations are intended to provide for the development of commercial retail uses at a neighborhood, community and regional level which the proposed project achieves. Further, the C-P-S zoning designation is consistent with the General Plan land use designation of Commercial Retail (CR) as the C-P-S zone implements the goals and polices of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.

SECTION 4: Amendment to Zoning Map

The City Council, based on the findings above, hereby approves a change to the City of Wildomar Zoning Map for Change of Zone No. 13-0086 from the current zoning designation of R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) for the properties located at the southwest corner of Monte Vista Drive and Bundy Canyon Road known herein as APN's 367-100-033; 367-100-034; 367-100-035; 367-100-037.

SECTION 5. Effective Date of the Ordinance.

This Ordinance shall take effect and be in full force and operation thirty (30) days after its second reading and adoption.

SECTION 6. 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 7 City Clerk Action.

The City Clerk is authorized and directed to cause this Ordinance to be published within 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 _____ day of _____, 2015.

_____
Ben J. Benoit
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

ATTACHMENT C

Council Resolution No. 2015-06
CUP / Plot Plan

RESOLUTION NO. 2015-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 13-0086 TO ALLOW ALCOHOL SALES AND PLOT PLAN NO. 13-0086 ALLOWING DEVELOPMENT OF A 185,682 SQUARE-FOOT RETAIL BUILDING AND A 7,800 SQUARE-FOOT RETAIL BUILDING FOR THE WAL-MART DEVELOPMENT PROJECT LOCATED AT SOUTHWEST CORNER OF MONTE VISTA AVENUE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037)

WHEREAS, the Planning Department has received an application from:

Applicant/Owner:	Walmart Real Estate Business Trust
Project Location:	SWC of Monte Vista Drive & Bundy Canyon Road
APN:	367-100-033; 367-100-034; 367-100-035; 367-100-037
Project Area:	21.96 acres

WHEREAS, the proposed project consists of the following submitted applications for review by the City Council:

1) Environmental Impact Report (EIR) - The proposed project requires the preparation, review and certification of an EIR (SCH# 2014011014) in accordance with Public Resources Code § 21080(d) and § 21082.2(d).

2) Change of Zone (CZ) – The proposed project requires a Change of Zone from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) for the 21.96 acre site to accommodate the proposed retail project in accordance with Title 17 of the Wildomar Municipal Code

3) Conditional Use Permit (CUP) - The proposed project requires a CUP to allow the sale of alcohol (Off Sale General); and

4) Plot Plan (PP) - The proposed project requires a Plot Plan to develop the 21.96 acre site with a 185,682 square-foot Walmart retail building and a separate 7,800 square-foot retail building with full on-site and off-site site improvements, subject to conditions.

WHEREAS, the City Council of the City of Wildomar, California, has the authority, and has reviewed the proposed Conditional Use Permit and Plot Plan requested by the applicant, in accordance with the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the proposed Conditional Use Permit and Plot Plan application 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 Walmart development project may have one or more significant effects on the environment and that preparation of an EIR was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the Planning Department prepared and circulated a Notice of Preparation (NOP) of the Walmart development project Draft EIR from January 9, 2014 through February 10, 2014 in accordance with Section 15082 of the CEQA Guidelines; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project and Draft EIR on January 27, 2014 in accordance with Section 15082 of the CEQA Guidelines; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Clearinghouse (OPR) and a Notice of Availability (NOA) to the Riverside County Clerk on August 25, 2014 in accordance with Section 15085 of the CEQA Guidelines notifying the State Clearinghouse and Riverside County Clerk of the availability of the DEIR for its 45-day public review period; and

WHEREAS, on August 25, 2014, the Planning Department published Notice of Availability (NOA) in the Press Enterprise, a local newspaper of general circulation, giving notice to the general public and all interested parties requesting said notice regarding the public review of the Draft EIR (SCH# 2014011014) for the Walmart development project (Planning Application No. 13-0086), and which was posted at Wildomar City Hall Planning Department and on the City of Wildomar website; and

WHEREAS, the Draft EIR for the Walmart development project was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines §15087 and §15105(a) for a period of 45 days commencing on August 25, 2014 and concluding on October 8, 2014; and

WHEREAS, before the close of the public comment period on October 8, 2014, the Planning Department received seven comments from agencies and public citizens regarding the Draft EIR; and

WHEREAS, in accordance with Title 17 of the Wildomar Municipal Code, the City of Wildomar Planning Department mailed a public hearing notice on January 28, 2015 to all property owners within a 1,000-foot radius of the project boundaries notifying said property owners of the February 11, 2015 public hearing on the proposed Plot Plan and CUP (Planning Application No. 13-0086) that would be considered by the City Council; and

WHEREAS, in accordance with Title 17 of the Wildomar Municipal Code, the City of Wildomar Planning Department published a legal notice on January 30, 2015 in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the February 11, 2015 public hearing on the proposed Plot Plan and CUP (Planning Application No. 13-0086) that would be considered by the City Council; and

WHEREAS, in accordance with Title 17 of the Wildomar Municipal Code, the City Council conducted the duly noticed public hearing on February 11, 2015, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed Plot Plan and CUP (Planning Application No. 13-0086), and at which time the City Council received public testimony concerning the proposed Plot Plan and CUP (Planning Application No. 13-0086), and which the City Council continued the project to the march 11, 2015 Council meeting; and

WHEREAS, in accordance with Title 17 of the Wildomar Municipal Code, the City Council conducted the duly noticed public hearing on March 11, 2015, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed Plot Plan and CUP (Planning Application No. 13-0086), and at which time the City Council received public testimony concerning the proposed Plot Plan and CUP (Planning Application No. 13-0086).

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

SECTION 1. CEQA:

The approval of the proposed Plot Plan and CUP (Planning Application No. 13-0086) is in compliance with requirements of the CEQA, in that on March 11, 2015, at a duly noticed public hearing, the City Council approved and certified the EIR (SCH# 2014011014) 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. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. CONDITIONAL USE PERMIT FINDINGS.

Pursuant to Section 17.200 (Conditional Use Permits) and Section 17.248 (Alcoholic Beverage Sales) of the Zoning Ordinance, the City Council, upon recommendation of the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within

the record or provided at the public hearing of this matter, hereby finds and determines as follows:

A. That the proposed conditional use permit is consistent with the General Plan and in accord with the purposes of the zone in which the site is located.

Evidence: The proposal to have alcohol sales within the Walmart retail building is consistent with the General Plan in that alcohol sales are conditionally permitted in the C-P-S (Scenic Highway Commercial) zone in accordance with Section 17.248.020.A of the Zoning Ordinance. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones in the City. Further, the sale of alcohol will be restricted to "off-premise" consumption only (i.e., no on-site consumption) in accordance with the requirements of a Type 21 ABC license. The project has been conditioned to obtain a Type 21 alcohol license prior to the issuance of occupancy permits so the sale of alcohol at this location is in accord with the zone in which it is located.

B. The proposed use will not be detrimental to the health, safety, or general welfare of the community.

Evidence: The proposal to have alcohol sales within the Walmart retail building will not be detrimental to the health, safety, or general welfare of the community. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones in the City. The project has been conditioned to obtain a Type 21 alcohol license prior to the issuance of occupancy permits and will be restricted to off-premise consumption only (i.e., no on-site consumption) in accordance with the requirements the Alcohol Beverage Control (ABC). As no alcohol will be consumed on-site or within the building, the sale of alcohol for this commercial retail establishment will not be detrimental to the health, safety, or general welfare of the community.

C. The proposed conditional use permit is consistent with the development standards of Section 17.248 (Alcoholic Beverage Sales).

Evidence: The proposed conditional use permit is consistent with the following:

- Section 17.248.020 sets forth the requirement that off-premise sale can only occur in the R-R, C-1/C-P, C-P-S and C-R zones. As the project will have a C-P-S zone designation, the project meets this requirement.

- Section 17.248.030.C requires that off-premise sales are permitted provided the vehicular traffic from the facility does not reasonably create a potential hazard to schools, churches, public parks or playgrounds. Elsinore high school and Cornerstone Church are the nearest uses to the Walmart site. The high school is slightly over ½ mile away, while the church is slightly under a ½ mile away. Based on the site design, street improvements and distance, it is staff's

opinion that the off-premise sale of alcohol will not reasonably create traffic hazards at the high school or church.

- Section 17.248.030.D requires that the notice of public hearing be sent to all property owners within a 1,000-foot radius of the project site and to the school district. On January 7, 2015, the Planning Department mailed out public hearing notices to all owners in compliance with section.

- Section 17.248.040 allows the staff to propose other conditions as part of the CUP. Staff has proposed a special condition that requires the applicant submit proof that they have obtained a Type 21 license from the ABC prior to the issuance of occupancy permits for the building.

SECTION 4. PLOT PLAN FINDINGS:

Pursuant to Section 17.216 (Plot Plans) of the Wildomar Zoning Ordinance, the City Council, upon recommendation of the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, hereby finds and determines as follows:

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

Evidence: The proposed Walmart commercial retail use is consistent with the General Plan land use designation of Commercial Retail (CR) and Zoning designation of C-P-S (Scenic Highway Commercial) in that these designations are specifically intended to provide for the development of commercial retail uses at a neighborhood, community and regional level. Further, the proposed project implements the goals and polices of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map.

LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.

LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.

LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.

LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.

LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.

The proposed Walmart development project is also is consistent with the regulations and provisions of Chapter 17.76 (C-P-S Zone), Chapter 17.188 (Off Street Vehicle Parking Standards), Chapter 17.216 (Plot Plans) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code in that the project meets and exceeds the minimum development standards outlined in these sections. In addition, conditions of approval have been proposed for the project that will ensure that all the minimum City requirements are met.

B. The overall development of the land shall be designed for the protection of the public health, safety, and general welfare.

Evidence: The proposed project is located on a site (and is surrounded by other properties) that are designated for the development of commercial retail uses. The project has been designed to provide appropriate site access from Bundy Canyon, Monte Vista Drive and Canyon Drive that meets minimum city design standards to ensure safe vehicular and pedestrian access and circulation. The proposed project also has been designed to meet and exceed minimum development standards of the Zoning Ordinance related to commercial development (see above) that ensures the protection of the public health, safety, and general welfare.

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

Evidence: The proposed project has been designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The project site is designated for commercial retail development as is the surrounding properties to the north and south. Further, the General Plan has designated this area which is in close proximity to the I-15 freeway/Bundy Canyon Road interchange as a major commercial retail node.

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

Evidence: The project is located at the southwestern corner of Monte Vista Drive and Bundy Canyon Road. Access to the site will from both streets which are proposed and conditioned for full public improvements per City standards. These improvements will facilitate the off-site and on-site traffic being generated by the project. A traffic study was prepared for the project and extensively analyzed in the DEIR. As a result, there are 39 mitigation measures (Planning Condition Nos. 18-56) that address traffic concerns and mitigate them. As a result, the proposed project meets this condition.

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

Evidence: The construction of the project has been designed and conditioned to comply with all applicable City ordinances, codes, and standards including, but not limited to, requirements relating to storm water runoff management and other drainage controls regulations. The project drainage has been designed through a series of detention basins and other on-site features to capture storm runoff in the catch basin filters and/or sub-surface detention basin incorporated into the project These features are designed to release runoff back into the natural stream channels without substantially altering the existing drainage pattern and without causing substantial erosion or siltation. Further the project was required to prepare a hydrology/hydraulic study and Water Quality Management Plan as part of the EIR which analyzed and addressed in detail all drainage impacts that could have resulted from this project. Mitigation measures have been proposed as part of the EIR that reduces identified impacts to a standard level of insignificance with no impacts to downstream properties or facilities.

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

Evidence: The project at this time does not propose to sell any portion of property. If in the future, the smaller retail building located at the northeast portion of the site is to be sold, the applicant will be required to file a parcel map or parcel merger in accordance with the City's Subdivision Ordinance.

SECTION 5. CITY COUNCIL ACTION:

The City Council, upon recommendation of the Planning Commission, hereby adopts this Resolution approving CUP No. 13-0086 and Plot Plan No. 13-0086, subject to conditions as illustrated herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 11th day of March, 2014.

_____
Ben J. Benoit
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

ATTACHMENT C - EXHIBIT 1 WALMART DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
Project Application: Change of Zone, Conditional Use Permit & Plot Plan No. 13-0086 (Planning Application No. 13-0086)			
APN No.: 380-280-004 and 380-280-009, 010, 011 & 012			
Original Council Approval Date: **CUP / Plot Plan: March 11, 2015**		**Expiration Date #1:** **CUP / Plot Plan: March 11, 2017**	
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS			
General 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 Game (Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee (paid by the applicant) in the amount of **$3,119.75**. 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 = $3,069.75** **b. Riverside County Clerk Administrative Fee = $50.00**	March 18, 2015	Planning Department	
2. The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed page to the Wildomar Planning Department within seven (7) days of City Council approval. Applicant Signature: Date:	March 18, 2015	Planning Department	
3. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all	On-Going	Planning Department	

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

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	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.	Within 60 days of approval by the City Council approval of CUP & Plot Plan No. 13-0086, (Planning Application No. 13-0086), the applicant shall pay any outstanding deposit account balance, as applicable. Failure to pay the outstanding balance by the due date may result in delays in the processing of grading and building plans.	May 11, 2015	Planning Dept.	
5.	In accordance with Section 66020.d.1 of the Government Code, the applicant has 90 days from project approval to file a protest of the imposition of fees, dedications, reservations, or other exactions being imposed on this project. Notice is hereby given to the Applicant that the 90-day appeal period begins with approval of this project.	June 15, 2015	Planning Dept.	
6.	Approval of CUP & Plot Plan No. 13-0086, (Planning Application No. 13-0086) shall expire on March 11, 2017 if grading/building permits have not been issued and substantial construction work has commenced. In the event that any litigation is filed challenging the approval of this project, this expiration period shall be tolled until the litigation has gone to final judgment or has been dismissed. If grading/building permits have not been issued and substantial construction work has not commenced by this deadline, then the Applicant may apply for a extension of time, provided an application and fee is submitted to the Planning Department no later than	March 11, 2017	Planning Dept.	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
	February 11, 2017 (30 days prior to expiration). The review and approval of any extension of time shall comply with the provisions of Section 17.200.065 (CUP) and Section 17.216.070 (Plot Plan) of the Wildomar Municipal Code.			
7.	The project shall be developed in accordance with the project development plans approved by the City Council on February 11, 2015. The applicant may request a modification/revision to the approved project as outlined in Section 17.228 of the Wildomar Municipal Code.	On-Going	Planning Dept.	
8.	CUP & Plot Plan No. 13-0086 shall not become effective until 30 days after the 2nd reading of the proposed Change of Zone No. 13-0086 by the City Council. No grading or building permits shall be issued until the Change of Zone has become effective.	May 7, 2015	Planning Dept.	
9.	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 identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation	On-Going	Planning & Engineering Depts.	

	concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.			
10.	If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Native American tribal representative and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Pechanga and Soboba Band representatives and the archaeologist, a decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.	On-Going	Planning & Engineering Depts.	
11.	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.	

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12. 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 Dept..	On-Going	Planning Dept.	
13. 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 and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.	On-Going	Planning Dept.	
14. As required by Chapter 8.56 of the WMC, subsequent development on the site will need to comply with the County of Riverside, Dept. of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials, if applicable.	On-Going	Planning Dept.	
15. The proposed Project shall comply with the requirements of Chapter 9.48 of the WMC relating to noise.	On-Going	Planning Dept.	
16. The project shall comply with the regulations outlined in Section 8.64 (Light Pollution) of the Wildomar Municipal Code.	On-Going	Planning Dept.	

17.	The applicant shall provide an additional 17 bicycle spaces for a total of 67 spaces to meet the code requirements for bicycle parking as required in Section 17.188.060 of the Zoning Ordinance. These additional spaces shall be shown on the construction plans for verification.	On-Going	Planning Dept.	
CEQA/IS/MND MITIGATION MEASURES				
Traffic & Circulation Measures:				
18.	4.2.1 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • Install a traffic signal.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
19.	4.2.2 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15): • Install a traffic signal • Construct a second eastbound (EB) through lane; • Construct a second westbound (WB) through lane; and • Construct a WB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
20.	4.2.3 At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement:	Prior to the issuance of the first Certificate of	Planning, Engineering & Building	

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		• Restripe the WB right-turn lane as a second through lane. This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.	Occupancy.	Department's	
21.	4.2.4	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20): • Install a traffic signal; and • Construct an EB left-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
22.	4.2.5	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24): • Install a traffic signal.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
23.	4.2.6	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • Install a traffic signal; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
24.	4.2.7	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the	Prior to issuance of	Planning, Engineering	

		following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): • Install a traffic signal; and • Construct an EB left-turn lane.	building permits.	& Building Department's	
25.	4.2.8	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8): • Install a traffic signal; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
26.	4.2.9	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9): • Install a traffic signal; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
27.	4.2.10	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10): • Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

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28. 4.2.11 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11): • Install a traffic signal; • Construct a NB left-turn lane; • Construct a NB shared through/right-turn lane; • Construct a SB left-turn lane; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
29. 4.2.12 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12): • Construct an EB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
30. 4.2.13 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); and • Construct an EB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

31.	4.2.14 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14): • Construct a WB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
32.	4.2.15 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17): • Construct a 2nd westbound through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
33.	4.2.16 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23): • Restripe the EB right-turn lane as a shared through/right-turn lane; and • Construct a second WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
34.	4.2.17 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24): • Install a traffic signal (same improvement required under Existing-plus-Project conditions);	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	• Construct an EB shared through/right-turn lane; • Construct a WB shared through/right-turn lane; • Construct a NB shared through/right-turn lane; • Construct a SB left-turn lane; and • Construct an EB left-turn lane.			
35.	4.2.18 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); • Construct an EB shared through/right-turn lane; • Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and • Construct a WB shared through/right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
36.	4.2.19 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): • Install a traffic signal (same improvement required under Existing-plus-Project conditions);	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	• Restripe the SB shared left/right-turn lane as a left-turn lane; • Construct a SB right-turn lane; • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); • Construct a second EB through lane; and • Construct a WB shared through/right-turn lane.			
37.	4.2.20 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2): • Construct an EB shared through/right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
38.	4.2.21 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3): • Construct a second NB through lane; • Construct a second SB through lane; • Construct a second WB through lane; and • Construct a NB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

39.	4.2.22 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6): • Install a traffic signal.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
40.	4.2.23 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7): • Construct a NB right-turn lane with overlap phasing; • Construct an EB left-turn lane; • Construct an EB right-turn lane; • Construct a WB left-turn lane; • Construct a second and third EB through lane; and • Construct a second WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
41.	4.2.24 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8): • Install a traffic signal (same improvement required under Opening Year conditions); • Construct a WB left-turn lane (same improvement required under Opening Year conditions);	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	• Construct a NB left-turn lane; • Construct a SB left-turn lane; • Construct an EB left-turn lane; • Construct a second and third EB through lane; and • Construct a second and third WB through lane.			
42.	4.2.25 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9): • Install a traffic signal (same improvement required under Opening Year conditions); • Construct an EB left-turn lane (same improvement required under Opening Year conditions); • Construct a WB left-turn lane (same improvement required under Opening Year conditions); • Construct a NB left-turn lane; • Construct a SB left-turn lane; • Construct a third EB through lane; and • Construct a third WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
43.	4.2.26 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	• Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions); • Construct a SB left-turn lane; • Construct a second WB left-turn lane; • Construct a third EB through lane; and • Construct a second and third WB through lane.			
44.	4.2.27 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11): • Install a traffic signal (same improvement required under Opening Year conditions); • Construct a NB left-turn lane (same improvement required under Opening Year conditions); • Construct a SB left-turn lane (same improvement required under Opening Year conditions); • Construct an EB left-turn lane (same improvement required under Opening Year conditions); • Construct a WB left-turn lane (same improvement required under Opening Year conditions); • Construct a NB right-turn lane; • Construct a SB right-turn lane with overlap phasing; • Construct a WB right-turn lane with overlap phasing;	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	• Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and • Construct a second SB through lane.			
45.	4.2.28 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12): • Construct an EB right-turn lane (same improvement required under Opening Year conditions); and • Construct a second WB left-turn lane; • Construct a third EB through lane; and • Construct a third WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
46.	4.2.29 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Construct an EB right-turn lane (same improvement required under Opening Year conditions); • Construct a second EB through lane; and • Construct a second WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

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47. 4.2.30 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14): • Construct a WB right-turn lane (same improvement required under Opening Year conditions); and • Construct a second EB left-turn lane; • Construct a third EB through lane; and • Construct a third WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
48. 4.2.31 The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction: • Restripe the WB right-turn lane as a second through lane. This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions); Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16): • Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.	Prior to the issuance of the first Certificate of Occupancy.	Planning, Engineering & Building Department's	
49. 4.2.32 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following	Prior to issuance of	Planning, Engineering	

		improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17): • Construct a second WB through lane (same improvement required under Existing-plus-Project conditions); • Construct a third WB through lane; • Construct a NB shared left/right-turn lane; and • Construct a second WB left-turn lane.	building permits.	& Building Department's	
50.	4.2.33	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); • Construct a SB left-turn lane striped as a shared left/right-turn lane; • Construct a SB de facto right-turn lane striped as a dedicated right-turn lane; • Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and • Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

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APN No.: 380-280-004 and 380-280-009, 010, 011 & 012			
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51. 4.2.34 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21): • Install a traffic signal; • Construct an EB left-turn lane; • Construct a second EB through lane; • Construct a WB left-turn lane; and • Construct a second WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
52. 4.2.35 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22): • Install a traffic signal; • Construct a NB left-turn lane; • Construct a SB left-turn lane; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
53. 4.2.36 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23): • Restripe the EB right-turn lane as a shared through/right-	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	turn lane (same improvement required under Opening Year conditions); • Construct a second WB through lane (same improvement required under Opening Year conditions); and • Construct a third EB through lane.			
54.	4.2.37 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); • Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and • Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a third EB through lane; and • Construct a third WB through lane.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
55.	4.2.38 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott	Prior to issuance of	Planning, Engineering & Building	

	Road (Study Area Intersection 26): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions); • Construct a SB right-turn lane (same improvement required under Opening Year conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions); • Construct a second EB left-turn lane; • Construct a WB right-turn lane; • Construct a second EB through lane (same improvement required under Opening Year conditions); • Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a third EB through lane; and • Construct a third WB through lane.	building permits.	Department's	
56.	4.2.39 The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan shall identify traffic controls, any street closures and/or detours, or other disruption	Prior to building plan check.	Planning, Engineering & Building	

		to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be provided to all contractors as one component of building plan/contract document packages.		Department's	
Air Quality Measures:					
57.	4.3.1	The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour; • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.	Prior to building plan check.	Planning, Engineering & Building Department's	

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58. 4.3.2 Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.	Prior to the issuance of grading plans.	Planning, Engineering & Building Department's	
59. 4.3.3 During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.	During grading activity.	Planning, Engineering & Building Department's	
60. 4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City. Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

	• Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.			

61.	4.3.5	Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). The Project Water Conservation Strategy shall be subject to review and approval by the City. The Project shall also implement the following: • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
Noise Measures:					
62.	4.4.1	Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 6 p.m. to 6 a.m. during the months of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.	Prior to approval of grading plans and/or issuance of building permits.	Planning, Engineering & Building Department's	
63.	4.4.2	During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. It is noted that	Throughout construction	Planning, Engineering & Building	

		stationary equipment is transitory to the site and is located based on a given construction task or phase, however noise emitting construction equipment that may be employed in various temporary fixed positions throughout the Project site shall be oriented to direct noise away from the nearest noise sensitive receptor(s).		Department's	
64.	4.4.3	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction. A review of the Project site and the location of nearby noise sensitive receptors indicate that construction equipment staging shall be concentrated in the northern portion of the site near Bundy Canyon Road and away from the residential land use located south of Canyon Drive.	Throughout construction	Planning, Engineering & Building Department's	
65.	4.4.4	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.	Throughout construction	Planning, Engineering & Building Department's	
66.	4.4.5	All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.	Throughout construction	Planning, Engineering & Building Department's	
67.	4.4.6	Maintain quality pavement conditions that are free of bumps to minimize truck noise.	Ongoing throughout Project	Planning, Engineering & Building	

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	operations.	Department's	
68. 4.4.7 The truck access points and loading docks within the truck court on the Project site shall be posted with signs which state: • Truck drivers shall turn off engines when not in use; • Trucks servicing the Project shall not idle for more than five (5) minutes; and • Telephone numbers of the building facilities manager to report violations.	Ongoing throughout Project operations.	Planning, Engineering & Building Department's	
Hydrology & Water Quality Measures:			
69. 4.6.1 Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following:	Prior to issuance of grading permits.	Planning, Engineering & Building Department's	

	• Silt Fences; • Check Dams; • Gravel Bag Berms; • Street Sweeping and Vacuuming; • Sand Bag Barriers; • Storm Drain Inlet Protection; • Wind Erosion Control; • Stabilized Construction Entrance/Exit; and • Entrance/Outlet Tire Wash. Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following: • Providing permanent cover to stabilize the disturbed surfaces after construction has been completed; • Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities; • Precluding non-stormwater discharges to the stormwater system; and • Performing monitoring of discharges to the stormwater system.			

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70. 4.6.2 Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following: Source Control/Non-Structural BMPs • Education of property owners, operators, tenants, occupants, or employees; • Street Sweeping of Private Streets and Parking Lots; • Drainage facility inspection and maintenance; • Roof Runoff Controls; • Efficient Irrigation; • Protection of Slopes and Channels; • Storm Drain stenciling and signage; • Trash Storage Areas and Litter Control; • Irrigation system and landscape maintenance; and • Loading dock drainage controls.	Prior to issuance of grading permits.	Planning, Engineering & Building Department's	

		Site Design/Structural BMPs • Maximize permeable areas; • Minimize street, sidewalk, and parking lot aisle widths; • Maintain natural drainage patterns; • Incorporate drought-tolerant landscaping; • On-site ponding areas or retention facilities to increase opportunities for infiltration; • Convey roof runoff to landscaping/permeable areas prior to discharge to storm drains; • Drain sidewalks and walkways to adjacent landscaped areas; and • Integration of landscaping and drainage designs.			
71.	4.6.3	If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

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Biological Resources Measures:					
72.	4.7.1	Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.	Throughout construction.	Planning, Engineering & Building Department's	
73.	4.7.2	A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.	During all vegetation clearing activities.	Planning, Engineering & Building Department's	
74.	4.7.3	Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.	Within 30 days prior to disturbance at the Project site.	Planning, Engineering & Building Department's	
75.	4.7.4	To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA): • If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. • If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat shall be	Throughout construction.	Planning, Engineering & Building Department's	

		thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.			
76.	4.7.5	A biologist shall make periodic site visits to ensure compliance with all permit conditions.	Throughout construction.	Planning, Engineering & Building Department's	
77.	4.7.6	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Planning, Engineering & Building Department's	

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78. 4.7.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Planning, Engineering & Building Department's	
79. 4.7.8 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Planning, Engineering & Building Department's	
Geology & Soils Measures:			
80. 4.8.1 Design and development of the Project shall comply with recommendations and performance standards identified in the Geotechnical Investigation at pages 8 through 21, Sections 6.1 through 6.14. Where the Project Geotechnical Investigation is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail. The Project Geotechnical Investigation provides recommendations and performance standards for the following design and	Prior to building plan check.	Planning, Engineering & Building Department's	

	development components/attributes: • Excavation and Soil Characteristics; • Temporary Slope Excavations (i.e., trenching); • Grading; • Slopes; • Seismic Design Criteria; • Foundations; • Concrete Slabs-on-Grade; • Conventional Retaining Walls; • Pavement Recommendations; • Hydraulic Conductivity; • Detention Basin and Bioswale Recommendations; • Site Drainage and Moisture Protection; and • Foundation and Grading Plan Review.			
Cultural Resources Measures:				
81.	4.9.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation: "If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Planning, Engineering & Building Department's	

		Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."			
82.	4.9.2	At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; 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 Tribal monitors during all	At least 30 days prior to seeking a grading permit.	Planning, Engineering & Building Department's	

		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.			
83.	4.9.3	Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation: "If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Planning, Engineering & Building Department's	

84.	4.9.4	All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.	Throughout grading/prior to issuance of building permit.	Planning, Engineering & Building Department's	
85.	4.9.5	All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	Throughout grading.	Planning, Engineering & Building Department's	
86.	4.9.6	Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation: "If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted	Prior to development approval on the Project site and issuance of any grading, building,	Planning, Engineering & Building Department's	

		immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."	or other permit.		
87.	4.9.7	To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.	Throughout construction.	Planning, Engineering & Building Department's	

88.	4.9.8	Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.	Prior to the issuance of grading permit.	Planning, Engineering & Building Department's	
89.	4.9.9	A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring	Throughout grading and excavation activities.	Planning, Engineering & Building Department's	

		may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.			
90.	4.9.10	Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
91.	4.9.11	Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	
92.	4.9.12	A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	Prior to issuance of building permits.	Planning, Engineering & Building Department's	

ATTACHMENT C - EXHIBIT 1 WALMART DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
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APN No.: 380-280-004 and 380-280-009, 010, 011 & 012			
Original Council Approval Date: **CUP / Plot Plan: March 11, 2015**	**Expiration Date #1:** **CUP / Plot Plan: March 11, 2017**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**

Prior to Issuance of Grading Permits				
93.	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	
94.	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*	Prior to Issuance of a Grading Permit	Planning Department	

	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."			
95.	Prior to the issuance of any 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 & Engineering Depts.	

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Prior to Issuance of Building Permits			
96. Prior to the issuance of building permits for the 7,800 square-foot outparcel building, the applicant shall file a minor plot plan application for review and approval by the Planning Director. The final design of the building shall be consistent with the design theme of the Wal-Mart building.	Prior to the Issuance of Building Permits	Planning Dept.	
97. Prior to the issuance of the building permits, the applicant shall pay all applicable and current Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments, including but not limited to, TUMF, MSHCP and K-Rat fees, etc.	Prior to the Issuance of Building Permits	Planning Dept.	
98. Prior to the issuance of building permits, the applicant shall submit for review and approval by the Planning Department three (3) sets of detailed/construction level landscape and irrigation plans, prepared by a registered landscape architect. Said landscape plans shall be consistent with the conceptual landscape plans approved by the City Council as part of CUP & Plot Plan No. 13-0086.	Prior to the Issuance of Building Permits	Planning Dept.	
98.A Prior to the issuance of any sign permit for the Walmart project, the Applicant shall submit a final sign program package to the Planning Department for review and approval by the Planning Director. The final sign program shall include the addition of a smaller sign which incorporates the city logo and city name below the proposed Walmart pole sign. The final sign program shall also show a revised design for the monument sign located at the main entrance on Bundy Canyon Road to also include the City logo and City name *(Added by City Council on March 11, 2015).*	Prior to the Issuance of a Sign Permit	Planning Dept.	

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Prior to Issuance of Occupancy Permits			
99. The Applicant shall obtain a Type 21 (Off-premise General) license from the Department of Alcoholic Beverage Control (ABC) and submit proof to the Planning Department prior to the issuance of occupancy permits.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
00. Prior to the Issuance of an Occupancy Permit, all Planning Department conditions listed herein for CUP/Plot Plan No. 13-0086 shall be completed to the satisfaction of the Planning Department.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS			
General Requirements/Conditions			
1. The developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.	On-Going	Public Works Dept.	
2. The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies, Guidelines and project specific conditions of approval. Modifications to the standards, specifications, policies and guidelines may be identified by the city and/or developer during final engineering review; approval of modifications and deviations shall be submitted for consideration in writing; and, modifications and deviations are subject to approval of	On-Going	Public Works Dept.	

	the City Engineer. Modifications to the conditions of approval may require approval by the Planning Commission and/or City Council.			
3.	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.	
4.	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.	
5.	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.	
6.	The developer shall annex into the City's Community Facility District (CFD 2013-1 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 2013-1 then the developer shall de-annex from said assessment/benefit district.	On-Going	Public Works Dept.	
7.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Public Works Dept.	

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8. All flood control plans to be reviewed by the Riverside County Flood Control District (RCFCD) shall be submitted to RCFCD. The City of Wildomar shall be copied on the transmittal with a copy of the improvement plans and all correspondence. For projects requiring RCFCD review the developer shall pay the appropriate fees to RCFCD. Estimate of Costs for flood control facilities shall be approved by RCFCD and the City.	On-Going	Engineering Dept.	
9. All water and sewer plans to be reviewed by the Elsinore Valley Municipal Water District (EVMWD) 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. For projects requiring EVMWD review the developer shall pay the appropriate fees to EVMWD. Estimate of Costs for water and sewer facilities shall be approved by EVMWD and the City.	On-Going	Engineering Dept.	
10. All fire service improvement plans to be reviewed by Riverside County Fire Department (RCFD) shall be submitted to RCFD. The City of Wildomar shall be copied on the transmittal with a copy of the improvement plans and all correspondence. For projects requiring RCFD review the developer shall pay the appropriate fees to RCFD. Estimate of Costs for fire service facilities shall be approved by RCFD and the City.	On-Going	Engineering Dept.	
Prior to the Issuance of Grading Permits			
11. All grading shall conform to the California Building Code, including Appendix J, and all other relevant laws, rules, and regulations governing	Prior to Issuance of	Public Works Dept.	

	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.	Grading Permits		
12.	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.	Prior to Issuance of Grading Permits	Public Works Dept.	
13.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer.	Prior to Issuance of Grading Permits	Public Works Dept.	
14.	All retaining walls shall require a separate permit from the Building Department. Retaining Wall plans shall be approved concurrent with Grading Plan approval.	Prior to Issuance of Grading Permits	Building Dept.	
15.	The developer shall submit a geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. The findings and recommendations shall reflect current conditions and the report shall be no older than one (1) year. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar. If grading activities become dormant for six months or more, additional geotechnical review of the findings and recommendations may be required at the direction of the City Engineer.	Prior to Issuance of Grading Permits	Public Works Dept.	

16.	The developer shall obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of Grading Permits	Public Works Dept.	
17.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. 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.	Prior to Issuance of Grading Permits	Public Works Dept. Planning Dept.	
18.	The Developer shall provide evidence that environmental impacts and regulatory agency permits have been addressed prior to issuance of a haul permit or grading permit.	Prior to Issuance of Grading Permits	Public Works Dept.	
19.	The project specific SWPPP shall be approved by the City Engineer.	Prior to Issuance of Grading Permits	Public Works Dept.	
20.	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 Grading Permits	Public Works Dept.	

21.	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. Applicant shall confirm the watershed requirements relative to their project location. 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 Grading Permits	Public Works Dept.	
22.	If the project location is within the Santa Ana River Watershed: 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 Grading Permits	Public Works Dept.	
23.	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;	Prior to Issuance of Grading Permits	Public Works Dept.	

	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. 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.			

24.	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.	Prior to Issuance of Grading Permits	Public Works Dept.	
25.	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, 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 Grading Permits	Public Works Dept.	
26.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued.	On-Going	Public Works Dept.	
Prior to Issuance of Building Permits				
27.	Offsite public improvement plans, water, sewer and utility plans, flood control plans and onsite grading, stormwater quality treatment and improvement plans shall be prepared, processed and approved.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
28.	Prior to the 1st Improvement Plan submittal, the developer shall provide a current Title Report and show all easements, rights-of-way, and encumbrances to the satisfaction of Public Works. 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 Building Permits	Public Works & Building Depts.	

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29. Offsite public improvement plans shall be prepared for Bundy Canyon Road from the I-15 freeway to Monte Vista Drive for six lanes of through traffic and turning lanes. The design shall be based on an Urban Arterial Highway, Standard No. 91. The minimum Traffic Index is 10.0. A Truck Traffic analysis shall be performed to determine the ultimate pavement structural section requirements.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
30. Offsite public improvement plans shall be prepared for Bundy Canyon Road from Monte Vista Drive to Oak Canyon Drive for four lanes of through traffic and turning lanes. The design shall be based on an Arterial Highway, Standard No. 92. The minimum Traffic Index is 10.0. A Truck Traffic analysis shall be performed to determine the ultimate pavement structural section requirements.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
31. Offsite public improvement plans shall be prepared for Monte Vista Drive from Bundy Canyon Road to Canyon Drive for four lanes of through traffic and turning lanes. The design shall be based on a Secondary Highway, Standard No. 94. Modifications to Standard No. 94 shall include a raised median and a multi-use trail along the easterly right of way. The raised median shall also include a decorative fence designed to discourage mid-block pedestrian crossing. The multi-use trail shall include a 6-foot wide concrete sidewalk and an 8-foot wide soil stabilized disintegrated granite path.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
32. Canyon Drive improvements will be included as part of the on-site private improvement plans. The developer shall provide an easement to the City of Wildomar for traffic signal operation and maintenance. If Canyon Drive was previously offered for dedication as a public improvement then	Prior to Issuance of Building Permits	Public Works & Building Depts.	

	the developer will prepare a legal description and plat quitclaiming the offer.			
33.	Traffic Signal Plans shall be prepared for the intersection of Bundy Canyon Road and Sellers Road. As part of the design and approval process, the applicant shall close the median opening (extending south from Bundy Canyon Road) as part of the signal improvement plans.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
34.	Traffic Signal Plans shall be prepared for the intersection of Bundy Canyon Road and Monte Vista Road.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
35.	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 Issuance of Building Permits	Public Works & Building Depts.	
36.	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.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
37.	The developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
38.	The developer shall submit to the City Engineer traffic control plans for the construction of Bundy Canyon Road and Monte Vista Road to ensure the continued flow of traffic during construction.	Prior to Issuance of Building Permits	Public Works & Building Depts.	

39.	The developer shall execute a maintenance agreement for the stormwater quality control treatment devices as identified in the WQMP.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
40.	The developer shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
41.	The developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
42.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and City Development Impact Fees.	Prior to Issuance of Building Permits	Public Works & Building Depts.	
Prior to Issuance of Occupancy Permits				
43.	Offsite public improvements, water, sewer and utility improvements, flood control improvements and onsite grading, stormwater quality treatment improvements shall be constructed and approved.	Prior to Issuance of Occupancy Permits	Public Works & Building Depts.	
44.	All street name signs at intersections adjacent to the project, public or private and/or street name signs to be replaced shall be installed and approved.	Prior to Issuance of Occupancy Permits	Public Works & Building Depts.	
45.	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	Prior to Issuance of Occupancy Permits	Public Works & Building Depts.	

	the City Engineer or otherwise form a District where one is not currently in place.			
46.	A letter from outside agencies as applicable (e.g., RCFCD, EVMWD, RCFD, Caltrans, etc.) involved in the approval and acceptance of improvements shall be received and addressed to the City of Wildomar. The developer shall be responsible for obtaining the letter(s).	Prior to Issuance of Occupancy Permits	Public Works & Building Depts.	
RIVERSIDE COUNTY FIRE DEPARTMENT				
General Conditions				
1.	10. FIRE.999 PC - #01 – West Fire Protection Planning Office Responsibility - It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (as it is noted above) is required on all correspondence. Additional information is available at our website: www.rvcfire.org go to the link marked “Ordinance 787”. Questions should be directed to the Riverside County Fire Department, Fire Protection Planning Division at 2300 Market St. Suite 150, Riverside, CA 92501. Phone: (951) 955-4777, Fax: (951) 955-4886.	On-Going	County Fire Department	
2.	10.FIRE.999 CASE –CITY CASE STATEMENT - With respect to the conditions of approval for the referenced project, the Fire Department recommends the following fire protection measures be provided In accordance with Riverside County Ordinances and /or recognized fire protection standards.	On-Going	County Fire Department	

3.	10. FIRE.6 - #71 – ADVERSE IMPACTS - The proposed project will have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts included an increased number of emergency and public service calls due to the increased presence of structures and population. The project proponents/ developers shall participate in the development impact fee program as adopted by the Riverside County Board of Supervisors to mitigate portion of these impacts. This will provide funding for capitol improvements such as land and/or construction of fire facilities to meet service demands through the regional integrated fire protection response system.	On-Going	County Fire Department	
4.	10. FIRE.7 - #86 – WATER MAINS - All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of the California Fire Code,2013 Edition, subject to the approval by the Riverside County Fire Department.	On-Going	County Fire Department	
5.	10. FIRE.12 - #85 – FINAL FIRE REQUIRE - Final fire protection requirements and impact mitigation measures will be determined when specific project plans are submitted.	On-Going	County Fire Department	
ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD)				
General Conditions				
1.	The water supply system shall be connected to the 1746 pressure zone. The existing 10 inch ACP water line fronting the property on Bundy Canyon Road shall be upsized as required to meet fire flow	On-going	EVMWD	

	demands as established by the Fire Department.			
2.	The development needs to plan and install purple piping for irrigation with Recycled Water, when available.	On-going	EVMWD	
3.	Individual water meters shall be used per each separate business or commercial establishment	On-going	EVMWD	
4.	On-site water and sewer shall be privately owned and maintained	On-going	EVMWD	
5.	The Developer will be required to contact EVMWD and adhere to the Districts Development process, and pay all applicable fees.	On-going	EVMWD	

ATTACHMENT D

Walmart Development Plans
(Separate Pdf Document)

ATTACHMENT E

Johnson & Sedlack Comment Letter (Dated 1/21/15)
(Separate Pdf Document)

ATTACHMENT F

Staff Responses to Johnson & Sedlack Comment Letter
(Separate Pdf Document)

ATTACHMENT G

Briggs Law Group Comment Letter (Dated 2/11/15)
(Separate Pdf Document)

ATTACHMENT H

Staff Responses to Briggs Law Group Comment Letter
(Separate Pdf Document)

ATTACHMENT B

Certified Walmart DEIR & FEIR



Wildomar Walmart Project

(Planning Application No. 13-0086)

Draft Environmental Impact Report

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

Prepared by:
Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

August 2014

DRAFT ENVIRONMENTAL IMPACT REPORT

for the

Wildomar Walmart Project

State Clearinghouse Number:
2014011014

August 2014

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

Prepared by:
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1.0 EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

Pursuant to the requirements of the California Environmental Quality Act (CEQA), this Environmental Impact Report (EIR) evaluates and discloses the potential environmental effects resulting from construction and operation of the proposed Wildomar Walmart Project (the Project). The Project would realize approximately 207,800 square feet of new retail/commercial uses within a 24.5-acre site, located within the City of Wildomar, in Riverside County. Specifically, the site is an irregularly-shaped parcel located near the Interstate 15 (I-15)/Bundy Canyon Road interchange. Bundy Canyon Road forms the site's northern boundary, and Canyon Drive borders the site to the south. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. A commercial parcel located at the southeasterly intersection of Bundy Canyon Road and I-15 is not a part of the Project. Please refer also to EIR Section 3.0, "Project Description," and Figure 3.2-1, "Project Location."

This EIR Section summarizes relevant Project background issues, provides a brief description of the Project and its Objectives, and summarizes the potential environmental impacts of the proposal. Table 1.10-1, "Summary of Impacts and Mitigation," presented at the conclusion of this Section, lists these impacts and presents the mitigation measures recommended to eliminate or reduce the effects of those impacts which have been determined to be potentially significant. Alternatives to the Project which could reduce the extent or severity of the Project's identified environmental impacts are also briefly described within this Section. For a full description of the Project, its impacts, recommended mitigation measures, and considered Alternatives, please refer to EIR Sections 3.0, 4.0, and 5.0, respectively.

1.2 PROJECT ELEMENTS

Primary elements comprising the Project are summarized below. Please refer also to the expanded characterization of Project facilities and operations presented at EIR Section 3.0, "Project Description."

1.2.1 Site Preparation

The Project site is currently vacant and undeveloped, and would be graded in preparation for building construction. The preliminary Grading Plan estimates that approximately 60,000 cubic yards of fill material would be needed to realize development of the Project. It is estimated that site-preparation, including soil import activities, would be completed within 45 days of their commencement.

1.2.2 Development Concept

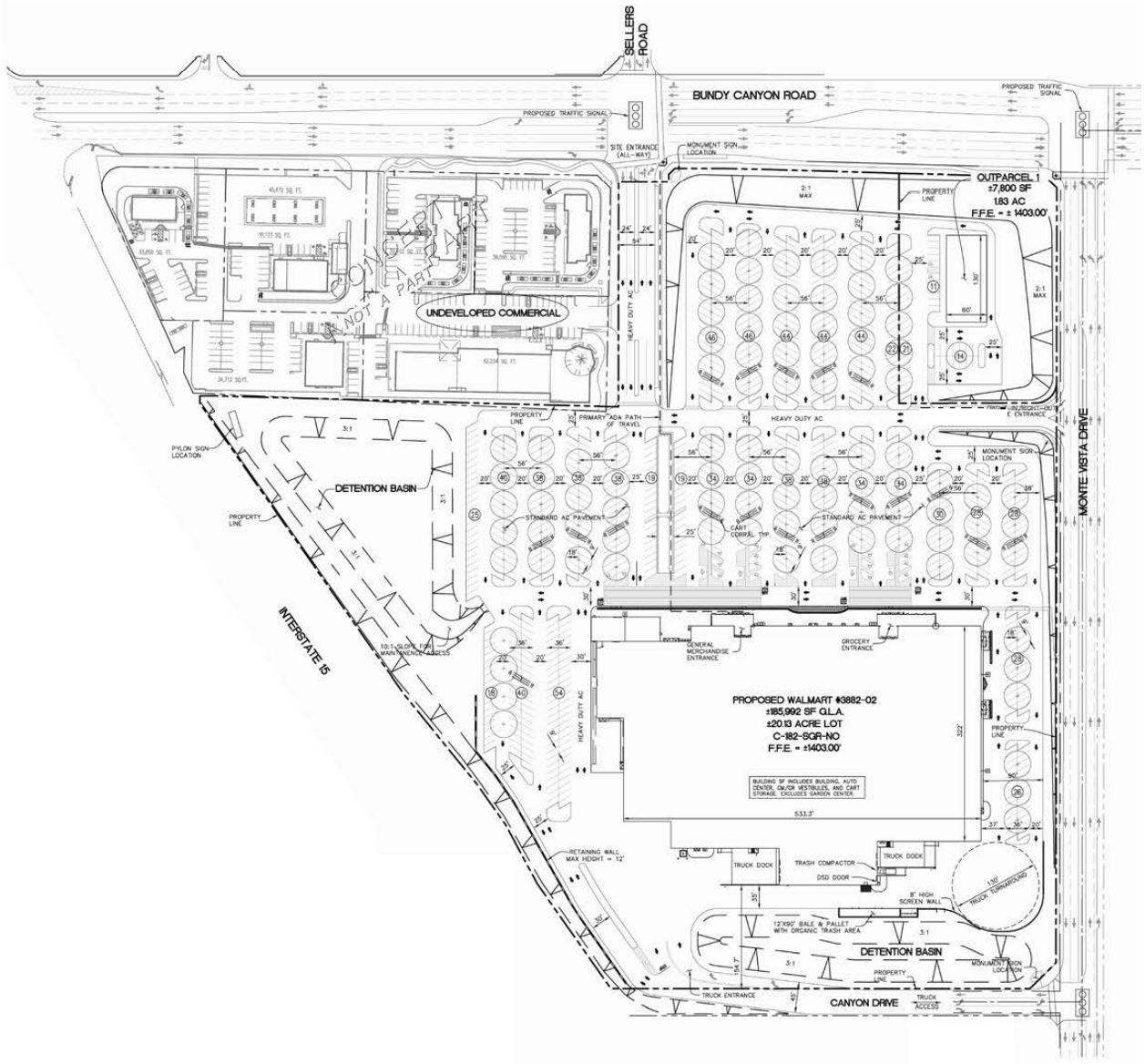
A summary of retail/commercial use proposed by the Project is presented at Table 1.2-1. Configuration and orientation of uses within the Project site are illustrated at Figure 1.2-1, "Site Plan Concept." It is noted here that the location and sizes of proposed uses within the Project site are approximate, but considered accurate for planning and environmental evaluation purposes. Ultimate configuration and orientation of uses proposed by the Project are subject to City review and approval.

Table 1.2-1
Wildomar Walmart Project
Proposed Land Uses

Parcel	Land Use	Parcel Acreage	Building Area (square feet)
1	Walmart	18.49	200,000*
	Detention Basins	1.64	
2	Outparcel	1.83	7,800
	Infrastructure Dedications and Improvements	2.54	
	TOTAL PROJECT	**24.5**	**207,800**

Source: Wildomar Walmart Site Plan Concept (Nasland Engineering) November 20, 2013.

* Includes Outdoor Garden Area



N

NOT TO SCALE

Source: Nasland Engineering

Figure 1.2-1
Site Plan Concept

1.2.3 Access and Circulation

Primary access to the Project would be provided via a signalized driveway off Bundy Canyon Road. This driveway would also provide access to the commercial uses currently under construction adjacent to the Project site. Secondary access would be provided from Monte Vista Drive, which would also be signalized at its intersection with Bundy Canyon Road. Canyon Drive would be signalized at its intersection with Monte Vista Drive, in order to provide truck and delivery access to the Walmart building. Final designs and specifications for driveways, traffic controls, and internal circulation improvements would be incorporated into the Project consistent with the requirements of the City's Public Works Department.

1.2.4 Other Site Improvements and Amenities

Supporting site improvements to be implemented by the Project include, but are not limited to: bus transit facilities; bicycle racks; landscaping/hardscape improvements; decorative and security lighting; screening walls; and directional and informational signage. The Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities. Proposed landscaping includes varied trees, shrubs, and ground cover. Design accents, including all landscape/hardscape designs and features are subject to City review and approval.

1.2.5 Infrastructure, Utilities, and Public Services

As elements of the Project, public utility systems, including water and sanitary sewer systems would be modified or extended to serve the Project facilities. Such modifications may include, but are not limited to: new service connections, service/distribution line upgrades, and realignment(s) of existing service/distribution lines. The Project does not propose, nor does it require, construction of major new water or wastewater infrastructure systems. All connections to, and modification of, utilities necessary to serve the Project would be accomplished consistent with City and purveyor requirements. Public services and utilities/infrastructure available to the Project are summarized in the following paragraphs.

1.2.5.1 Fire and Police Protection Services

Fire and police protection services are currently provided to the Project site and surrounding areas. Fire Protection Services are provided by the Riverside County Fire Department/Cal Fire. Police Protection Services are provided by the Riverside County Sheriff's Department.

1.2.5.2 Utilities/Infrastructure

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (Elsinore Valley Municipal Water District);
- Storm Drain/Storm Water Management (City of Wildomar);
- Electricity (Southern California Edison);
- Natural Gas (The Gas Company); and
- Telephone/Communications (Verizon; Time Warner; or other contract services);
- Solid Waste (Waste Management).

1.3 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approvals and decisions are required for the Project:

- **Certification of the EIR**. Certification of the Project EIR is requested, to include the adoption of Facts, Findings and a Statement of Overriding Considerations; and adoption of the EIR Mitigation Monitoring Program.

- **Approval of a Zone Change** from Rural Residential (RR) to C-P-S (Scenic Highway Commercial).

- **Approval of a Tentative Parcel Map or Parcel Merger** to merge the four (4) existing parcels into two (2) lots within the subject site.

- **Plot Plan Approval** for Project design and architectural details.

- **Approval of a Conditional Use Permit** to allow alcohol sales for offsite consumption.

- **Approval of a Master Sign Program.** All Project signs would be designed and implemented as an integral part of the Project pursuant to a Project Master Sign Program.

Additionally, the Project would require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

1.3.1 Other Permits and Approvals

CEQA Guidelines Section 15124 also provides that requirements or potential requirements for "Other Permits and Approvals" should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal would likely include, but are not limited to, the following.

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.

- Permitting may be required by/through the Santa Ana Regional Water Control Board and/or the San Diego Regional Water Control Board.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Permitting may be required from Army Corps of Engineers.

- Permitting may be required from California Department of Fish and Wildlife.

- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

1.4 INITIAL STUDY

The City of Wildomar, through the Initial Study process, has determined that the Project has the potential to cause or result in significant environmental impacts, and warranted further analysis, public review, and disclosure through the preparation of an EIR. The Initial Study (IS) and associated EIR Notice of Preparation (NOP), dated January 2014, were forwarded to the California Office of Planning and Research, State Clearinghouse (SCH), and circulated for public review and comment. The State Clearinghouse established the public comment period for the NOP/IS as January 9 through February 7, 2014. The assigned State Clearinghouse reference for the Project is SCH No. 2014011014. The Initial Study, NOP, and NOP responses are presented at Appendix A of this EIR.

1.5 IMPACTS FOUND NOT TO BE POTENTIALLY SIGNIFICANT

The following discussions summarize those environmental issues that have been determined pursuant to the IS/NOP preparation and public review processes to pose no potentially significant impacts. Specific issues considered to pose no potentially significant impacts are not substantively discussed within the body of this EIR. Please refer also to related discussions and analyses presented within the Initial Study, EIR Appendix A, and EIR Table 1.10-1, "Summary of Impacts and Mitigation."

Aesthetics

There are no State-designated scenic highways in close proximity to the Project site. However, I-15, which borders the site to the west, is considered a State eligible scenic highway. The site is designated for commercial uses, and the Project proposes a zone change to "Scenic Highway Commercial" to provide consistency with the General Plan and allow for development of the Project. The General Plan contains policies that regulate development along designated and eligible scenic highways. These policies act to maintain the scenic quality of the corridor through the use of setbacks, and the regulation of landscaping, signage, and power lines. Compliance with these existing City regulations will ensure development of the site will not impact surrounding views of any scenic resources or vistas.

Transition of the site from its current vacant state to the commercial/retail uses proposed under the Project would tend to improve the visual character and quality of the site by improving undeveloped and underutilized areas with contemporary commercial structures and landscaping, consistent with the City General Plan. Preliminary concepts for the Project reflect contemporary commercial architectural designs, which will conform to the City's zoning and design standards, and are subject to City review and approval. At a minimum, the Project's building and landscape design will conform to the General Plan goals and policies. The Project will further comply with any enhanced landscape design and architectural solutions that may be specified by City staff and incorporated as Project Conditions of Approval (COA).

As supported by the preceding discussions, the Project would have less-than-significant impacts for the following aesthetic considerations:

- Substantial adverse effects on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings within a state scenic highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings; and
- Creation of a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area.

Agriculture and Forest Resources

The Project site and vicinity do not evidence currently active or recent agricultural uses; and these areas are not designated as farmland of local, regional or statewide importance; nor are any portions of the Project site subject to, or otherwise affected by, Williamson Act contracts. As such, the Project's potential impacts were determined less-than-significant in regard to the following agricultural considerations:

- Conversion of 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; and

- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

Further, there are no lands within the City of Wildomar that qualify, or are designated, as forest land or timberland. As such, the Project would have no impact in regard to the following considerations:

- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production;

- Result in the loss of forest land or conversion of forest land to non-forest use; or

- 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.

Biological Resources

The Project does not propose actions or uses that would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. On this basis, the Project would have a less-than-significant impact in regard to the following considerations:

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and

- 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 Project's potential to impact native wildlife habitat, wetlands, or riparian areas is addressed in EIR Section 4.7, "Biological Resources." This EIR Section also examines the Project's potential to adversely affect sensitive/special status plant and wildlife species, including potential effects on the movements of any native resident or migratory fish or wildlife species.

Cultural Resources

There are no known historic, archaeological, or paleontological resources located within the Project site, nor would the Project affect any known offsite resources of historical, archaeological, or paleontological significance. Moreover, historic and current disturbance of the subject site indicates that whatever resources may have been previously present, have likely since been disturbed and/or removed.

As required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by state law. As such, the Project would have a less-than-significant impact for the following cultural resources consideration:

- Disturbance of any human remains, including those interred outside of formal cemeteries.

The Initial Study prepared for the Project determined that historic, archaeological, or paleontological resources may persist onsite in a buried context, and could be disturbed during new development activities proposed by the Project. Potential impacts to historic, archaeological, or paleontological resources are addressed at EIR Section 4.9, "Cultural Resources."

Geology and Soils

The Project site is located in a region known to be seismically active, and seismic ground-shaking may be expected during an earthquake. However, the subject property is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known or suspected faults or fault traces within the site.

As implemented through the City's standard review and approval processes, a site and use-specific geotechnical study has been prepared for the Project, subject to review and approval by the City Engineer. In general, the geotechnical study addresses and reflects California Building Code design, engineering and construction requirements that act to minimize the effects of earthquakes and other geologic or soils conditions on structures. The Project would comply with the approved geotechnical study pursuant to City development permit review processes.

The Project site evidences no substantive internal elevation differences and, as such, is not internally susceptible to landsliding.

Construction activities associated with the Project would temporarily expose underlying soils, thereby increasing their interim susceptibility to erosion, until the Project is fully implemented. Potential erosion impacts incurred during construction activities are reduced below the level of significance through preparation of, and compliance with, a Storm Water Pollution Prevention Plan (SWPPP). In this regard, the Project proponent is required to file an approved SWPPP prior to initiation of construction activities. Compliance with the SWPPP is realized through ongoing inspection and monitoring of the subject site as provided for under the City's established building permit and site inspection processes.

The Project site is currently provided sewer services. No septic tanks or other alternative wastewater disposal systems are proposed.

Based on the preceding, the Project would result in less-than-significant impacts, or have no impact for the following geology and soils considerations:

- Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; or landslides;

- Substantial soil erosion or the loss of topsoil; or

- Soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The Initial Study prepared for the Project determined that there was the potential for the Project to be adversely affected by liquefaction hazards and/or unstable underlying soils conditions. These concerns are addressed at EIR Section 4.8, "Geology and Soils."

Hazards and Hazardous Materials

During the normal course of construction activities, there will be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project is required to meet all City Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials.

The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Mandated compliance with existing regulations, as identified above, also reduces the potential for risk of accidental explosion or release of hazardous substances. Impacts in this regard are considered less-than-significant.

The site is not located within one-quarter mile of an existing or proposed school. Schools nearest the site include Cornerstone Christian School, located approximately 0.35 mile to the south, and Elsinore High School, located approximately one-half mile to the west of the site. The Project proposes conventional commercial/retail uses, and does not include elements or aspects that will create or otherwise result in hazardous emissions, and does not propose or require substantive handling of hazardous or acutely hazardous materials, substances, or waste. Pre-packaged materials such as paint, solvents, glues, fertilizers, either sold by the Project retail uses or used during construction and maintenance are subject to extensive local, State, and federal regulations, and are not considered sources of potentially significant hazardous materials or hazardous emissions.

The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Additionally, soil sampling conducted as part of the Phase I Environmental Site Assessment analyzed soils for potential contamination from herbicides, pesticides, metals, and volatile fuel hydrocarbons. All constituents detected at the property were below established USEPA Preliminary Remediation Goals for the Project site's end use as a commercial facility. The site is not considered a hazardous materials site; nor would development of the site create a significant hazard to the public or environment in this regard.

The Project site is located approximately 1.5 miles easterly of Skylark Field, a private airport in the City of Lake Elsinore. The Project site is located outside of the Influence Area of this airport, as shown at Figure C-6, "Airport Influence Areas" of the Wildomar General Plan. No other private or public airports are located in the immediate Project vicinity.

Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. As such, the Project's potential to result in aircraft-related safety hazards for future occupants of the

site is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

The Project does not propose or require designs or activities that would interfere with any identified emergency response or emergency evacuation plan. Emergency procedures or design features required by County, State and Federal guidelines will be implemented during construction and during operation of the Project. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through City-mandated construction traffic management plans. Ongoing coordination with the local fire and police departments during construction will ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

The Project site is located in an urbanized area, with no proximate wildlands. Moreover, the Project site and surrounding areas are currently provided fire protection and emergency response services by the Riverside County Fire Department/Cal Fire. Development fees and taxes paid by the Project act to offset its incremental demands for fire protection services. The potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires is considered to be less-than-significant.

Based on the preceding, the Project would have no impacts or less-than-significant impacts under the following hazards/hazardous materials considerations:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for the people residing or working in the project area;

- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and

- 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.

Hydrology and Water Quality

The Project would be provided water service by the Elsinore Valley Municipal Water District (EVMWD) water system, and does not propose or require direct groundwater withdrawals. Nor would the Project be constructed within a designated groundwater infiltration/percolation area or groundwater recharge facility, or otherwise interfere with groundwater recharge. The Project stormwater management system provides for on-site capture and treatment of storm waters and allows for their infiltration to underlying groundwater.

Project development concepts do not involve substructures or underground activities that would significantly impair or alter the direction or rate of flow of groundwater. Direct additions or withdrawals of groundwater are not proposed by the Project, nor would the Project alter the site in such a way as to create any flood hazards or otherwise substantially alter area drainage patterns. The subject site does not lie within a dam inundation area.

The Project site does not lie within an identified 100-year flood hazard zone, nor is housing proposed as part of the Project. Accordingly, the Project would have no impacts regarding placement of housing within a 100-year flood hazard area.

The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. The Project site is not located proximate to coastal waters, and is therefore not subject to tsunami hazards.

Based on the preceding discussion, the Project would result in less-than-significant impacts, or have no impact for the following hydrology and water quality considerations:

- 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 the 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);

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Inundation by seiche, tsunami, or mudflow.

Land Use

The Project site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) area. The Project will be implemented consistent with the requirements of the MSHCP. The Project's potential to conflict with any applicable habitat or natural communities conservation plan is considered less-than-significant.

Based on the preceding, the Project would have less-than-significant impacts, or result in no impacts for the following land use considerations:

- Conflict with any applicable habitat conservation plan or natural communities conservation plan.

Mineral Resources

There are no mineral resources known to exist within the Project site that would be of value to the region and the residents of the state. As such, the Project would result in no impacts for the following mineral resources considerations:

- Loss of availability of a known mineral resource that would be of value to the region and to the residents of the state; and

- Loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Noise

The Project site is located approximately 1.5 miles easterly of Skylark Field, a small private airport in the City of Lake Elsinore. The Project site is located outside of the Influence Area of this airport. No other private or public airports are located in the immediate Project vicinity. Given the distance to the airport, intervening land uses,

and relatively small scale of aviation operations of Skylark Field, the Project's potential to expose future occupants of the Project site to excessive aircraft-related noise is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations. As such, the Project would have less-than-significant impacts for the following potential noise impact considerations:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; and

- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Population and Housing

Construction of new housing is not a component of the Project. As such, the Project would not directly contribute to population growth. Employment generated by the Project may incidentally contribute to nominal population growth. Project-related employment demands would likely be filled by the existing personnel pool within the City of Wildomar and neighboring communities. Based on the preceding, the Project would have less-than-significant impacts for the following population and housing considerations:

- Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure);

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Public Services, Recreation

Employment opportunities created by the Project may result in increased secondary impacts to school and park facilities. The Lake Elsinore Unified School District (LEUSD) provides educational facilities and services to the City of Wildomar. Increased student population could result from requests for Intra-District Transfers from employees of the Project wanting to enroll their children in schools closer to their place of employment. Yet any impacts from such school transfers would be minimal. Secondary impacts to park facilities from commercial development would be the occasional use of a proximate park during a lunch or dinner break. The Project will pay required school impact fees, and will not contribute substantially to the resident population base using school and/or park facilities.

Development of the Project would require established public agency oversight including, but not limited to, plan check and permitting actions by the City Planning and Public Works Departments, and Police and Fire Departments. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees. Similar to the previous discussion above, secondary impacts to library facilities from commercial development would be the occasional use of a proximate library during a lunch or dinner break.

Based on the preceding, the Project would have less-than-significant impacts for the following public services and recreation considerations:

- 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 schools, parks, or other public facilities;

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated; or

- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Transportation/Traffic

The Project does not propose elements or aspects that would affect air traffic patterns. As noted previously within discussions of safety hazards and noise, the Project is located outside any identified airport influence areas. Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions.

The Project does not present elements or aspects that would conflict with adopted alternative transportation policies. On a long-term basis, the Project may result in increased demand for public transportation as increased retail opportunities become available onsite; however, existing transit service is available within the Project area. Affected transit agencies routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, will be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City's standard development review process.

On this basis, the Project would have less-than-significant impacts for the following potential transportation considerations:

- 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; or

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities and Service Systems

Wastewater generated by the Project will be collected for treatment by the Elsinore Valley Municipal Water District (EVMWD), a permittee of the Santa Ana and San Diego Regional Water Quality Control Boards (SARWQCB/SDRWQCB). Project-generated wastewater would be typical of commercial/retail sources, and would not require treatment beyond that provided by existing and programmed EVMWD facilities. Moreover, the Project will be developed and operated in compliance with the City regulations and standards of the SARWQCB/SDRWQCB. Wastewater treatment demands of the Project can be accommodated within the scope of existing/programmed EVMWD facilities and would not cause or result in exceedance of wastewater treatment requirements of the SARWQCB/SDRWQCB.

Water supply and wastewater treatment are provided to the Project site by the EVMWD. The Project proponent will be required to pay water and sewer connection fees established by EVMWD to support the maintenance and planned improvement of existing infrastructure. Project improvements will include the construction of water laterals necessary to connect the Project to the existing water distribution and sewer lines. This construction will occur on the Project site, or within dedicated public easements/right of way.

No additional or non-standard treatment is required to specifically meet the Project's water demands. The Project will pay applicable water and sewer connection and service fees, which act to fund City and EVMWD improvement plans, operations, and maintenance. The EVMWD, as a regional wastewater treatment provider, will determine when and in what manner treatment facilities will be constructed and/or upgraded to meet increasing demands of areawide development, including the incremental demands of the Project.

All solid waste generated by the Project will be collected and disposed of as part of the City's commercial/retail waste stream. Development proposed by the Project would be operated in compliance with applicable City General Plan goals and policies, and City Zoning regulations. Moreover, the Project involves the development of conventional commercial/retail uses, and as such, does not propose uses or activities that would conflict with local, State and federal solid waste management regulations.

As discussed in the Initial Study, the Project would have less-than-significant impacts in regard to the following considerations:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; and

- Comply with federal, state, and local statutes and regulations related to solid waste.

1.6 AREAS OF CONCERN OR CONTROVERSY

Section 15123 of the *CEQA Guidelines* requires that the EIR summary identify areas of potential concern or controversy known to the lead agency, including issues raised by other agencies and the public. Issues of concern were identified by the Lead Agency, through responses to the Project Initial Study/Notice of Preparation (NOP), and other communications addressing the Project and the Project EIR.

Responses received pursuant to distribution of the NOP and Public Scoping Meeting are presented at EIR Appendix A. Table 1.6-1 presents a list of NOP respondents, and a corresponding summary of NOP comments, indicated by *italicized text*. Responses to comments, together with correlating EIR references are indicated in subsequent statements. Unless otherwise noted, all NOP respondent comments are addressed within the body of the EIR.

Table 1.6-1
List of NOP Respondents and Summary of NOP Comments/Responses

Respondent	Summary of Comments
State Agencies	
State of California Office of Planning and Research, State Clearinghouse (SCH)	*SCH provided receipt and record of distribution of the NOP/IS and established the NOP review and comment period of January 9, 2014 through February 7, 2014.* EIR Appendix A includes a copy of the Project IS/NOP and NOP Responses.
State of California Department of Fish and Wildlife (CDFW)	*The CDFW response provides procedural guidance in determining the Project's potential to impact biological resources.* As discussed at EIR Section 4.7, "Biological Resources," a comprehensive Biological Resources Survey was conducted for the Project site, and appropriate mitigation to address the Project's potential impacts to nesting birds and onsite riparian areas has been identified. With application of the EIR's proposed mitigation measures, the Project's potential impacts to biological resources would be less-than-significant.
State of California Department of Transportation, District 8 (Caltrans)	*Caltrans provides detailed guidance for preparation of the Project traffic study, referencing their Traffic Impact Study Guidelines. Contact information is also provided.* The Project Traffic Impact Analysis (TIA, EIR Appendix C) was prepared pursuant to applicable Caltrans guidelines. Topics referenced by Caltrans in their NOP Response are addressed at EIR Section 4.2, "Traffic and Circulation."
State of California Native American Heritage Commission (NAHC)	*The NAHC response provides procedural guidance in determining the Project's potential to impact cultural resources.* As discussed at EIR Section 4.9, "Cultural Resources," a comprehensive Cultural Resources Investigation was conducted for the Project site, and no cultural resources were identified within the Project site or vicinity. To avoid impacts to potential historic, prehistoric, or paleontological (fossil) resources that may be present onsite in a buried context, EIR mitigation measures require monitoring by a professional archaeologist during earth-moving activities; appropriate disposition of any recovered artifacts; and provisions for discovery of any Native American human remains. Representatives of the appropriate Indian tribes shall also be consulted with respect to the treatment of these resources.
County/Regional Agencies	
Riverside County Transportation Department	*The County's Transportation Department provides recommendations in regard to traffic impacts that could affect County roadways; specifically addressing cumulative impacts and the use of regional modeling.* The Project Traffic Impact Analysis (TIA, EIR Appendix C) was prepared pursuant to applicable County guidelines. Topics referenced by Riverside County in their NOP Response are addressed at EIR Section 4.2, "Traffic and Circulation."
South Coast Air Quality Management District (SCAQMD)	*SCAQMD provides detailed guidance in regard to the preparation of the Project air quality impact analysis, health risk assessment, and greenhouse gas analysis, and requests an electronic copy of these technical studies to be provided with the EIR.*

Table 1.6-1
List of NOP Respondents and Summary of NOP Comments/Responses

Respondent	Summary of Comments
	The Project Air Quality Impact Analysis, Health Risk Assessment, and Greenhouse Gas Analysis are presented at EIR Appendix D. Each of the specific topics referenced by the SCAQMD in their NOP response is addressed in Section 4.3, "Air Quality." Modeling files, technical studies and supporting air quality documentation have been provided to SCAQMD in electronic format(s) as requested.
City/Local Agencies and Organizations	
Elsinore Valley Municipal Water District (EVMWD)	*EVMWD identifies two issues to be addressed in the Draft EIR, noting that the "upsizing" of existing water lines may be required to accommodate appropriate fire protection flows for the Project; and that the installation of "purple piping" will be required to support the distribution of recycled water to the Project site, when available.* The Draft EIR has incorporated these concerns in Section 3.0, "Project Description," and in Section 4.5, "Public Services and Utilities."
City of Menifee	*The City of Menifee requests that the EIR address potential traffic-related impacts to the I-15/Bundy Canyon Road interchange; and potential market impacts related to Project implementation given the relatively close proximity of a recently approved Walmart store in Menifee and an existing Walmart store in Lake Elsinore.* EIR Section 4.2, "Traffic and Circulation," thoroughly addresses the Project's potential impacts to vicinity roadways, including the Bundy Canyon Road interchange with I-15. Similarly, EIR Section 4.1, "Land Use," contains a comprehensive discussion of the Project's potential market impacts. Cumulative impacts in regard to traffic and land use are addressed in EIR Section 5.0.
Pechanga Band of Luiseno Mission Indians	*The Pechanga Band requests that they "fully participate in the environmental review process, including meeting, if necessary, with the City once additional available documentation is available to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts."* The City of Wildomar will be pleased to consult with Pechanga Band representatives pursuant to the requirements of Assembly Bill 52, which seeks to ensure added protection for sites, features, places, objects, and landscapes of cultural value to California Native American tribes. As noted in the preceding response to the California NAHC, EIR Section 4.9, "Cultural Resources," includes mitigation measures requiring monitoring by a professional archaeologist during earth-moving activities; appropriate disposition of any recovered artifacts; and provisions for the discovery of any Native American human remains, allowing for protection in place. Representatives of the Pechanga tribe would be consulted with respect to the treatment of any relevant cultural resources encountered as part of archaeological monitoring. Additionally, as requested, the Pechanga Band of Luiseno Mission Indians will be added to the City's list of organizations receiving notifications of public meetings and information related to the proposed Project.
Southern California Edison (SCE)	*SCE's response identifies the Project site as being within the agency's service area, and requests additional consultation in regard to the provision of electrical services and any proposed relocation of SCE facilities.*

Table 1.6-1
List of NOP Respondents and Summary of NOP Comments/Responses

Respondent	Summary of Comments
	The EIR has identified SCE as the Project's provider of electrical service. Coordination in regard to the Project's specific service requirements would be conducted subsequent to the Project's approval. No environmental impacts beyond those addressed in this EIR for overall Project construction are anticipated.
Individuals	
Mr. Paul Colmer	*This NOP response letter from a long-time Wildomar resident identifies a number of issues, including specific roadway/ traffic concerns; and concerns regarding the Project's potential to result in impacts related to existing retailers, urban decay; utilities, noise, lighting, and public services.* The Project's potential to result in light and glare impacts was addressed in the Project's Initial Study (EIR Appendix A) and found to be less-than-significant based on compliance with existing City policies. Each of the remaining concerns identified in this comment letter have been addressed in the following Draft EIR Sections. • Market and urban decay concerns (EIR Section 4.1, "Land Use"); • Traffic and Circulation (EIR Section 4.2); • Noise (EIR Section 4.4); and • Public Services and Utilities (EIR Section 4.5). Where applicable, mitigation has been provided to address potentially significant environmental impacts.

1.7 EIR TOPICAL ISSUES

Based upon the Initial Study analysis, comments received pursuant to circulation of the NOP, and other public/agency input, the analysis of the EIR addresses the following topics:

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas (GHG) Emissions;
- Hydrology/Water Quality;
- Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, i.e., urban decay);
- Noise;
- Public Services and Utilities; and
- Transportation/Traffic.

Additionally, EIR Section 5.0, "Other CEQA Considerations," presents discussions of other mandatory CEQA topics including:

- Cumulative Impact Analysis;
- Alternatives Analysis;
- Growth-Inducing Impacts of the Proposed Action;
- Significant Environmental Effects;
- Significant and Irreversible Environmental Changes; and
- Energy Conservation.

1.8 SUMMARY OF SIGNIFICANT PROJECT IMPACTS

Implementation of the Project as proposed would result in certain impacts which are determined to be significant. These impacts are discussed in detail in the body of the EIR text under their associated topical headings, and are summarized below.

Table 1.8-1
Summary of Significant and Unavoidable Impacts

Environmental Consideration	Comments
Traffic	**Intersection Impacts** Pending completion of required improvements, the Project's contributions to Existing (2013), Opening Year (2016) and General Plan Buildout (post-2035) cumulative traffic impacts at the predominance of Study Area intersections would be considered cumulatively significant. More specifically, absent recommended improvements, 21 of the 26 Study Area intersections are anticipated to experience unacceptable levels of service (i.e., LOS "D" or worse) during one or more peak hour period under at least one of the three analysis scenarios (Existing, Opening Year or General Plan Buildout). Only Study Area Intersections 1, 4, 5 and the two Project driveways (Study Area Intersections 18 and 19) would operate at acceptable LOS under all analysis scenarios. **Freeway Facilities Impacts** Freeway facilities in the Study Area are projected to operate at deficient LOS under General Plan Buildout conditions. Even with completion of planned I-15 freeway corridor improvements (to be completed by Caltrans) Study Area freeway segment LOS and vehicle density impacts would considered cumulatively significant and unavoidable. The Project would contribute additional traffic to already cumulatively significant freeway facilities impacts, and the Project impacts would be considered cumulatively considerable. **Congestion Management Plan (CMP) Facilities Impacts** ***CMP Intersections*** Study Area Intersections 12, 13, 14, and 15 are CMP locations, as are all freeway segments in the Study Area. Pending completion of required improvements, the Project's contributions to impacts at Study Area CMP intersections is considered cumulatively considerable. ***CMP Freeway Segments*** CMP freeway mainline facilities in the Study Area are projected to operate at deficient LOS under General Plan Buildout conditions. The Project would contribute additional traffic to these projected deficiencies. The Project's contributions to Study Area CMP freeway mainline deficiencies under General Plan Buildout conditions are therefore considered cumulatively considerable.
Air Quality	**Operational-Source Air Quality Impacts** Even after application of mitigation, Project operational-source emissions of oxides of nitrogen (NOx) and Volatile Organic Compounds (VOCs) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are individually and cumulatively significant air quality impacts. Moreover, the Project is located within an ozone non-attainment area (NOx and VOCs are ozone precursors). Project operational NOx and VOC emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.

Table 1.8-1
Summary of Significant and Unavoidable Impacts

Environmental Consideration	Comments
Noise	**Construction-Source Noise Impacts** Project construction-source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, construction noise impacts affecting proximate adjacent properties are recognized as significant. These impacts would also be considered cumulatively significant for the duration of Project construction activities.

All other potential environmental effects of the Project are determined to be less-than-significant as substantiated within this EIR and accompanying Initial Study, or are reduced below levels of significance with application of mitigation measures identified herein. A summary of all Project impacts and proposed mitigation measures is presented at EIR Section 1.10, "Summary of Impacts and Mitigation Measures."

1.9 ALTERNATIVES TO THE PROJECT

Two alternatives to the Project were selected for analysis. The No Project alternative is presented consistent with the requirements of the *CEQA Guidelines* §15126.6. A Reduced Intensity Alternative was also selected based on its ability to fulfill the basic Project Objectives while reducing significant impacts of the proposal. Descriptions of the selected Alternatives are provided in the following paragraphs.

1.9.1 No Project Alternative

The *CEQA Guidelines* specifically require that the EIR include in its evaluation a No Project Alternative. The No Project Alternative should make a reasoned assessment as to future disposition of the subject site should the Project under consideration not be developed. In this regard, the subject site is a vacant and available property absent any significant environmental or physical constraints. Further, the Project site is fully served by proximate available utilities and supporting public services; and is provided appropriate access. Areas around the subject site are developed with, or are being developed with urban uses.

The City General Plan Land Use Map designates the Project site as "Commercial Retail" (CR) with a "Community Center Overlay." The CR General Plan Land Use is intended for local and regional serving retail and service development at a Floor-to-Area Ratio (FAR) of 0.20–0.35. The Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic, single- family residences, multi-family residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space.

Given the subject site's "Commercial/Retail–Community Center Overlay" designation and underlying "Commercial Retail" General Plan Land Use designation; availability of infrastructure/services, lack of environmental or physical constraints; and proximity of other urban development, it is considered unlikely that the subject site would remain vacant or in a "No Build" condition. It is also noted that a development similar to the Project was previously proposed for the subject site. In this context, failure to proceed with the Project would likely not result in preservation of existing environmental conditions, and the practical result of the Project's non-approval would be the development of some other variety or configuration of urban uses within the subject site. Accordingly, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another development proposal representing the highest and best use of the subject site. For the purposes of this Alternatives Analysis, and to provide for analysis differentiated from the Project, the No Project Alternative considered herein assumes mixed-use development of the subject site integrating multi-family residences with supporting amenities. This development mix is allowed under the site's General Plan Commercial/Retail-Community Center Overlay land use designation. Location of residential uses and related amenities proximate to a major transportation corridor (Interstate-15) also supports Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) promoting reduced commute distances and travel times within the region.

While any number of varying mixed-use residential development scenarios could be implemented under a No Project scenario, the No Project Alternative evaluated here assumes development of multi-family residential uses and supporting amenities at densities not exceeding those permitted under the City's "R-2" (Multi-Family Residential) Zoning designation.

The R-2 Zone permits multi-family residential uses up to three stories in height (not to exceed 40 feet), with a minimum lot area of 2,500 square feet per unit. Maximum allowed lot coverage in the R-2 Zone is 60 percent.

Based on the preceding, it is assumed that under the No Project Alternative the approximately 24.5 acre Project site would be developed with multi-family residential uses; and the lot area provided per dwelling unit is assumed at 2,500 square feet. This would yield a gross density of approximately 17 dwelling units per acre over the entire site, or a total of approximately 428 dwelling units. It is further assumed that the development plan under this Alternative would not propose greater than 60 percent lot area coverage, and that the plan would be designed to integrate recreational and open space amenities supporting the proposed residential uses.

1.9.2 Reduced Intensity Alternative

The Reduced Intensity Alternative considered herein focuses on alternatives to the Project which would reduce or avoid certain significant air quality impacts. As previously discussed within this Section, and as detailed in EIR Section 4.3, "Air Quality," operational-source air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for VOC and NOx. The Project's threshold exceedances of these pollutants constitute violations of existing SCAQMD air quality standards. These are individually and cumulatively significant air quality impacts.

Further, the Project lies within a region that has been designated "non-attainment" for ozone. As such, the above-noted operational exceedances of VOC and NOx (both of which are ozone precursors), in combination with emissions generated by other sources

affecting the non-attainment area, would result in a cumulatively considerable net increase in ozone emissions within the region. This is a cumulatively significant air quality impact.

Project operational-source emissions exceedances of applicable SCAQMD regional thresholds are summarized below. "Worst case" summer/winter emissions estimates are presented.

- Total Mitigated Project Operational VOC emissions = 58.97 pounds per day
  SCAQMD threshold = 55 pounds per day
  (SCAQMD threshold = 93.3 percent of Project VOC emissions);

- Total Mitigated Project Operational NOx emissions = 98.64 pounds per day
  SCAQMD threshold = 55 pounds per day
  (SCAQMD threshold = 55.8 percent of Project NOx emissions)

As indicated in the preceding calculations, to achieve the least restrictive SCAQMD operational threshold (VOC), operational-source VOC emissions under the Reduced Intensity Alternative would need to be approximately 93.3 percent of VOC emissions otherwise generated by the Project (a 6.7 percent net reduction in Project operational-source VOC emissions). Similarly, NOx thresholds could be achieved under the Reduced Intensity Alternative provided that operational-source NOx emissions did not exceed 55.8 percent of NOx emissions otherwise generated by the Project (an approximate 44.2 percent reduction in Project operational-source emissions.)

1.9.3 Environmentally Superior Alternative

For the purposes of CEQA, the EIR Alternatives Analysis has identified the Reduced Intensity Alternative as the environmentally superior alternative. Please refer also to EIR Section 5.2 for the complete Alternatives Analysis.

1.10 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.10-1 summarizes potential impacts resulting from implementation and operations of the Project. The impacts identified at Table 1.10-1 correspond with environmental topics and impacts discussed at EIR Section 4.0 "Environmental Impact Analysis." Table 1.10-1 also lists measures proposed to mitigate potentially significant environmental impacts of the Project, and indicates the level of significance after application of proposed mitigation.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.1 Land Use and Planning			
Physically divide an established community.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.2 Traffic and Circulation			
Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	Potentially Significant.	4.2.1 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal.*	**Significant and Unavoidable.** Although requisite fees will be assessed of the Project, payment of fees does not ensure timely completion of the required improvements; and pending completion of the required improvements, impacts at the affected locations are considered significant. Additionally, the Project's contributions to impacts at the intersections outside the City or under shared jurisdictional control are recognized as significant.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.2 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15):* • *Install a traffic signal* • *Construct a second eastbound(EB) through lane;* • *Construct a second westbound (WB)through lane; and* • *Construct a WB right-turn lane.*	
		4.2.3 *At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement:* • *Restripe the WB right-turn lane as a second through lane.* *This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.*	
		4.2.4 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):* • *Install a traffic signal; and* • *Construct an EB left-turn lane.*	

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.5 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24): • *Install a traffic signal.*	
		4.2.6 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • *Install a traffic signal;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	
		4.2.7 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): • *Install a traffic signal; and* • *Construct an EB left-turn lane.*	
		4.2.8 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8): • *Install a traffic signal; and* • *Construct a WB left-turn lane.*	

Table 1.10-1
Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.9 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9): • *Install a traffic signal;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	
		4.2.10 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10): • *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.*	
		4.2.11 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11): • *Install a traffic signal;* • *Construct a NB left-turn lane;* • *Construct a NB shared through/right-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.12 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12): • *Construct an EB right-turn lane.*	
		4.2.13 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions); and* • *Construct an EB right-turn lane.*	
		4.2.14 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14): • *Construct a WB right-turn lane.*	
		4.2.15 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17): • *Construct a 2nd westbound through lane.*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.16 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23): • *Restripe the EB right-turn lane as a shared through/right-turn lane; and* • *Construct a second WB through lane.*	
		4.2.17 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane;* • *Construct a WB shared through/right-turn lane;* • *Construct a NB shared through/right-turn lane;* • *Construct a SB left-turn lane; and* • *Construct an EB left-turn lane.*	
		4.2.18 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane;* • *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and* • *Construct a WB shared through/right-turn lane.*	
		4.2.19 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Restripe the SB shared left/right-turn lane as a left-turn lane;* • *Construct a SB right-turn lane;* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Construct a second EB through lane; and* • *Construct a WB shared through/right-turn lane.*	
		4.2.20 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2): • *Construct an EB shared through/right-turn lane.*	
		4.2.21 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3): • *Construct a second NB through lane;* • *Construct a second SB through lane;* • *Construct a second WB through lane; and* • *Construct a NB right-turn lane.*	
		4.2.22 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6): • *Install a traffic signal.*	
		4.2.23 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7): • *Construct a NB right-turn lane with overlap phasing;* • *Construct an EB left-turn lane;* • *Construct an EB right-turn lane;* • *Construct a WB left-turn lane;* • *Construct a second and third EB through lane; and* • *Construct a second WB through lane.*	
		4.2.24 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8): • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane;* • *Construct a second and third EB through lane; and* • *Construct a second and third WB through lane.*	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.25 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9): • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	
		4.2.26 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10): • *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB left-turn lane;*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Construct a second WB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a second and third WB through lane.*	
		4.2.27 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11): • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB left-turn lane (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB right-turn lane;* • *Construct a SB right-turn lane with overlap phasing;* • *Construct a WB right-turn lane with overlap phasing;*	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second SB through lane.*	
		4.2.28 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12): • *Construct an EB right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second WB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	
		4.2.29 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB right-turn lane (same improvement required under Opening Year conditions);* • *Construct a second EB through lane; and* • *Construct a second WB through lane.*	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.30 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14): • *Construct a WB right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second EB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	
		4.2.31 The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction: • *Restripe the WB right-turn lane as a second through lane.* *This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions);* *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16):*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.*	
		4.2.32 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17): • *Construct a second WB through lane (same improvement required under Existing-plus-Project conditions);* • *Construct a third WB through lane;* • *Construct a NB shared left/right-turn lane; and* • *Construct a second WB left-turn lane.*	
		4.2.33 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct a SB left-turn lane striped as a shared left/right-turn lane;*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Construct a SB de facto right-turn lane striped as a dedicated right-turn lane;* • *Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and* • *Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.*	
		4.2.34 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21): • *Install a traffic signal;* • *Construct an EB left-turn lane;* • *Construct a second EB through lane;* • *Construct a WB left-turn lane; and* • *Construct a second WB through lane.*	
		4.2.35 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22): • *Install a traffic signal;* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.2.36 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23): • *Restripe the EB right-turn lane as a shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a second WB through lane (same improvement required under Opening Year conditions); and* • *Construct a third EB through lane.*	
		4.2.37 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same*	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		improvement required under Existing-plus-Project conditions); and • *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	
		4.2.38 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB right-turn lane (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions);* • *Construct a second EB left-turn lane;*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Construct a WB right-turn lane;* • *Construct a second EB through lane (same improvement required under Opening Year conditions);* • *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	
Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	Potentially Significant.	Please refer to Mitigation Measures 4.2.1 through 4.2.38.	**Significant and Unavoidable**. Despite the incorporation of mitigation measures, at extra-jurisdictional or shared-jurisdictional locations, neither the Lead Agency nor the Project Applicant can autonomously construct improvements.
Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.	Potentially Significant.	4.2.39 *The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan shall identify traffic controls, any street closures and/or detours, or other disruption to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be*	Less-Than-Significant.

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		provided to all contractors as one component of building plan/contract document packages.	
4.3 Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Potentially Significant. (Regional emissions of VOC and NOx.)	4.3.1 *The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:* • *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;* • *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and* • *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*	**Significant and Unavoidable.** (VOC and NOx regional threshold exceedances.)
		4.3.2 *Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.	
		4.3.3 *During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.*	
		4.3.4 *Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City.* *Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable): • *Increase in insulation such that heat transfer and thermal bridging is minimized;* • *Limit air leakage through the structure and/or within the heating and cooling distribution system;* • *Use of energy-efficient space heating and cooling equipment;* • *Installation of electrical hook-ups at loading dock areas;* • *Installation of dual-paned or other energy efficient windows;* • *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;* • *Installation of automatic devices to turn off lights where they are not needed;* • *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;* • *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		• *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.*	
		4.3.5 Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). The Project Water Conservation Strategy shall be subject to review and approval by the City. *The Project shall also implement the following:* • *Landscaping palette emphasizing drought tolerant plants;* • *Use of water-efficient irrigation techniques;* • *U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.*	
Expose sensitive receptors to substantial pollutant concentrations.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
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, including releasing emissions which exceed quantitative thresholds for ozone precursors.	Potentially Significant.	Please refer to Mitigation Measures 4.3.4, 4.3.5.	**Significant and Unavoidable.** Mitigation Measures 4.3.4 and 4.3.5 would reduce Project operational-source NO_x and VOC emissions to the extent feasible. Operational-source NO_x and VOC emission exceedances would persist however, and would remain significant even with the application of mitigation.
Create objectionable odors affecting a substantial number of people.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.4 Noise			
Project construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant.	*4.4.1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 6 p.m. to 6 a.m. during the months of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.*	**Significant and Unavoidable**. Even after the implementation of mitigation, noise levels are still expected to reach high levels when construction equipment operates near the perimeter of the Project site. This is considered a significant and unavoidable impact of the Project. It is noted that construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts.
		4.4.2 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. It is noted that stationary equipment is transitory to the site and is located based on a given construction task or phase, however noise emitting construction equipment that may be employed in various temporary fixed positions throughout the Project site shall be oriented to direct noise away from the nearest noise sensitive receptor(s).	

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General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.4.3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction. A review of the Project site and the location of nearby noise sensitive receptors indicate that construction equipment staging shall be concentrated in the northern portion of the site near Bundy Canyon Road and away from the residential land use located south of Canyon Drive.	
		4.4.4 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.	
Project construction activities and associated noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Project construction activities and associated noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Potentially Significant.	Please refer to Mitigation Measures 4.4.1 through 4.4.4.	**Significant and Unavoidable**. Even after the implementation of mitigation, noise levels are still expected to reach high levels when construction equipment operates near the perimeter of the Project site. This is considered a significant and unavoidable impact of the Project. It is noted that construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts.
Project vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance, or other applicable standards of other agencies.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project vehicular source noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Project vehicular source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project operational noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.	Less-Than-Significant. Notwithstanding, the following mitigation measures will act to further reduce the Project's already less-then-significant noise levels.	4.4.5 *All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.*	Less-Than-Significant.
		4.4.6 *Maintain quality pavement conditions that are free of bumps to minimize truck noise.*	
		4.4.7 *The truck access points and loading docks within the truck court on the Project site shall be posted with signs which state:* • *Truck drivers shall turn off engines when not in use;* • *Trucks servicing the Project shall not idle for more than five (5) minutes; and* • *Telephone numbers of the building facilities manager to report violations.*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Project operational noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Project operational noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.5 Public Services & Utilities			
Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
4.6 Hydrology and Water Quality			
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	Potentially Significant.	*4.6.1 Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-*	Less-Than-Significant.

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
amount of surface runoff in a manner which would result in flooding or substantial erosion or siltation on- or off-site; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; Violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.		*DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following:* • *Silt Fences;* • *Check Dams;* • *Gravel Bag Berms;* • *Street Sweeping and Vacuuming;* • *Sand Bag Barriers;* • *Storm Drain Inlet Protection;* • *Wind Erosion Control;* • *Stabilized Construction Entrance/Exit; and* • *Entrance/Outlet Tire Wash.*	

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following: • *Providing permanent cover to stabilize the disturbed surfaces after construction has been completed;* • *Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities;* • *Precluding non-stormwater discharges to the stormwater system; and* • *Performing monitoring of discharges to the stormwater system.*	
		4.6.2 *Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following: <u>*Source Control/Non-Structural BMPs*</u> • *Education of property owners, operators, tenants, occupants, or employees;* • *Street Sweeping of Private Streets and Parking Lots;* • *Drainage facility inspection and maintenance;* • *Roof Runoff Controls;* • *Efficient Irrigation;* • *Protection of Slopes and Channels;* • *Storm Drain stenciling and signage;* • *Trash Storage Areas and Litter Control;* • *Irrigation system and landscape maintenance; and* • *Loading dock drainage controls.* <u>*Site Design/Structural BMPs*</u> • *Maximize permeable areas;* • *Minimize street, sidewalk, and parking lot aisle widths;* • *Maintain natural drainage patterns;* • *Incorporate drought-tolerant landscaping;* • *On-site ponding areas or retention facilities to increase opportunities for infiltration;* • *Convey roof runoff to landscaping/permeable*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		areas prior to discharge to storm drains; • *Drain sidewalks and walkways to adjacent landscaped areas; and* • *Integration of landscaping and drainage designs.*	
		4.6.3 *If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.*	
4.7 Biological Resources			
Substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS).	Potentially Significant.	4.7.1 *Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.*	Less-Than-Significant.

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.7.2 A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.	
		4.7.3 Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.	
		4.7.4 To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA): • *If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.* • *If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.	
		4.7.5 A biologist shall make periodic site visits to ensure compliance with all permit conditions.	
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Potentially Significant.	*4.7.6 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Less-Than-Significant.
		4.7.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	
		4.7.8 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.
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 wildlife nursery sites.	Less-Than-Significant.	No mitigation is necessary.	Not applicable.

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.8 Geology and Soils			
Exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; Location 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. Incorporation of recommendations of the Project Geotechnical Investigation, and compliance with existing City/ CBC seismic design regulations, standards, and policies reduces impacts to levels that are less-than-significant, and no additional mitigation is required. Notwithstanding, to ensure their timely monitored implementation, recommendations presented in the Project Geotechnical Investigation are incorporated here.	4.8.1 *Design and development of the Project shall comply with recommendations and performance standards identified in the Geotechnical Investigation at pages 8 through 21, Sections 6.1 through 6.14. Where the Project Geotechnical Investigation is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail. The Project Geotechnical Investigation provides recommendations and performance standards for the following design and development components/attributes:* • *Excavation and Soil Characteristics;* • *Temporary Slope Excavations (i.e., trenching);* • *Grading;* • *Slopes;* • *Seismic Design Criteria;* • *Foundations;* • *Concrete Slabs-on-Grade;* • *Conventional Retaining Walls;* • *Pavement Recommendations;* • *Hydraulic Conductivity;* • *Detention Basin and Bioswale Recommendations;* • *Site Drainage and Moisture Protection; and* • *Foundation and Grading Plan Review.*	Less-Than-Significant.

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Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Location on expansive soil, as defined in Table 18-1-B of the California Building Code (2013), thereby creating substantial risks to life or property.	Less-Than-Significant. Incorporation of recommendations of the Project Geotechnical Investigation, and compliance with existing City/CBC seismic design regulations, standards, and policies reduces impacts to levels that are less-than-significant, and no additional mitigation is required. Notwithstanding, to ensure their timely monitored implementation, recommendations presented in the Project Geotechnical Investigation are incorporated here.	See Mitigation Measure 4.8.1.	Less-Than-Significant.

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.9 Cultural Resources			
Cause a substantial adverse change in the significance of an archeological or historic resource as defined in §15064.5.	Potentially Significant.	*4.9.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and*	Less-Than-Significant.

Table 1.10-1
Summary of Impacts and Mitigation

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.*

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."	
		4.9.2 *At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; 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 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.*	

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Summary of Impacts and Mitigation

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.9.3 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.9.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.	
		4.9.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.9.6 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the*	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."	
		4.9.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.	
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant.	*4.9.8 Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological*	Less-Than-Significant.

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		resource's disposition to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.	
		4.9.9 A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.	

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		4.9.10 Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.	
		4.9.11 Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.	
		4.9.12 A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	

2.0 INTRODUCTION

2.0 INTRODUCTION

2.1 OVERVIEW

This Environmental Impact Report (DEIR or EIR) evaluates and discloses potential environmental impacts of the proposed Wildomar Walmart Project (the Project). The Project will realize approximately 207,800 square feet of new retail/commercial uses within a 24.5-acre site, located within the City of Wildomar, in Riverside County. Elements of the Project are further described at EIR Section 3.0, "Project Description."

An EIR is an informational document intended to inform decision-makers and the general public of potentially significant environmental impacts of a Project. An EIR also identifies possible ways to preclude or minimize these potentially significant impacts (referred to as mitigation) and describes reasonable alternatives to the Project that may also reduce or avoid significant impacts. Having the authority to take action on the Project, the City of Wildomar will consider the information in this EIR in their evaluations of the proposal. The findings and conclusions of the EIR regarding environmental impacts do not control the City's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

2.2 AUTHORIZATION

This EIR has been prepared by the City of Wildomar in accordance with the *Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines)*, (Sections 15000-15387 of the California Code of Regulations), and the City *CEQA Guidelines*. The Wildomar Walmart Project considered in this EIR is a "project," as defined by Section 15378 of the *CEQA Guidelines*. The *CEQA Guidelines* stipulate that an EIR must be prepared for any project that may have a significant impact on the environment. Upon initial environmental review of the Project, the City determined

that the Wildomar Walmart Project may have a significant adverse impact on the environment and, therefore, the preparation of an EIR was required.

2.3 LEAD AND RESPONSIBLE AGENCIES

CEQA defines a "lead agency" as the public agency which has the principal responsibility for carrying out or approving a Project which may have a significant effect upon the environment. Other agencies, e.g., the California Department of Transportation (Caltrans), the South Coast Air Quality Management District (SCAQMD) or the Regional Water Quality Control Board (RWQCB), which also have some authority or responsibility to issue permits for Project implementation, are designated as "responsible agencies." Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving the Project. The City of Wildomar is the lead agency for the Project.

The City's address is:	The City of Wildomar 23873 Clinton Keith Road, Suite 201 Wildomar, CA 92595
Contact Person:	Mr. Matthew Bassi, Planning Director

2.4 PROJECT APPLICANT

The Project Applicant is:	Walmart Real Estate Business Trust 2001 Southeast 10th Street Bentonville, AR 72716
Contact Person:	Mr. Matt Smith - c/o Gresham Savage Nolan &Tilden 550 Hospitality Lane, Suite 300 San Bernardino, CA 92406

2.5 THE EIR PROCESS

When a public agency determines that there is substantial evidence that a Project may have a significant effect on the environment, the agency must prepare an EIR before a decision is made to approve or deny the Project. The purpose of the EIR is to disclose a project's potential environmental impacts and recommend measures to reduce or avoid significant impacts. The basic content of an EIR includes a description of the project under consideration and its objectives, a description of the existing project site and vicinity environmental conditions, a discussion of the potentially significant environmental effects of the project, recommended measures for reducing these effects, and identification and evaluation of feasible alternatives to the project which may also reduce potentially significant impacts of the proposal.

Typically, EIRs consist of two documents: a Draft EIR, distributed by the lead agency for review and comment by the general public and any interested governmental agencies; and a Final EIR, which consists of responses to comments received on, together with any necessary modifications to, the Draft EIR. After the Draft EIR has been circulated for review and the Final EIR has been prepared, the EIR must be certified by the lead agency as having complied with CEQA and considered by the agency's decision-making body before any action can be taken on a project.

When a public agency receives a complete project application or decides to undertake a Project of its own, it first determines if the project is subject to environmental review under CEQA and, if it is, the agency then typically prepares an Initial Study (IS) to determine if the project has the potential to cause significant adverse environmental effects. The IS serves as a tool to help the agency determine if an EIR is needed and also helps determine what issues should be examined in the EIR. An agency may skip the Initial Study process if it is evident in the preliminary assessment of a project that an EIR will be required.

The EIR process is initiated by the distribution of a Notice of Preparation (NOP). Together with the Initial Study, the NOP is sent to agencies and interested individuals

to solicit their suggestions for appropriate issues and types of analysis to be included in the Draft EIR. When preparation of the Draft EIR has been completed, it is circulated to responsible agencies, other affected or interested agencies, and interested members of the public for review and comment. The review period for a Draft EIR is typically 45 days. To provide for appropriate consideration in the Final EIR, all comments and concerns regarding the Draft EIR should be received by the lead agency during this 45-day period.

Responses to comments received on the Draft EIR are prepared by the lead agency and included in the Final EIR. The Final EIR may also contain some additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR. The Final EIR must be certified by the lead agency's decision-making body before, or in conjunction with, any action to approve or deny a project.

CEQA requires that the EIR only address significant adverse impacts. The *CEQA Guidelines* suggest thresholds or standards which define the significance of various types of impacts. The *CEQA Guidelines* also state that the significance of impacts should be considered in relation to their severity and probability of occurrence. However, ultimately, the determination of the significance of impacts is at the discretion of the lead agency. The identification of significant impacts in the EIR does not prevent an agency from approving a project. A project may be approved if the lead agency determines that impacts cannot be feasibly mitigated below a level of significance and if the agency determines that there are important overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the considered project.

2.6 EIR CONTENT AND FORMAT

This EIR is organized into nine Chapters or Sections, each addressing a separate aspect of the required content of an EIR as described in the *CEQA Guidelines*. A summary of the Project's impacts and recommended mitigation measures is provided at Chapter 1.0. An introduction and general overview of the environmental process and the format of this EIR can be found at Chapter 2.0. Chapter 3.0 contains a complete description of the

Project, including its location, objectives, and physical and operational characteristics. The complete and detailed environmental impact analysis is presented at Chapter 4.0. The topical issues mandated by CEQA dealing with cumulative impacts, alternatives, long-term implications of the Project, and energy conservation are found at Chapter 5.0. Chapter 6.0 lists and defines the acronyms and abbreviations contained in this document. Chapter 7.0 lists the information sources and persons consulted during the environmental analysis process, and presents a list of the persons who prepared the EIR. The Initial Study and responses to the NOP, with supporting technical studies, are appended to the primary EIR document.

Chapter 4.0, entitled "Environmental Impact Analysis," is the focal component of the EIR. The environmental impact analysis has been organized into a series of sections, each addressing an environmental topic or area of concern identified through the Initial Study process (e.g., Land Use and Planning, Traffic and Circulation, Air Quality, Noise, etc.). To assist the reader in understanding the organization and basis of the analysis, the sections covering each individual environmental topic are typically divided into the following subsections:

- **Reader's Abstract:** An introductory reader's abstract, summarizing content and findings, is provided at the beginning of each topical section.

- **Introduction:** The introduction summarizes the content of the section and references other important studies and reports, such as technical studies appended to the EIR.

- **Setting:** This subsection describes environmental conditions at the Project site and in its vicinity which may be subject to change as a result of implementation of the proposal. Separate descriptions of existing environmental conditions are provided for each environmental topic.

- **Existing Policies and Regulations:** Various relevant policies, regulations, and programs related to the environmental topic are briefly described. Often, these existing policies and regulations serve to reduce or avoid potential environmental impacts.

- **Standards of Significance:** Before potential impacts are evaluated, the standards which will serve as the basis for judging significance are presented.

- **Potential Impacts and Mitigation Measures:** This subsection states and explains potential impacts caused by the Project. Based on the standards of significance, impacts are categorized as either potentially significant or less-than-significant. If the impacts are considered to be potentially significant, mitigation measures are proposed to reduce the impacts. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of feasible mitigation measures. Impacts that cannot be reduced to levels that are less-than-significant are identified as "significant."

The summary presented at Chapter 1.0 provides a comprehensive overview of the Project's impacts. For a more detailed description of Project impacts, it is recommended that the reader review the Project description (Chapter 3.0), and then read the sections on the topics of interest in the environmental impact analysis (Chapter 4.0).

2.7 INTENDED USE OF THIS EIR

This EIR addresses the potential environmental effects of the implementation and operation of the proposed Wildomar Walmart Project. The City of Wildomar (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the Project, and how it will be implemented. As the Lead Agency, the City is also responsible for preparing the environmental documentation for the Project in compliance with CEQA.

The Lead Agency will employ this EIR in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project, to include potential effects of the Project's component elements. It is anticipated that this EIR may also be employed by Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al*.; as well as utilities and service providers for their related or dependent environmental analyses.

In employing this EIR, the City and other agencies need recognize that Project plans and development concepts identified herein are just that, plans and concepts which are subject to refinement and the Project is further defined. Recognizing the potential for these future minor alterations to the Project, this EIR in all instances evaluates likely maximum impact scenarios that would account for these minor alterations. These refinements and/or minor revisions to development proposals do not typically warrant modified or revised environmental documentation. Notwithstanding, at the discretion and direction of the City, substantive modifications to the Project described herein may warrant additional environmental evaluation.

2.8 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State *CEQA Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Wildomar Planning Department. Technical studies cited below were specifically developed in conjunction with the Project, and are appended to the EIR.

2.8.1 City of Wildomar General Plan

The City of Wildomar General Plan (General Plan) establishes Goals and Policies and provides guidance for future development of the City. The General Plan incorporates

and relies upon its Administration Element to provide the guidance necessary for successful implementation of General Plan Policies.

The General Plan includes seven functional Elements: "Land Use"; "Circulation"; "Multipurpose Open Space"; "Safety"; "Noise"; "Housing"; and "Air Quality." All proposed development projects (inclusive of the proposed Wildomar Walmart Project) are evaluated for consistency with the intent and purpose of the applicable General Plan land use designation(s) and related General Plan Policies. Physical development within the General Plan Area will be shaped by the General Plan's Policies and Administration procedures, integral to each of the General Plan Elements.

It is noted that the City of Wildomar is in the process of updating its General Plan. Adoption of the General Plan Update and certification of the General Plan EIR is anticipated by winter of 2014.

2.8.2 City of Wildomar Zoning Code

The City of Wildomar Zoning Code (Zoning Code) codifies and complements the City General Plan. The Zoning Code, in effect, provides the mechanism to implement and enforce the policies articulated in the General Plan. Many of the potential environmental concerns considered in this EIR are adequately addressed through application of existing guidelines and regulations contained in the Zoning Code.

2.8.3 Project Technical Studies/EIR Appendices

Following are summary descriptions of documents and supporting technical studies which are appended to the main body of the EIR. Working titles of these documents generically refer to the Project and its physical attributes, and may not necessarily reflect the currently assigned "Wildomar Walmart Project" development title.

2.8.3.1 Initial Study, NOP, and NOP Responses - EIR Appendix A

The EIR Initial Study (IS), Notice of Preparation (NOP) and responses received pursuant to distribution of the IS/NOP are presented at EIR Appendix A. Based on the Initial Study and responses to the NOP, the EIR addresses the following environmental topics:

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas (GHG) Emissions impacts;
- Hydrology/Water Quality;
- Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, i.e., urban decay);
- Noise;
- Public Services and Utilities; and
- Transportation/Traffic.

2.8.3.2 Urban Decay Analysis - EIR Appendix B

A Project-specific urban decay analysis has been prepared for the Project. *Urban Decay Study for Wildomar Walmart* (The Natelson Dale Group, Inc.), March 12, 2014 assesses the Project's potential to adversely affect area economic conditions, thereby resulting in urban decay. In addition to addressing the potential impacts of the proposed Project itself, the Study also considers cumulative economic impacts, taking into account the impacts from other planned or proposed retail projects in the area.

2.8.3.3 Traffic Impact Analysis - EIR Appendix C

The detailed evaluation of Project-related traffic/transportation impacts is documented in *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014 (TIA) and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014 (Supplemental TIA). The traffic issues related to

the Project have been evaluated within the TIA in the context of the California Environmental Quality Act (CEQA) and as directed by the City of Wildomar, the lead agency responsible for preparation of the traffic impact analysis. The TIA also reflects and incorporates applicable guidance provided by the California Department of Transportation, District 8 (Caltrans District 8).

2.8.3.4 Air Quality Impact Analysis - EIR Appendix D

Air quality impact analyses germane to the Project are provided at EIR Appendix D. These analyses include: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.), April 3, 2014*; Wildomar Walmart Air Toxics Health Risk Assessment, City of Wildomar* (Urban Crossroads, Inc.), April 3, 2014; and *Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar* (Urban Crossroads, Inc.), April 3, 2014.

2.8.3.5 Noise Impact Analysis - EIR Appendix E

Potential noise impacts of the Project, including construction-source and operational-source noise impacts are assessed within *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.

2.8.3.6 Stormwater Management - EIR Appendix F

Drainage and stormwater runoff water quality considerations respectively are evaluated and addressed in: *On-Site Hydrology for Proposed Wal-Mart #3882-02, I-15 and Bundy Canyon Road, Wildomar, CA* (Nasland Engineering) May 9, 2014; *Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA* (Nasland Engineering) July 8, 2014; and *Project Specific Water Quality Management Plan for Wildomar Gateway* (Nasland Engineering) May 9, 2014.

2.8.3.7 Biological Resources Assessments - EIR Appendix G

Biological resources potentially affected by the Project are assessed in: *Biological Report for the Wildomar Walmart Project* (Harmsworth Associates) February 14, 2014 and *Wildomar Walmart Jurisdictional Delineation Report* (Harmsworth Associates) March 2014.

2.8.3.8 Geotechnical Investigation - EIR Appendix H

An assessment of the soils and geological conditions affecting the Project site and vicinity properties is presented in: *Geotechnical Investigation, Wal-Mart Supercenter Store No. 3882-02, 22313 Bundy Canyon Road, Wildomar, California* (Geocon Incorporated), January 14, 2014. The Geotechnical Investigation also provides recommendations pertaining to geotechnical aspects of constructing the Project.

2.8.3.9 Cultural Resources Investigation

A cultural resources investigation was also prepared for the Project: *A Phase I Cultural Resources Investigation of the Wildomar Walmart Superstore Project in the City of Wildomar, Riverside County, California* (McKenna et al.) November 26, 2013.

Due to the relative sensitivity of archaeological and historic sites to disturbance, cultural resource reports which identify the locations of potential resources are generally not circulated publicly. Although sensitive resources have not been identified within the Project site, other off-site sensitive resources are discussed in the Cultural Resources Investigation prepared for the Project. A copy of the Phase I Cultural Resources Investigation may be reviewed at the City of Wildomar Planning Department.

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

3.1 OVERVIEW

The Wildomar Walmart Project (Project) considered in this EIR includes the proposed Wildomar Walmart, one outparcel building, on- and off-site supporting improvements, and associated discretionary actions necessary to realize the proposed development (*see also*: City Planning Application No. 13-0086, available through the City of Wildomar). In summary, approval of the Project would result in up to 207,800 square feet of new retail/commercial uses on the approximately 24.5-acre subject site. The Project also includes on-site supporting infrastructure, parking, landscaping/hardscaping, and signs. The Project would further implement those off-site improvements necessary to ensure safe and efficient operations of the proposed development. The Project and its context are further described below.

3.2 PROJECT LOCATION

The Project site is located within the central portion of the City of Wildomar, within Riverside County. The site is an irregularly-shaped parcel located southeasterly of the Interstate 15 (I-15) and Bundy Canyon Road interchange. Specifically, Bundy Canyon Road forms the site's northerly boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. Canyon Drive (alignment) borders the site to the south. Please refer also to Figure 3.2-1, "Project Location."





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NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 3.2-1
Project Location

3.3 EXISTING LAND USES AND LAND USE DESIGNATIONS

The following discussions summarize existing land use conditions in the Project vicinity and provide general context for the Project.

3.3.1 Existing Land Uses

Project site and vicinity land uses are denoted in the aerial photograph presented at Figure 3.3-1; and area land uses are described below. Photographs of the existing Project site (as of February 2014) and a photo location key map are presented at Figure 3.3-2.

3.3.1.1 Project Site Land Use

The Project site is an irregularly-shaped parcel, totaling approximately 24.5 acres. The Project site includes all or portions of current Assessor's Parcel Numbers (APNs) 367-100-033, -034, -035, and -037. The subject site is vacant and undeveloped[1] and is devoid of notable topographic features or substantial terrain differentials.

No protected or intrinsically valuable biologic habitat exists within the Project site; and the Project area is generally disturbed by human activities (e.g., previous agricultural/grazing activities; and current footpaths and tire tracks traversing the Project site). Vegetation that does exist within the Project site consists of sparse areas of non-native ruderal grasses, low shrubs, and ornamental landscaping.

The site does, at present, accommodate various common nesting birds and is considered potential habitat for the burrowing owl. The Project site also lies within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee area. Mitigation is incorporated in the EIR that would reduce potential impacts to nesting birds and the burrowing owl to levels that are less-than-significant. The Project Applicant would also pay required SKR HCP fees. Please refer also to EIR Section 4.7, Biological Resources.

[1] The structure evident in the southerly portion of the Project site aerial photograph has since been demolished.



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NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 3.3-1
Existing Land Uses



Photo A: View Northwesterly from Monte Vista Drive



Photo B: View Southwesterly from Monte Vista Drive



Photo C: View Northerly from Canyon Drive

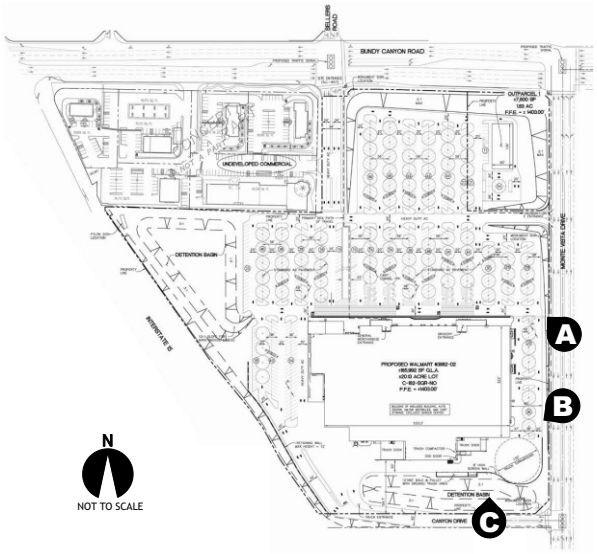


Photo Key Map

Source: Applied Planning, Inc.

Figure 3.3-2
Site Photos & Key Map

Elevations within the Project site approximate 1,435 feet above mean sea level (MSL) in the northeasterly portions of the site, decreasing gradually to approximately 1,393 feet MSL in the southeasterly portions of the site. The Project grading plan concept indicates that approximately 60,000 cubic yards of soil import would be required.

3.3.1.2 Vicinity Land Uses

Bundy Canyon Plaza (PP 08-0179, CUP 3403, TPM 32257) is the commercial development immediately adjacent to the Project site on the northwest. Although the site is entitled for 33,800 square feet of retail, 6,200 square feet of fast food restaurant with drive through and 12 fueling pumps, only 2,800 square feet of the retail, along with the fueling pumps have been constructed (Shell/Circle K). A storage facility is located further to the north, across Bundy Canyon Road. To the east, across Monte Vista Drive, properties are currently vacant with approved Tentative Tract Maps 31409 and 32024. A rural residential use is located to the south of the Project site, across Canyon Drive. I-15 forms the site's westerly boundary, beyond which are vacant land and residential uses.

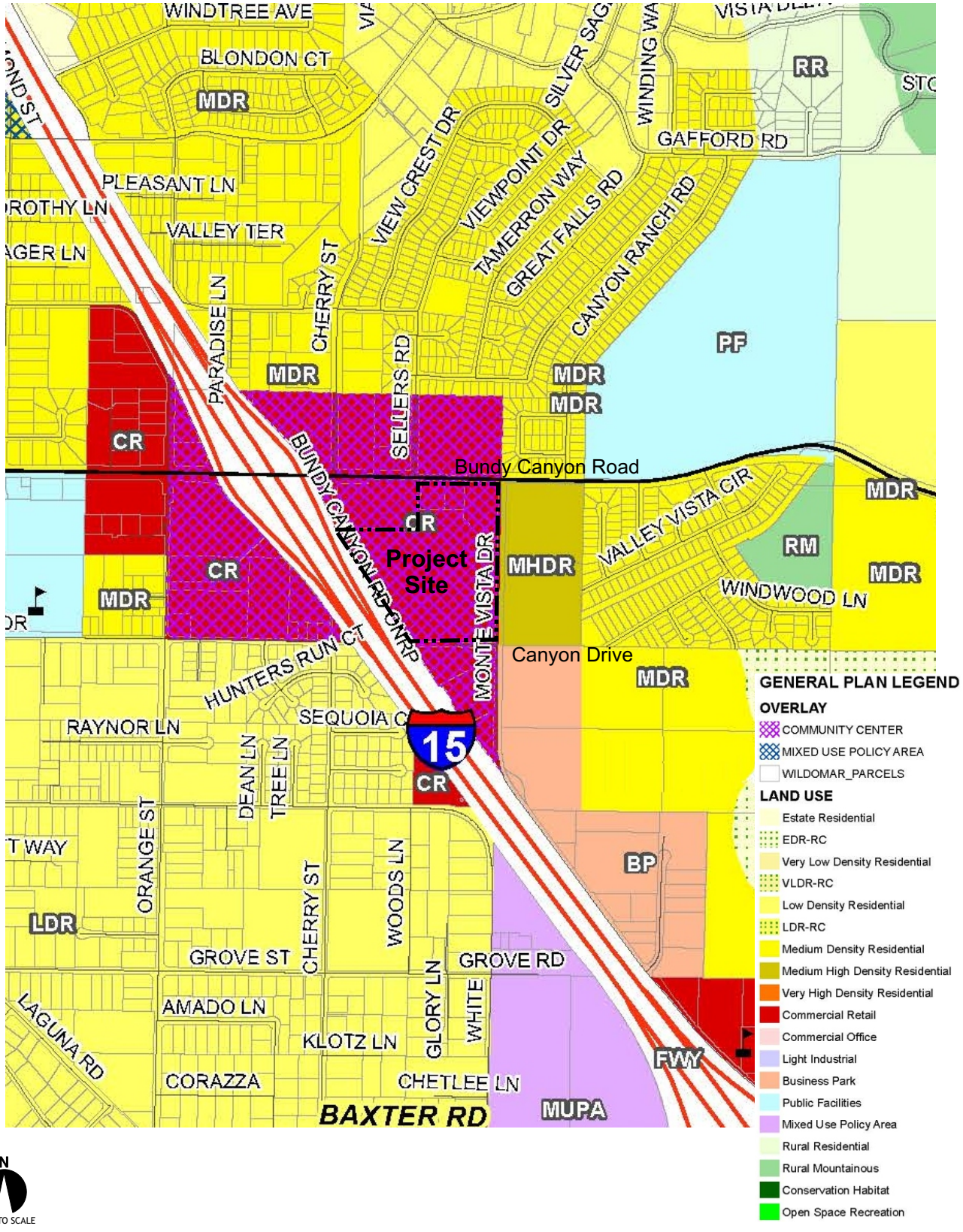
3.3.2 Existing Land Use Designations

Existing General Plan Land Use and Zoning designations for the Project site and vicinity properties are depicted at Figures 3.3-3 and 3.3-4, respectively, and are described below.

3.3.2.1 Project Site Land Use Designation

General Plan Land Use

The City General Plan Land Use Map designates the Project site as "Commercial Retail" (CR) with a "Community Center Overlay." The CR General Plan Land Use is intended for local and regional serving retail and service development at a Floor-to-Area Ratio (FAR) of 0.20 to 0.35. Commercial/retail uses implemented under the Project would total approximately 207,800 square feet on approximately 21.96 net acres, yielding a FAR of approximately 0.22. The Project land uses and development intensity would therefore be consistent with development of the CR Land Use envisioned under the General Plan.



Source: Google Earth; Applied Planning, Inc.

Figure 3.3-3
General Plan Land Use Designations



Source: Google Earth; Applied Planning, Inc.

Figure 3.3-4
Existing Zoning Designations

The Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic single family residences, multifamily residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space. The Project would implement commercial/retail uses allowed under the Community Center Overlay designation.

Zoning

Current zoning of the Project site is "Rural Residential" (R-R). The R-R Zone District provides for single-family rural residential development and related compatible and ancillary activities. The minimum R-R Zone District lot size is one-half acre. The R-R Zone District does not permit the commercial/retail uses proposed by the Project. Accordingly, a Zone Change, from Rural Residential to Scenic Highway Commercial (C-P-S), is requested as one of the Project discretionary actions listed herein. The C-P-S Zone District permits or conditionally permits a variety of commercial/retail uses, including those proposed under the Project. No minimum lot size is established for the C-P-S Zone District.

Please refer also to the listings and descriptions of City Zoning Districts, their permitted and conditionally permitted uses, and applicable property development standards available at: http://www.cityofwildomar.org/zoningcode/index.asp.

3.3.2.2 Vicinity Land Use Designations

General Plan Land Use

- To the north, west, and south, properties adjacent to the Project site are designated as Commercial Retail (CR) General Plan Land Uses, with a Community Center Overlay designation. In the vicinity of the Project, the CR Land Use and Community Center Overlay designations extend northerly across Bundy Canyon Road, westerly across I-15, and southerly across Canyon Drive (alignment);

- Northeasterly of the Project, site across Bundy Canyon Road properties are designated Medium Density Residential (MDR). The MDR Land Use provides for Single-family detached residences at densities of 5–8 dwelling units/acre;

- Easterly of the Project site, across Monte Vista Drive, properties are designated Medium High Density Residential (MHDR). The MHDR Land Use provides for single-family attached residences, including townhouses, stacked flats and courtyard homes at densities of 8–14 dwelling units/acre;

- Southeasterly of the Project site properties are designated Business Park (BP). The BP land Use accommodates employee-intensive employment uses, including research and development, technology centers, corporate offices, and clean industries at floor area ratios (FARs) of 0.25 to 0.60;

- Southwesterly of the Project site, across I-15, properties are designated Low Density Residential (LDR). The LDR Land Use provides for single-family detached residences at densities of 2-5 dwelling units/acre.

Zoning

- Properties northerly adjacent to the Project site are designated General Commercial (C-1/C-P). The C-1/C-P Zone District permits or conditionally permits a variety retail/commercial uses and complementary ancillary uses and facilities. No minimum lot size is established for C-1/C-P Zone District;

- Northeasterly of the Project site, properties are designated R-1. The R-1 Zone District provides for single-family residential development and related compatible and ancillary activities. The minimum R-1 Zone District lot size is 7,200 square feet;

- Easterly of the Project site, across Monte Vista Drive, properties are designated R-3, General Residential, and R-5, Open Area Combining Zone, Residential

Developments. The R-3 Zone District provides for single-family and multi-family residential development and related compatible and ancillary activities. The minimum R-3 Zone District lot size is 7,200 square feet. The R-5 Zone District accommodates golf courses, various non-commercial recreational facilities shared between residential communities, and ancillary supporting uses. The R-5 Zone designation applies to common open space and recreational amenities provided as components of associated residential development(s); minimum lot size standards are therefore not established for R-5 designated areas;

- Southwesterly of the Project site, across I-15, properties are Designated Rural Residential (R-R). The R-R Zone permits one-family dwellings, nurseries, grazing, certain types of farming, and various other related uses;

- Westerly of the Project site, across I-15, properties are designated Scenic Highway Commercial Zone (C-P-S). The C-P-S Zone District accommodates a variety commercial/retail uses similar to those permitted or conditionally permitted under the C-1/C-P Zone District described previously. No minimum lot size is established for C-P-S Zone District.

Please refer also to the listings and descriptions of City Zoning Districts, their permitted and conditionally permitted uses, and applicable property development standards available at: http://www.cityofwildomar.org/zoningcode/index.asp.

3.4 PROJECT ELEMENTS

3.4.1 Site Preparation

The Project area would be cleared of all vegetation (grubbed), rough-graded, over excavated, and fine-graded in preparation of building construction. Any debris generated during site preparation activities would be disposed of and/or recycled consistent with the City's Source Reduction and Recycling Element (SRRE). Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage. The current grading plan concept indicates that approximately

60,000 cubic yards of soil (not accounting for shrinkage or expansion) would be imported to the Project site.

3.4.2 Development Concept

The proposed configuration and orientation of the Project land uses are illustrated at Figure 3.4-1. Table 3.4-1 presents a Summary of Project Development.

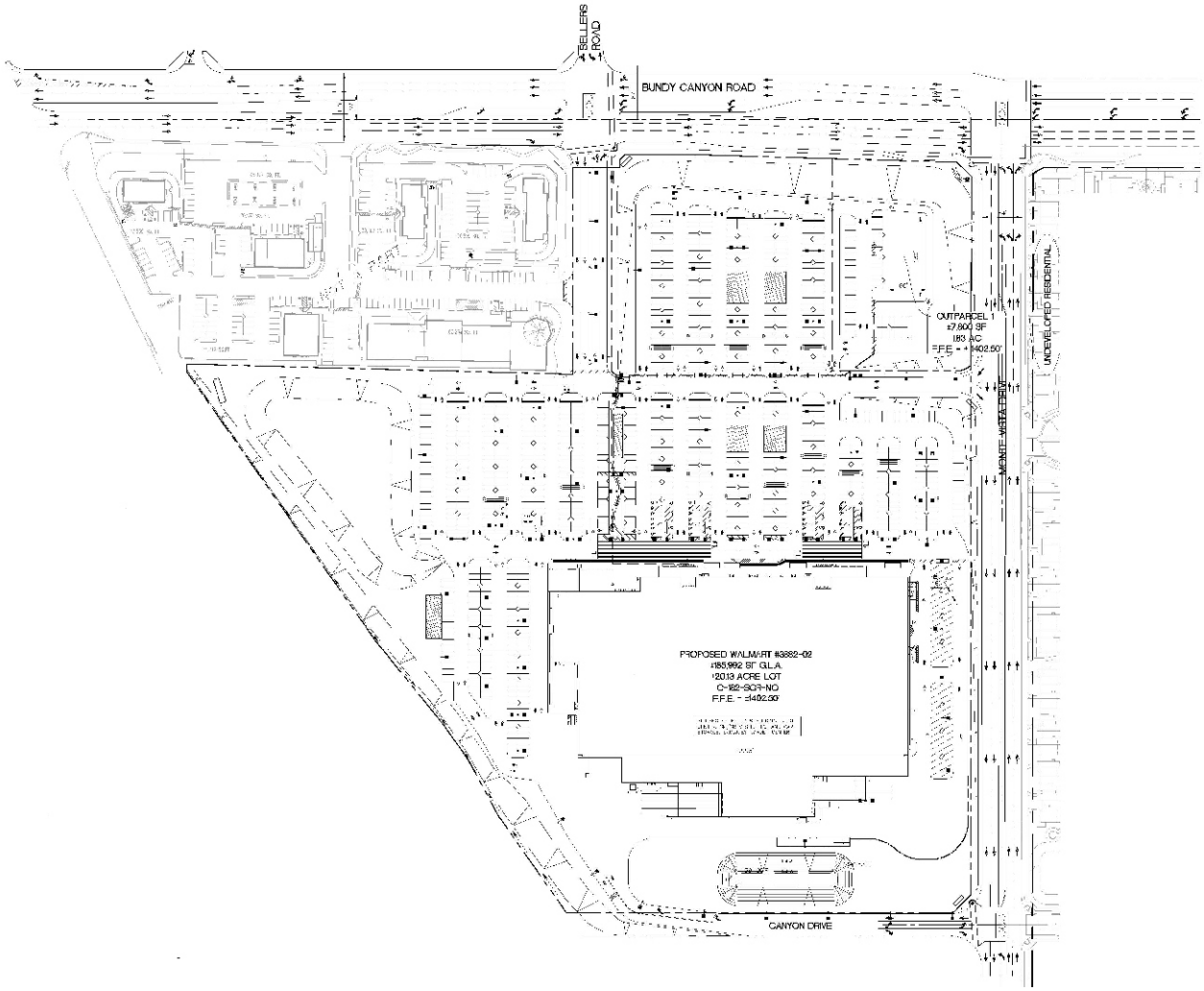
Table 3.4-1
Summary of Project Development

Parcel	Land Use	Parcel Acreage	Building Area (square feet)
1	Walmart	18.49	200,000*
	Detention Basins	1.64	
2	Outparcel	1.83	7,800
	Infrastructure Dedications and Improvements	2.54	
	TOTAL PROJECT	**24.5**	**207,800**

Source: Wildomar Walmart Site Plan Concept (Nasland Engineering) November 20, 2013.
* Includes Outdoor Garden Area

The scope of development and mix of uses proposed by the Project are further described below:

- **A new Walmart Store (Parcel 1).** A Walmart store of up to 200,000 square feet (including outdoor Garden Center) would be constructed in the southerly portion of the Project site. The proposed Walmart store would offer a complete array of general merchandise and fresh groceries, and would include: an indoor and outdoor garden center; a drive-through pharmacy connected to the interior walk-up pharmacy; an optical center; a photo lab center; a fast-food tenant; a full grocery with deli and bakery; and a "site-to-store" pick up location for the pickup of internet orders. Additionally, the Walmart would include all necessary and appurtenant structures and facilities for the sale of general merchandise, groceries, and alcoholic beverages; and would contain such additional components as truck docks and loading facilities, outdoor sales facilities, and outdoor bale and pallet storage. The analysis presented here assumes the store would operate 24 hours-per-day, year-round including truck deliveries.



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NOT TO SCALE

Source: Nasland Engineering

Figure 3.4-1
Site Plan Concept

Trucks would enter the Walmart site via the Project's proposed Canyon Drive driveway, and would be routed directly to truck docks at the rear (southerly face) of the proposed Walmart. Truck turnaround areas would be provided adjacent to the loading docks, allowing trucks to return via their entry path, and exit via the same driveway.

- **A Freestanding Retail Pad (Parcel 2).** A freestanding retail pad of up to 7,800 square feet (3,900 specialty retail and 3,900 fast food with drive through) is proposed at the northeasterly corner of Bundy Canyon Road at Monte Vista Drive. Tenancy of this retail use has not yet been identified. Access to this use would be provided by internal connection to the Project main driveway from Bundy Canyon Drive and Monte Vista Drive.

- **Supporting Improvements and Amenities.** The Project would also provide supporting improvements and amenities as required under the City Development Code, or as otherwise stipulated by City Conditions of Approval for the Project. Such improvements and amenities would include, but would not be limited to: vehicle parking and drive aisles with integral linkage to enhanced pedestrian walkways, traffic controls, landscaping/hardscaping (perimeter and interior), outdoor seating areas, bike racks, decorative lighting, perimeter screenwalls, and screening of exterior operations and features (truck deliveries, trash compacting, trash bins, outdoor storage). The Project would also implement on-site informational, directional, and identification signage consistent with City of Wildomar Sign Regulations (Wildomar Municipal Code Chapter 17.252, Sign Regulations).

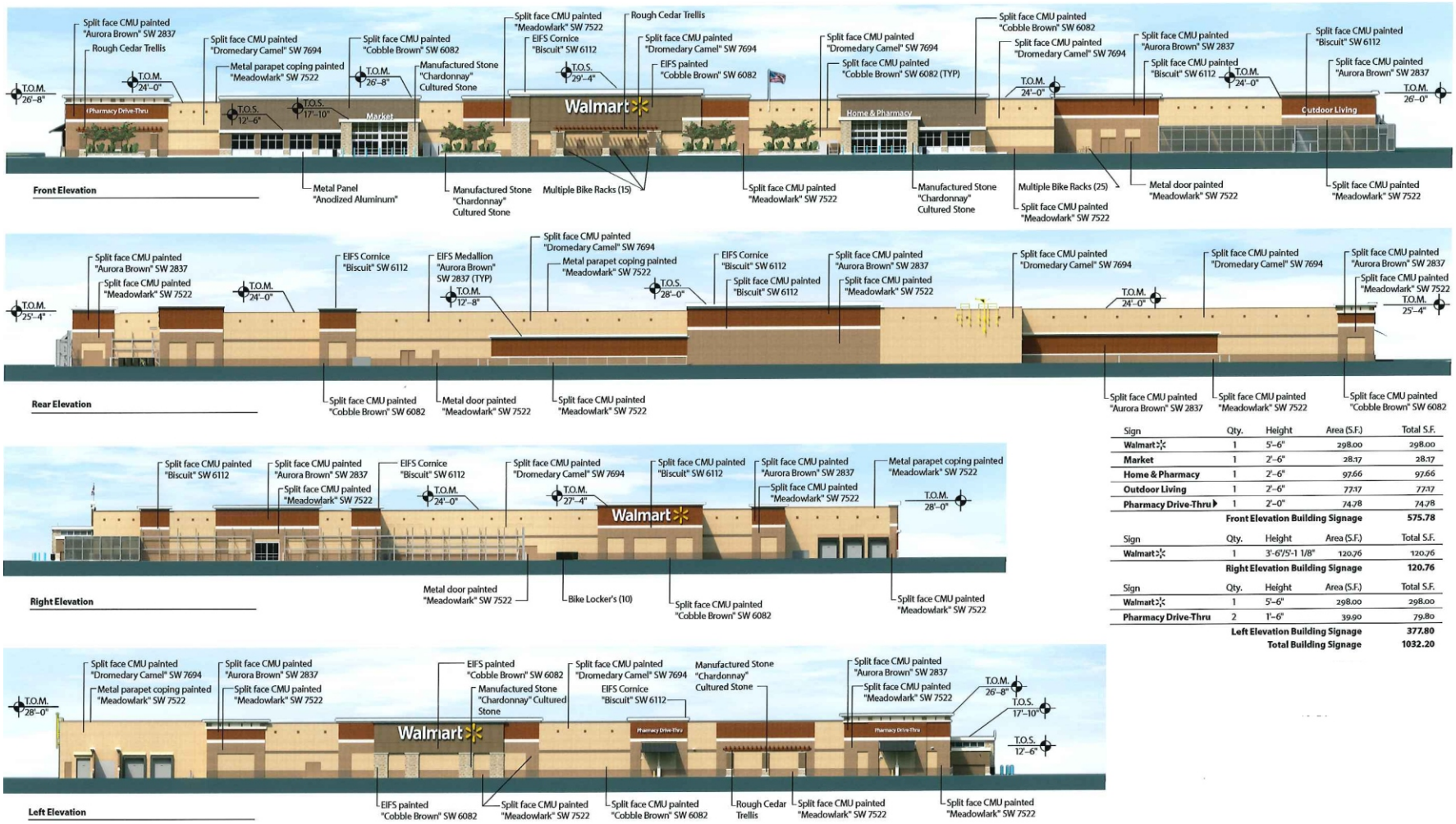
3.4.3 Architectural/Facilities Design Concepts

A representative architectural rendering of the proposed Walmart store is presented at Figure 3.4-2. The elevations shown are conceptual in nature and provided for informational purposes as to the building scale and colors. The final elevations could vary and will be subject to the approval of the City of Wildomar as part of the entitlement process. Other facilities proposed by the Project would incorporate compatible architectural styles and elements. Design accents and amenities concepts proposed by the Project are illustrated at Figure 3.4-3.



Source: SGA Design Group

Figure 3.4-2
Walmart Perspective Rendering



Sign	Qty.	Height	Area (S.F.)	Total S.F.
Walmart	1	5'-6"	298.00	298.00
Market	1	2'-6"	28.17	28.17
Home & Pharmacy	1	2'-6"	97.66	97.66
Outdoor Living	1	2'-6"	77.17	77.17
Pharmacy Drive-Thru	1	2'-0"	74.78	74.78
			Front Elevation Building Signage	**575.78**

Sign	Qty.	Height	Area (S.F.)	Total S.F.
Walmart	1	3'-6"/5'-1 1/8"	120.76	120.76
			Right Elevation Building Signage	**120.76**

Sign	Qty.	Height	Area (S.F.)	Total S.F.
Walmart	1	5'-6"	298.00	298.00
Pharmacy Drive-Thru	2	1'-6"	39.90	79.80
			Left Elevation Building Signage	**377.80**
			Total Building Signage	**1032.20**

Source: SGA Design Group

Figure 3.4-3
Walmart Elevations

As illustrated at Figures 3.4-2 and 3.4-3, buildings proposed by the Project reflect a contemporary commercial architectural style evidencing articulated surfaces and roof lines, and employing varied exterior finish materials. The Project would be designed and implemented consistent with applicable commercial development standards for C-P-S uses articulated at Municipal Code Chapter 17.76, C-P-S Scenic Highway Commercial Zone.

3.4.4 Utilities Systems Improvements and Modifications

As elements of the Project, public utility systems, including water and sanitary sewer systems would be modified or extended to serve the Project facilities. Such modifications may include, but are not limited to: new service connections, service/distribution line upgrades, and realignment(s) of existing service/distribution lines. The Project does not propose, nor does it require, construction of major new water or wastewater infrastructure systems. Serving utilities and improvements that would be implemented by the Project are described below.

3.4.4.1 Water Supply and Delivery

Water would be provided to the Project by the Elsinore Valley Municipal Water District (EVMWD). The Project would connect to one or more of the water service lines located in road rights-of-ways adjacent to the Project site. Existing water service lines and their locations include:

- Ten-inch PVC water line, located 18 feet north of the Bundy Canyon Road centerline;
- Twelve-inch PVC water line, located 7 feet west of the Monte Vista Drive centerline; and
- Six-inch PVC water line, located 15 feet north of the Canyon Drive centerline.

To ensure that adequate fire flows are available to all Project uses, on-site water delivery improvements would be provided consistent with Riverside County Fire Department requirements. The Project will install recycled water distribution system for

landscaping and connect to the EVMWD recycled water system when available to the Project site, reducing potable water demand with recycled, non-potable water.

3.4.4.2 Stormwater Management

Proposed stormwater management system concepts and Water Quality Management Plan (WQMP) elements are identified in the Project Hydrology Report, and Project WQMP presented at EIR Appendix F. All Project stormwater management system and WQMP improvements would be designed, constructed, and maintained consistent with City requirements. The City of Wildomar is required to comply with a Municipal Separate Storm Sewer System (MS4) Permit by the San Diego Regional Water Quality Control Board. This MS4 Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. The City lies within two watersheds (Santa Ana and Santa Margarita); however, the entire City is governed by the MS4 Permit for the Santa Margarita region. Consistent with provisions of the MS4 Permit, the Project would implement construction stormwater management improvements and practices pursuant to a City-approved Storm Water Pollution Prevention Plan (SWPPP).

The overall management of developed storm waters within the Project site would be accomplished through an on-site system of inlets, surface drainage systems, and water quality management detention areas and infiltration areas. Developed storm waters would be treated by implementation of physical features (e.g., landscape infiltration areas) and best management practices (BMPs) identified in the Project WQMP. The majority of stormwater runoff from parking areas would be directed to porous landscape detention areas for treatment, with any overflow directed to the infiltration basin located in the northwestern corner of the Project site. Stormwater runoff from the remaining areas of the Project would be directed to the sand filtration basin located along the Project site southerly boundary.

If determined necessary by the City, the Project would also construct those stormwater management system improvements necessary to collect and convey off-site discharges currently entering the Project site from the east. It is anticipated that these storm water

flows would be redirected southerly and away from the Project site concurrent with the development of, and as required under the Conditions of Approval for, Tentative Tract Maps (TTMs) 31409 and 32024. If however, drainage improvements and re-routing of stormwater discharges required of TTMs 31409 and 32024 are not timely completed, the Project would implement the Interim Off-site Drainage Concept, described at Draft EIR Section 4.6.4.3, and discussed in detail within *Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA* (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis) included at Draft EIR Appendix F.

In total, the Project SWPPP, on-site stormwater management system concept, interim off-site drainage concept (if necessary), and WQMP ensure that post-development stormwater discharge rates and volumes do not exceed pre-development conditions; and further that any stormwater discharges from the Project site meet or exceed water quality performance standards established by the City's MS4 Permit and related provisions of the City Jurisdictional Runoff Management Program (JRMP). Please refer also to the Project Hydrology Report, and WQMP presented at EIR Appendix F.

3.4.4.3 Wastewater Conveyance and Treatment

The Project would connect to one or more of the sanitary sewer lines located in road rights-of-way adjacent to the Project site. Existing sanitary sewer lines and their locations include:

- Twelve-inch PVC sewer line, located five feet south of the Bundy Canyon Road centerline; and
- Eight-inch PVC sewer line, located five feet south of the Canyon Drive centerline.

Wastewater generated by the Project would be conveyed by City/Elsinore Valley Municipal Water District (EVMWD) wastewater conveyance facilities to treatment plants operated by EVMWD.

3.4.4.4 Other Utilities and Services

The Project site is also provided natural gas service, electrical service and communications services as summarized below. All modification of, and connection to, existing services would be accomplished consistent with City and purveyor requirements.

- Natural Gas Service: Natural gas service is provided by The Gas Company. A natural gas service line is located 13 feet north of the Bundy Canyon Road centerline.

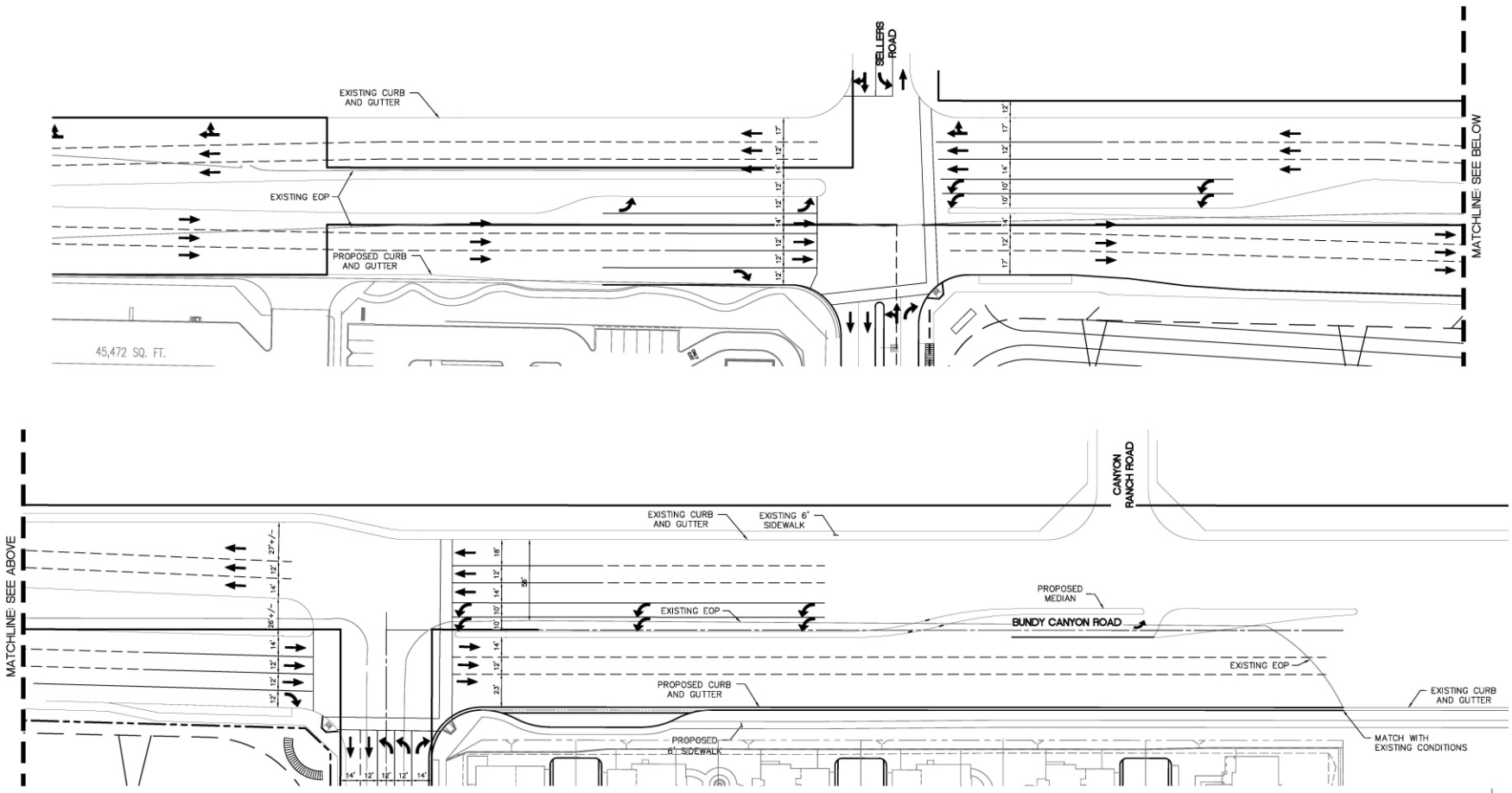
- Electrical Service: Electrical Service is provided by Southern California Edison. Overhead service lines are located on the south side of Bundy Canyon Road and the west side of Monte Vista Drive. As part of the Project, existing overhead electrical lines will be relocated underground. All new electrical connections would also be underground.

- Communications Service: Time Warner and Verizon provide communication/cable services to the City inclusive of the Project site.

3.4.5 Access/Circulation/Parking

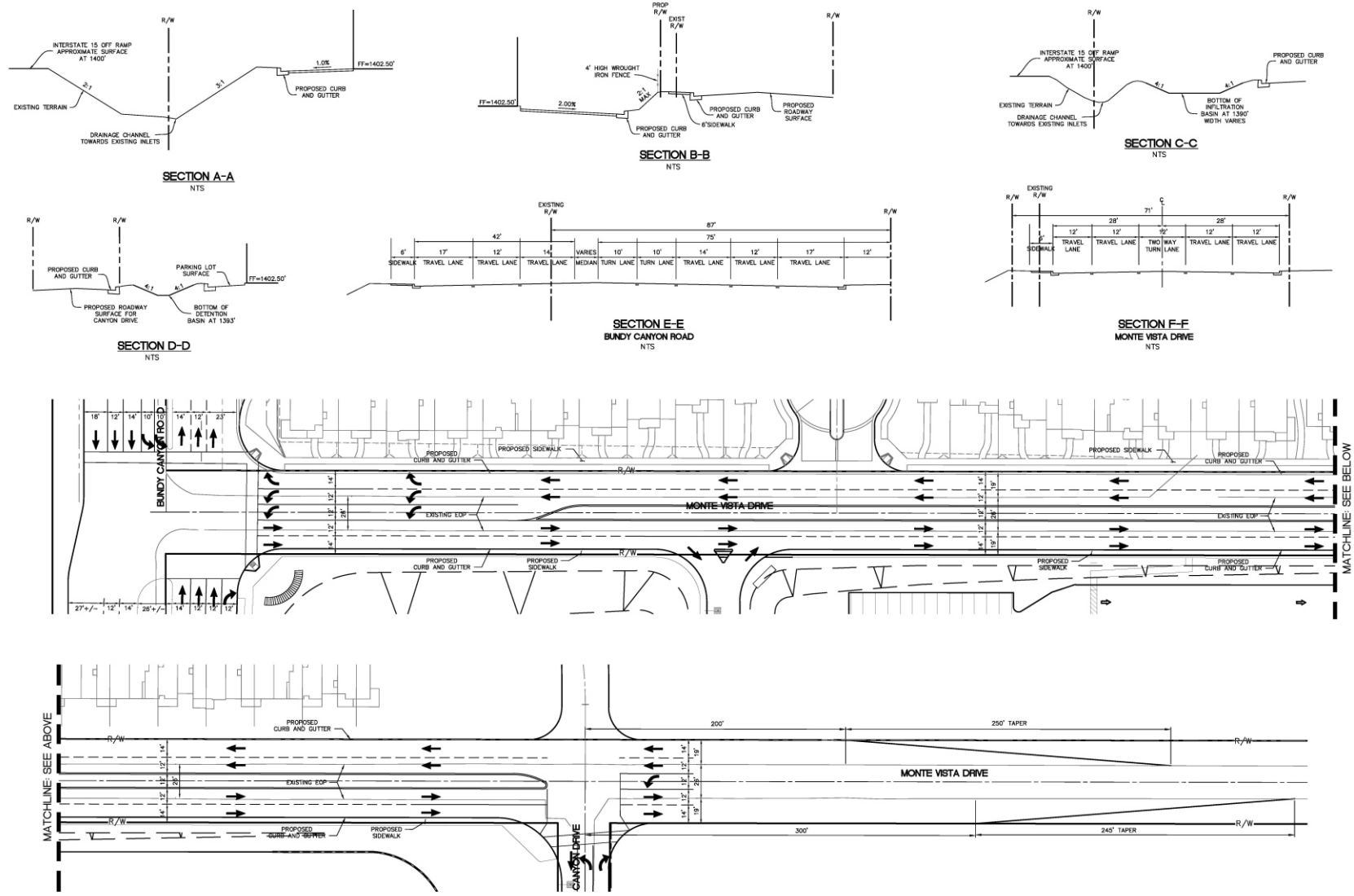
Access/circulation improvements that would be implemented by the Project are summarized below:

- Bundy Canyon Road and Monte Vista Drive would be improved consistent with the roadway geometrics shown at Figures 3.4-4 and 3.4-5, respectively;
- Canyon Drive would be improved to provide one 15 foot lane in each direction;
- Three new traffic signals would be installed. One at the site's main driveway on Bundy Canyon Drive, another at the intersection of Bundy Canyon Road and Monte Vista Drive, and one at the intersection of Monte Vista Drive and Canyon Drive;



Source: Nasland Engineering

Figure 3.4-4
Bundy Canyon Road Schematic



Source: Nasland Engineering

Figure 3.4-5
Monte Vista Drive Schematic

Primary access to the Project would be provided via the main all-way signalized driveway from Bundy Canyon Road. This driveway would also provide access to the northwesterly adjacent off-site commercial uses. Access to the Project site would also be provided by a STOP-controlled right-in, right-out driveway onto Monte Vista Drive. Canyon Drive would provide truck and delivery access to the Walmart building. Final designs and specifications for driveways, traffic controls, and internal circulation improvements would be incorporated into the Project consistent with the requirements of the City Public Works Department.

The Project Site Plan Concept identifies a total 923 parking spaces (878 standard spaces, 15 electric vehicle charging spaces, and 30 accessible spaces) in support of the proposed Walmart; and 39 spaces (37 standard spaces and 2 accessible spaces) in support of the proposed 7,800-square-foot retail/drive-thru restaurant outparcel uses. All parking areas and their configurations would be designed and implemented consistent with Municipal Code Chapter 17.188. Based on the preceding, the Project would conform to section 17.76.030 (C).

3.4.6 Walls/Screening

An eight-foot screening wall would be constructed around the bale and pallet storage and truck turn-around area in the southerly portion of the Project site. This screening wall would block potentially intrusive views of outdoor storage areas and trash receptacles. This wall would also act to attenuate noise generated by delivery trucks accessing the Walmart loading docks and noise generated by loading dock activities; and noise generated by other general back-of-store maintenance activities (e.g., trash compacting).

Additionally, the loading docks will be constructed with trailer to wall seals, to allow the trailers to seal to the docks. This design will direct the unloading noise into the store, rather than onto neighboring properties.

Consistent with C-P-S development standards, buildings would provide screening of rooftop equipment such that this equipment is not visible from ground level at a distance of 1,320 feet.

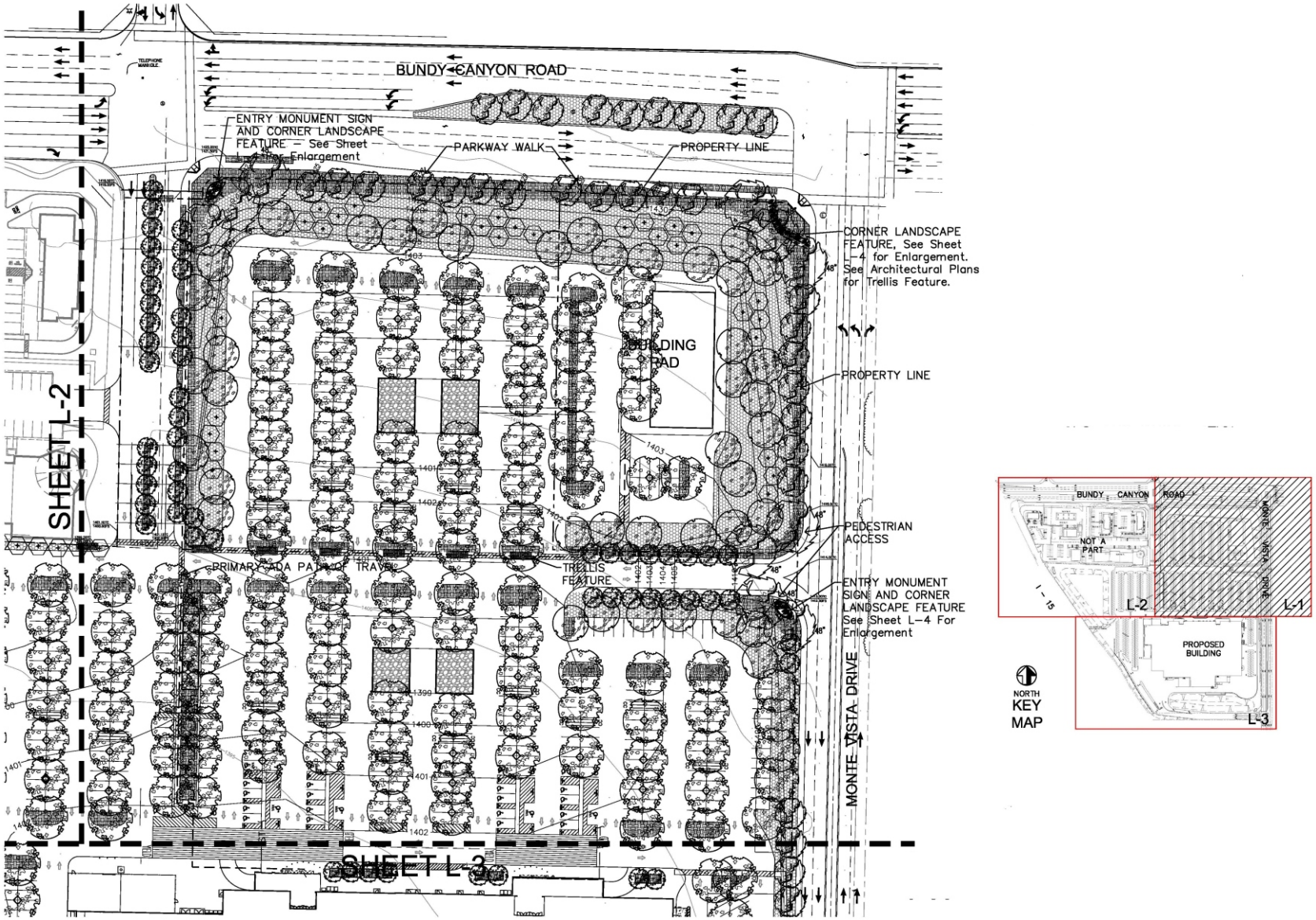
Project screening elements would be architecturally compatible with other Project facilities. Final design of all proposed screening elements are subject to City review and approval processes.

3.4.7 Landscape/Hardscape Concept

Figures 3.4-6 through 3.4-10 present the Project landscape/hardscape concept. As indicated, the Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities. Proposed landscaping includes varied trees, shrubs, and ground cover. Design accents, including all landscape/hardscape designs and features are subject to City review and approval. Landscaping will also be provided within and adjacent to the Project retention/detention areas acting to screen and enhance these areas as well as provide treatment for stormwater runoff from the Project site. Additionally, a landscaped median will be constructed in Bundy Canyon Road west and east of the Project's main driveway. Final design of the Project's landscaping and hardscape are subject to the City's Design Review processes.

3.4.8 Lighting

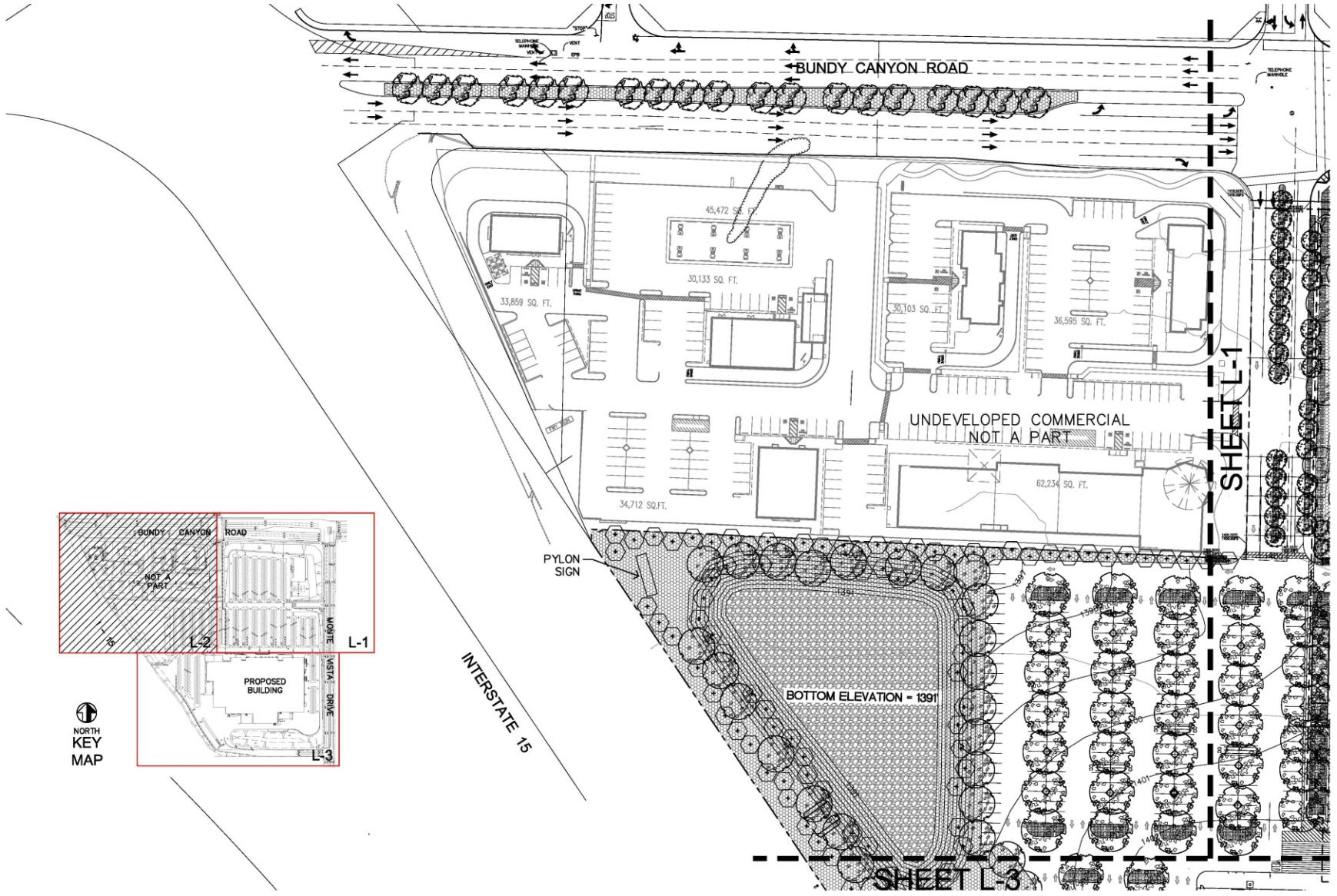
The Project lighting plan concept is presented at Figures 3.4-11 and 3.4-12. All Project lighting would be designed and implemented in a manner that precludes potential adverse effects of light overspill consistent with City Municipal Code requirements. All decorative and security lighting plans would be submitted for required City review and approval prior to, or concurrent with, application for building permits. Final design of the Project's lighting is subject to the City's Design Review processes.



Source: Nasland Engineering

applied planning inc

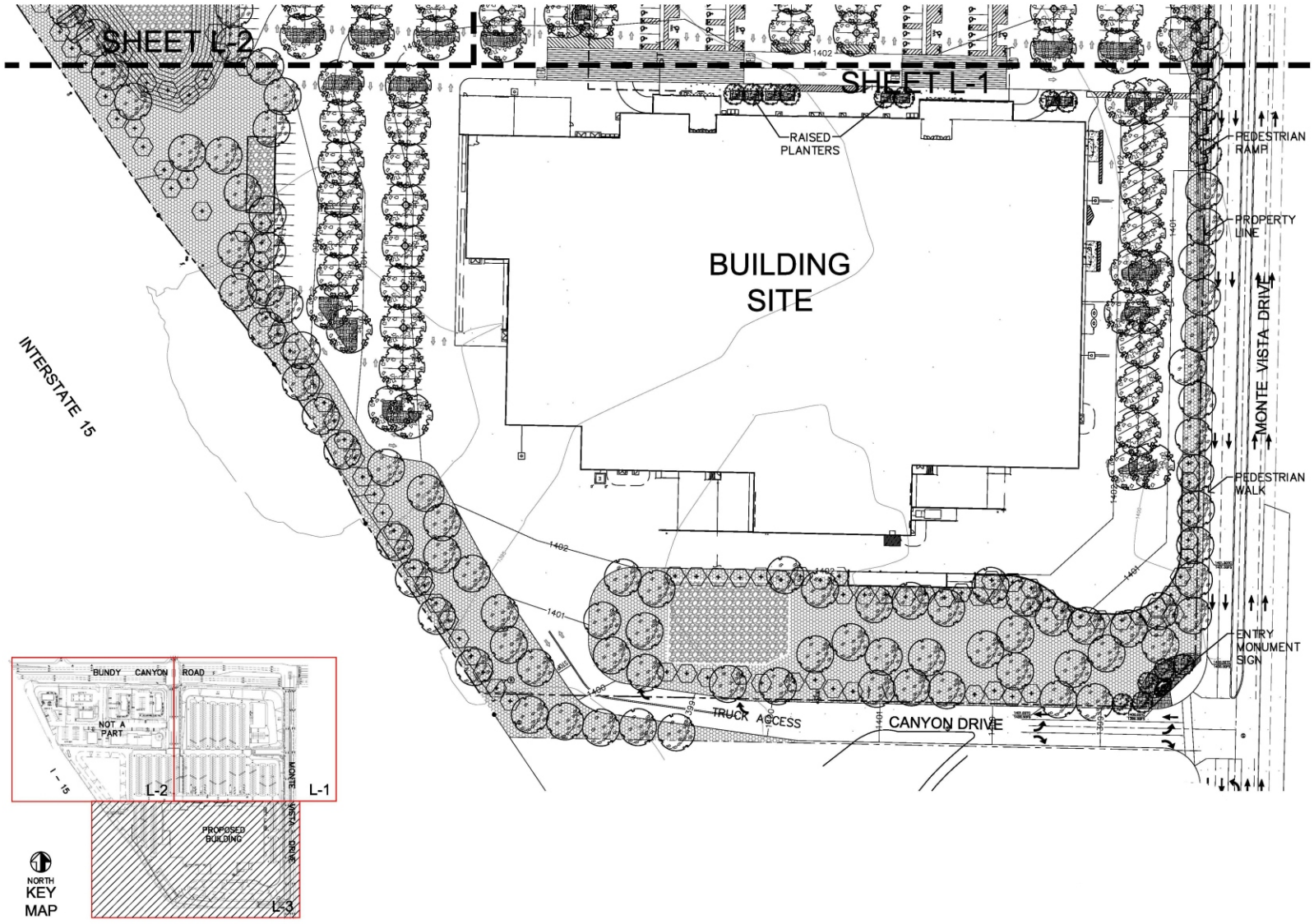
Figure 3.4-6
Landscape Plan - Sheet L-1



Source: Nasland Engineering

applied planning inc

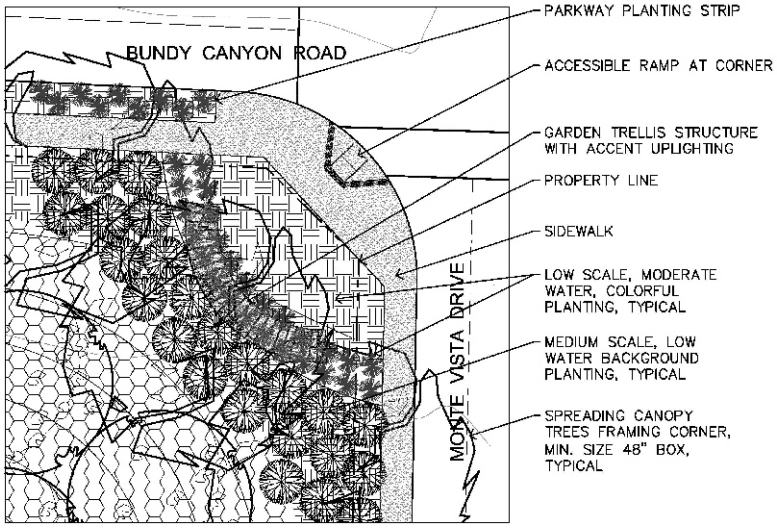
Figure 3.4-7
Landscape Plan - Sheet L-2



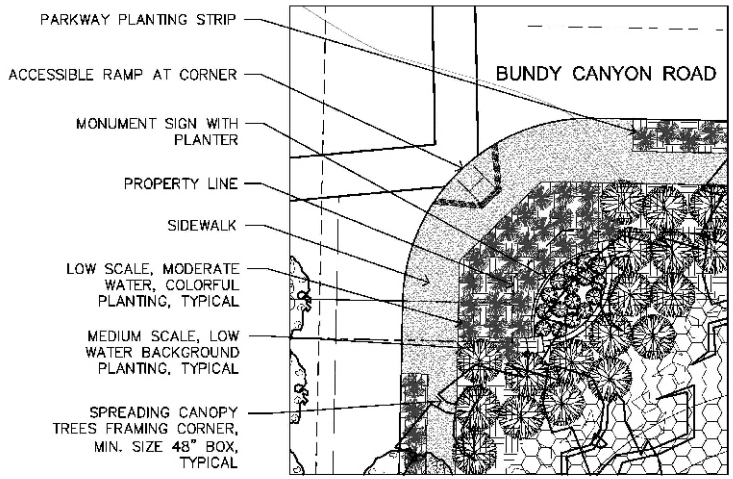
Source: Nasland Engineering

applied planning inc

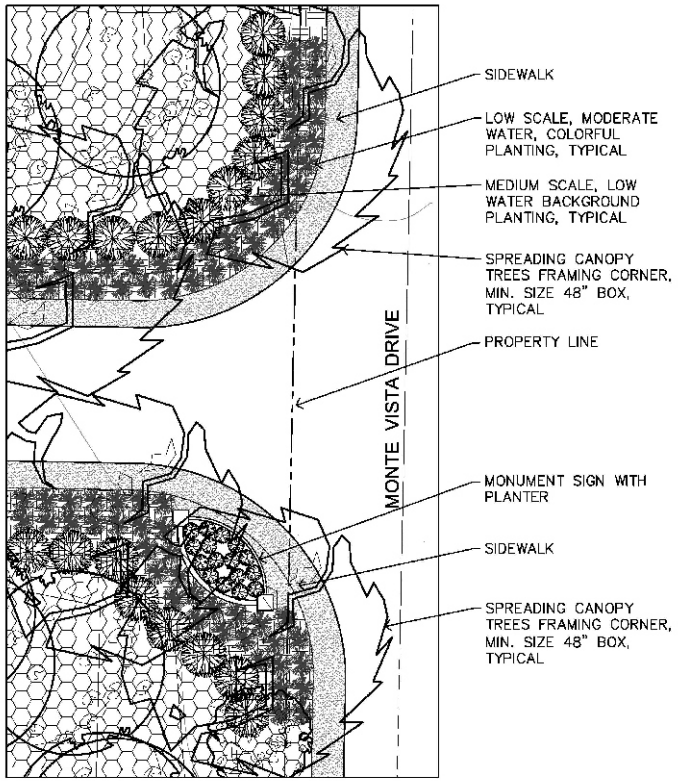
Figure 3.4-8
Landscape Plan - Sheet L-3



ENLARGEMENT AT CORNER OF BUNDY CANYON ROAD AND MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF BUNDY CANYON ROAD



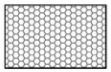
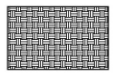
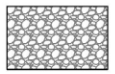
ENLARGEMENT AT ENTRY OFF MONTE VISTA DRIVE

Source: Nasland Engineering

Figure 3.4-9
Entry Monument Sign and Corner Landscape Feature

LEGEND – PRELIMINARY PLANT MATERIAL SELECTION

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	PARKING LOT TREE (40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	PISTACHIA CHINENSIS – CHINESE PISTACHE	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	MODERATE
	MEDIAN / PARKWAY SETBACK TREE (40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	QUERCUS ILEX – HOLLY OAK	MODERATE
	TRISTANIA CONFERTA – BRISBANE BOX	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	MODERATE
	INTERIOR TREES (30'–60' HEIGHT, 20'–40' SPREAD) SUCH AS:	
	CHITALPA TASHKENTENSIS – CHITALPA	LOW
	GLEDISTSIA TRIACANTHOS INERMIS – THORNLESS HONEY LOCAST "SHADEMASTER"	LOW
	OLEA EUROPAEA "SWAN HILL" – SWAN HILL OLIVE	LOW
	PINUS HALPENSIS – CALABRIAN PINE	LOW
	RHUS LANCEA – AFRICAN SUMAC	LOW
	PARKWAY / INTERIOR SPECIAL ACCENT TREE (20'–30' HEIGHT, 15'–20' SPREAD) SUCH AS:	
	LAGERSTROEMIA INDICA SP. – CRAPE MYRTLE	MODERATE
	PRUNUS CERASIFERA – PURPLE LEAF PLUM "KRAUTER VESUVIUS"	MODERATE
	PYRUS CALLERYANA "ARISTOCRAT" – CALLERY PEAR	MODERATE
	PYRUS CALLERYANA "CHANTICLEER" – CALLERY PEAR	MODERATE
	SCREENING SHRUB MINIMUM SIZE, 5 GALLON (10'–15' HEIGHT) SUCH AS:	
	ELAEGNUS PUNGENS – SILVERBERRY	LOW
	ILEX VOMITORIA – YAUPON	LOW
	RHUS OVATA – SUGAR BUSH	LOW
	EXISTING TREES/SHRUBS TO BE REMOVED	

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	LOW WATER USE SHRUBS AND GROUNDCOVERS MINIMUM SIZE, 1 GALLON SUCH AS:	
	ACACIA REDOLENS "DESERT CARPET" – NCN	LOW
	BACCHARIS "CENTENNIAL" – CENTENNIAL BACCHARIS	LOW
	CEANOTHUS GRISEUS HORIZONTALIS – WILD LILAC "YANKEE POINT"	LOW
	CISTUS X PURPUREUS – ORCHID ROCKROSE	LOW
	HETEROMELES ARBUTIFOLIA – TOYON	LOW
	LAVATERA MARITIMA – TREE MALLOW	LOW
	LEUCOPHYLLUM ZYGOPHYLLUM – DWARF TEXAS SAGE "CIMMERON"	LOW
	MYOPORUM PARVIFOLIUM "PUTAH CREEK" – NCN	LOW
	ROSMARINUS OFFICINALIS – ROSMARY "HUNTINGTON CARPET"	LOW
	SALVIA SP. – SAGE	LOW
	MODERATE WATER USE SHRUBS AND GROUNDCOVERS MINIMUM SIZE, 1 GALLON SUCH AS:	
	HEMEROCALLIS HYBRIDS – DAYLILIES	MODERATE
	CALLISTEMON VIMINALIS – DWARF BOTTLEBRUSH "LITTLE JOHN"	MODERATE
	COTONEASTER SP. – COTONEASTER	MODERATE
	DIETES BICOLOR – FORTNIGHT LILY	MODERATE
	GAZANIA RIGINS HYGRIDS – GAZANIA	MODERATE
	LIGUSTRUM JAPONICUM – TEXAS PRIVET	MODERATE
	LIRIOPE GIGANTEA – GIANT LILYTURF	MODERATE
	MAHONIA SP. – OREGON GRAPE	MODERATE
	MISCANTHUS SINENSIS – JAPANESE SILVER GRASS	MODERATE
	MUHLENBERGIA RIGENS – DEER GRASS	MODERATE
	PITTOSPORUM TOBIRA – TOBIRA	MODERATE
	RHAPIOLEPSIS INDICA VAR. – INDIA HAWTHORN	MODERATE
	TRACHELOSPERMUM JASMINOIDES – STAR JASMINE	MODERATE
	DETENTION BASIN PLANTING 1 GALLON SUCH AS:	
	CAREX PRAEGRACLIS – CALIFORNIA FIELD SEDGE	MODERATE
	DISTICHLIS SPICATA – SALT GRASS	MODERATE
	LEYMUS TRITICOIDES – BEARDLESS WILD RYE	MODERATE

Source: Nasland Engineering

Figure 3.4-10
Landscape Plant Palette



Store #:	3882
City	Wildomar
State	CA

Total Area in Square Feet (minus bldg., sidewalk, canopies, Garden Ctr., etc.)	
890,135	Square Feet

Number of Parking Area Entrances	
2	Entrances

MLO ALLOWANCES
based on MLO release June 15, 2011

Allowable Lumens per Sq/Ft Hardscape (Initial)	5	Lumens
Addit. Allowable Lumens per Entrance (Initial)	600	Lumens
Addit. Lumen Allowance For Entrances (Initial)	1,200	Lumens
Site Total Allowable Lumens (Initial)	4,451,875	Lumens

Actual Initial Lumens Installed

Fixture Type	B-U-G Rating	#Luminaires per pole or # wall packs	# Poles For wall packs use "0"	Watts per Arrangement	Initial Lumens per Arrangement	Total Watts	Total # of Luminaires	Total Lumens
EV_30	B4-U0-G4	2	21	500	38682	10,500	42	812,322
EV_42	B4-U0-G4	2	2	500	38682	1,000	4	77,364
GV_30	B4-U0-G4	1	56	250	19341	14,000	56	1,083,096
GV_42	B4-U0-G4	1	9	250	19341	2,250	9	174,069
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

BUG ratings on this calculator may differ from BUG on the design due to TM-15 update mid 2011

PROJECT IS COMPLIANT?	Total Poles	Light Power Density (LPD)	Lumens per Watt (LPW)	Total Watts	Total Luminaires	Total Lumens
YES	88	0.0312	77	27,750	111	2,146,851

N

NOT TO SCALE

Source: Nasland Engineering

Note: All lighting to conform to Wildomar Municipal Code Chapter 8.64 requirements and performance standards.

Figure 3.4-11
Lighting Plan - Photometric Analysis



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	21	EV_30	D180	0.750	CY2-3-180-LPS-FP 27' POLE ON 3' BASE	500	38682	B4-U0-G4
	2	EV_42	D180	0.750	CY2-3-180-LPS-FP 39' POLE ON 3' BASE	500	38682	B4-U0-G4
	56	GV_30	SINGLE	0.750	CY2-3-180-LPS-FP 27' POLE ON 3' BASE	250	19341	B4-U0-G4
	9	GV_42	SINGLE	0.750	CY2-3-180-LPS-FP 39' POLE ON 3' BASE	250	19341	B4-U0-G4

N

NOT TO SCALE

Source: Nasland Engineering

Note: All lighting to conform to Wildomar Municipal Code Chapter 8.64 requirements and performance standards.

Figure 3.4-12
Lighting Plan - Luminaire Locations

3.4.9 Signs

Signage, including freestanding, building, directional and informational signage, would be provided onsite. Primary signage includes a pylon sign, to be located at the northwest corner of the Project site, adjacent to I-15. Monument signage will be provided at the Project driveways on Bundy Canyon Road and Monte Vista Drive, as well as the corner of Monte Vista Drive and Canyon Drive. Locations of proposed signs are indicated on the Project Site Plan Concept (Figure 3.4-1). All Project signs would be designed and implemented consistent with provisions of an approved Project Sign Program and City of Wildomar Sign Regulations (Wildomar Municipal Code Chapter 17.252, Sign Regulations).

3.4.10 Loading and Deliveries

The proposed Walmart building would also include truck doors and loading facilities at the rear of the store, among other necessary features. As illustrated at Figure 3.4-1, two delivery docks (one for groceries and one for general merchandise) are proposed for the Walmart store. These docks would be located along the store's southerly (rear) elevation. Truck deliveries may occur 24 hours per day, and would consist of both semi-trucks (larger deliveries would be accomplished by way of 3 + axle tractor-trailer combinations with trailers up to 53 feet in length), and small to medium size (two-axle) trucks. Currently, the Applicant anticipates the Walmart store would receive approximately 87 deliveries per week, 42 by semi-trucks and 45 by two-axle trucks. The outparcel use proposed by the Project is assumed to generate approximately 15 deliveries per week, five by semi-trucks and ten by two-axle trucks.

As noted at Section 3.4.6, an eight-foot screening wall would be constructed around the truck turn-around area in the southerly portion of the Project site. This wall would act to attenuate noise generated by delivery trucks accessing the Walmart loading docks and noise generated by loading dock activities.

A specific tenant has not been identified for the proposed outpad use. However, as verified by the City through design review processes, the locations of loading areas for this use would be designed, located, constructed, and operated to preclude potential visual or noise impacts.

3.4.11 Energy Efficiency/Sustainability

3.4.11.1 General

Energy-saving and sustainable design features and operational programs incorporated in the Project are summarized below. Because tenants are not currently under contract for the Project's proposed secondary use(s), the majority of the features and design elements and programs described in this Section are specific to the Project's proposed Walmart store. Notwithstanding, the Project in total would surpass by five percent incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards). Please refer also to related discussions presented at EIR Section 4.3, "Air Quality," and EIR Section 5.6, "Energy Conservation."

Energy and Resource Conservation

Lighting:

- The entire store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied.

- All lighting in the store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15 to 20 percent reduction in energy load from conventional fluorescent lighting.

- All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat (which must be compensated for by the refrigeration equipment) than fluorescent bulbs. LEDs also contain no mercury or lead.

- LED technology is up to 52 percent more energy efficient than fluorescent lights.

- Total estimated energy savings for LED lighting in the store's grocery section is approximately 59,000 kilowatt-hours per year.

- The store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy usage. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

HVAC:

- The store would employ energy efficient heating, ventilating and air-conditioning (HVAC) units that meet or exceed Title 24 Energy Efficiency Standards.

Dehumidification:

- The building would include a dehumidifying system that allows Walmart to operate the store at a higher temperature, use less energy, and allow the refrigeration system to operate more efficiently.

White Roofs:

The store would utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof's higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration:

Walmart uses non ozone-depleting refrigerants. It uses R407a for the refrigeration equipment. For air conditioning, Walmart uses R410a refrigerant.

Refrigeration equipment is typically roof-mounted close to the refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, potential for leaks and refrigerant charge needed.

Heat Reclamation:

The Walmart store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the store.

Central Energy Management System

- Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the store's energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy usage for the entire store would be monitored and controlled in this manner.

Water Conservation

- Walmart would install high-efficiency urinals that use only 1/8 gallon (one pint) of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals.

- All restroom sinks would use sensor-activated 1/2 gallon per minute high-efficiency faucets. These faucets reduce water usage by approximately 75 percent compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

- All restroom toilets would use 20 percent less water compared to mandated EPA Standards, of 1.6 gallon per flush fixtures. The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

- It is estimated that Walmart's water conservation measures could save up to 530,000 gallons of water annually at this store from a conventionally built building of similar size and use.

Material and Finishes

- Cement Mixes: The store would be built using cement mixes that include 15 to 20 percent fly ash, a waste product of coal-fired electrical generation, or 25 to 30 percent slag, a by-product of the steel manufacturing process.

- The store would use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.

- The store would use a plant-based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set). This release agent is non-petroleum based non-toxic and a biodegradable agent.

- For the store's exterior and interior field paint coatings, Walmart would use low volatile organic compound (VOC) paint. Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.

- Exposed concrete stones are used "to reduce surface applied flooring materials", eliminating the need for most chemical cleaners, wax strippers and propane-powered buffing.

Recycled Building Materials:

- Construction of the store would use steel containing approximately 90 to 98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.
- All of the plastic baseboards and much of the plastic shelving would be composed of recycled plastic.

Construction Waste Management Plan:

- Consistent with Section 5.408 "Construction Waste Reduction, Disposal, and Recycling" of the California Green Building Standards Code (CALGreen Code), as adopted by the City of Wildomar, Walmart would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. A Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code.

3.4.11.2 Landscaping

Landscaping throughout the Project area would be provided consistent with City of Wildomar requirements, and recognizing competing demands for available water resources. Drought-tolerant plants would be used, where appropriate, reducing water consumption and power demand related to water delivery/irrigation systems. The Project will install recycled water distribution system for landscaping and connect to the EVMWD recycled water system when available to the Project site, reducing Project potable water demand with recycled, non-potable water.

3.4.11.3 Pedestrian Walkways

Project walkways and pedestrian crosswalks would be provided consistent with City of Wildomar requirements, allowing for patrons to walk rather than drive between commercial uses within the Project site, as well as between the Project site and adjacent areas.

3.4.11.4 Bicycle Racks/Bicycle Lockers

Bicycle racks and lockers would be provided on-site consistent with City requirements thereby facilitating and encouraging use of bicycles. Bicycle racks provided for both employees and patrons by the Project would implement securable locations for bikes; lockers provided for employees would allow for additional secured storage of helmets and biking gear.

3.5 PROJECT OBJECTIVES

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary Project Objectives include the following:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;

- To create a complementary mix of commercial/retail uses;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;

- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;

- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City of Wildomar;

- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Wildomar;

- To provide a convenient source of grocery and food items to serve the local community;

- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;

- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;

- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;

- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

3.6 PROJECT DISCRETIONARY ACTIONS, PERMITS, CONSULTATION

Discretionary actions, permits and related consultation(s) necessary to approve and implement the Project are summarized below.

3.6.1 City Discretionary Actions and Permits

CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a Project, all its decisions subject to CEQA should be listed . . ." Requested decisions, or discretionary actions, necessary to realize the Project include, but may not be limited to the following:

- Certification of the EIR;

- Approval of a zone change from Rural Residential (RR) to Scenic Highway Commercial (C-P-S);

- Approval of a Tentative Parcel Map or Parcel Merger to merge the four existing parcels into two parcels;

- Plot Plan approval for Project design and architectural details;

- Approval of a Conditional Use Permit to allow alcohol sales for off-site consumption;

- Approval of a Master Sign Program.

Additionally, the Project would require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

3.6.2 Other Consultation and Permits

CEQA Guidelines Section 15124 also states that the EIR should, to the extent known, include a list of all the agencies expected to use the EIR in their decision-making (Responsible Agencies, Trustee Agencies), and a list other permits or approvals required to implement the Project. Based on the current Project design concept, anticipated permits necessary to realize the proposal would likely include, but are not limited to the following:

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.

- Permitting may be required by/through the Santa Ana Regional Water Control Board and/or the San Diego Regional Water Control Board.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Permitting may be required from Army Corps of Engineers.

- Permitting may be required from California Department of Fish and Wildlife.

- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This chapter of the EIR analyzes and describes the potential environmental impacts associated with the adoption and implementation of the Wildomar Walmart Project (Project). The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental topic. Environmental topics addressed in this EIR are presented in the following sections:

Section	Topic
4.1	Land Use and Planning
4.2	Traffic and Circulation
4.3	Air Quality
4.4	Noise
4.5	Public Services and Utilities
4.6	Hydrology/Water Quality
4.7	Biological Resources
4.8	Geology and Soils
4.9	Cultural Resources

Within each of the above topical Sections, the discussion is typically divided into subsections which: describe the "setting" or existing environmental conditions; identify regulations and policies, which through their observance typically resolve many potential environmental concerns; identify thresholds of significance applicable to potential environmental effects of the Project; describe the significance of Project-related environmental effects in the context of applicable significance thresholds; and for impacts which are potentially significant or significant, recommend mitigation measures to eliminate or reduce their effects. In this latter regard, it is recognized that the intent of the California Environmental Quality Act (CEQA) is to focus on significant,

or potentially significant adverse effects of the Project, and therefore, mitigation is proposed only for potential impacts of this magnitude.

As noted above, before potential impacts are evaluated, the standards or thresholds which will serve as the basis for judging the relative significance of impacts are presented. Often thresholds serve as a general guide or gauge for determining an impact's potential relative significance, rather than defining its absolute effects. Subsequent to identification of relevant significance thresholds, potential Project-related effects and impacts are identified and explained. If an impact is considered to be potentially significant, mitigation measures are proposed to avoid the impact, or reduce its effects to the extent feasible. In determining the potential significance of impacts, the adequacy of existing policies and regulations in addressing each impact is taken into consideration. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of mitigation measures.

In the environmental analysis, the following terms are used to describe the potential effects of the Project:

- **Less-Than-Significant Impacts**: Minor changes or effects on the environment caused by the Project which do not meet or exceed the criteria, standards, or thresholds established to gauge significance are considered to be less-than-significant impacts. Less-than-significant impacts do not require mitigation. In some cases, these impacts may appear to be potentially significant. However, existing public policies, regulations, and procedures adequately address these potential effects, thereby reducing them to a less-than-significant level, without the need for additional mitigation.

- **Potentially Significant Impacts**: Potentially significant impacts are defined as a substantial, or potentially substantial, adverse change in the environment. The *CEQA Guidelines* and various responsible agencies provide guidance for determining the significance of impacts. However, the determination of impact

significance is ultimately based on the judgment of the lead agency. Similarly, the establishment of any criteria to be used in evaluating the significance of impacts is the responsibility of the lead agency. Wherever possible, mitigation is proposed in the EIR to avoid or reduce the magnitude of potentially significant impacts.

- **Significant Impacts**: Impacts identified in the EIR which cannot be mitigated below thresholds of significance through the application of feasible mitigation measures are categorized as "significant."

- **Cumulative Impacts**: A discussion of cumulative impacts is provided in Section 5.0 of this environmental analysis. Cumulative impacts refer to the impacts of the Project as they are combined or interact with anticipated impacts of other vicinity projects and physical effects of projected ambient regional growth.

4.1 LAND USE AND PLANNING

4.1 LAND USE AND PLANNING

Abstract

This Section identifies and addresses potential impacts that may result from land use and planning decisions necessary to implement the proposed development. In addition to land use impacts that could occur due to the proposed type of development, its location or scale, this Section also examines potential land use impacts attributable to economic effects of the Project. More specifically, the land use and planning analysis presented here examines whether the Project would:

- *Physically divide an established community or result in land use incompatibilities; Result in adverse physical changes or impacts due to the Project's economic effects; or*

- *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or*

- *Conflict with any applicable habitat conservation plan or natural community conservation plan.*

As supported by the analysis presented in this Section, potential land use and planning impacts of the Project are less-than-significant.

4.1.1 INTRODUCTION

Land use refers to occupation and employment of properties for various purposes such as commerce, industry, open space, community services, infrastructure, and residential uses. Local land use plans, policies, and development regulations control the types, configurations, and intensities of land uses within the community. Changes in land use patterns resulting from new development can affect overall characteristics of an area, and may result in physical impacts to the environment. The Land Use and Planning Section of the EIR focuses on the Project's consistency with applicable land use plans, policies and regulations, and its potential incompatibilities with land use districts and existing and proposed vicinity development.

4.1.2 SETTING

4.1.2.1 Location

The Project site is located within the central portion of the City of Wildomar, within Riverside County. The site is an irregularly-shaped parcel located southeasterly of the Interstate 15 (I-15) and Bundy Canyon Road interchange. Specifically, Bundy Canyon Road forms the site's northerly boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. Canyon Drive (alignment) borders the site to the south. Please refer also to EIR Section 3.0, Project Description, Figure 3.2-1, "Project Location."

4.1.2.2 Existing Land Uses

Project site and vicinity land uses are denoted in the aerial photograph presented in Figure 4.1-1; and area land uses are described in the following discussions. Please refer also to land use descriptions presented in EIR Section 3.0, "Project Description."



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.1-1
Existing Land Uses

Project Site Land Use

The Project site is currently comprised of four (4) legal parcels (APNs 367-100-033, -034, -035, and -037) totaling approximately 24.5 gross acres. A Tentative Parcel Map is proposed to merge the parcels into two (2) legal parcels; one parcel of approximately 20.13 acres (net) accommodating the proposed 200,000-square-foot Walmart; the remaining parcel of approximately 1.83 acres (net) would accommodate a retail/drive-through restaurant use totaling approximately 7,800 square feet. The subject site is currently vacant and undeveloped[1] and is devoid of notable topographic features or substantial terrain differentials.

No protected or intrinsically valuable biologic habitat exists within the Project site; and the Project area is generally disturbed by human activities (e.g., previous agricultural/grazing activities; and current footpaths and tire tracks traversing the Project site). Vegetation that does exist within the Project site consists of sparse areas of non-native ruderal grasses, low shrubs, and ornamental landscaping.

The site does, at present, accommodate various common nesting birds and is considered potential habitat for the burrowing owl. The Project site also lies within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee area. Mitigation is incorporated in the EIR that would reduce potential impacts to nesting birds and the burrowing owl to levels that are less-than-significant. The Project Applicant would also pay required SKR HCP fees. Please refer also to EIR Section 4.7, Biological Resources.

Elevations within the Project site approximate 1,435 feet above mean sea level (MSL) in the northeasterly portions of the site, decreasing gradually to approximately 1,393 feet MSL in the southeasterly portions of the site. The Project grading plan concept indicates that approximately 60,000 cubic yards of soil import would be required.

[1] The structure evident in the southerly portion of the Project site aerial photograph has since been demolished.

Vicinity Land Uses

Bundy Canyon Plaza (PP 08-0179, CUP 3403, TPM 32257) is the commercial development immediately adjacent to the Project site on the northwest. Although the site is entitled for 33,800 square feet of retail, 6,200 square feet of fast food restaurant with drive through and 12 fueling pumps, only 2,800 square feet of the retail, along with the fueling pumps, have been constructed (Shell/Circle K). A storage facility is located further to the north, across Bundy Canyon Road. To the east, across Monte Vista Drive, properties are currently vacant. A rural residential use is located to the south of the Project site, across Canyon Drive (alignment). I-15 forms the site's westerly boundary, beyond which are vacant land and residential uses.

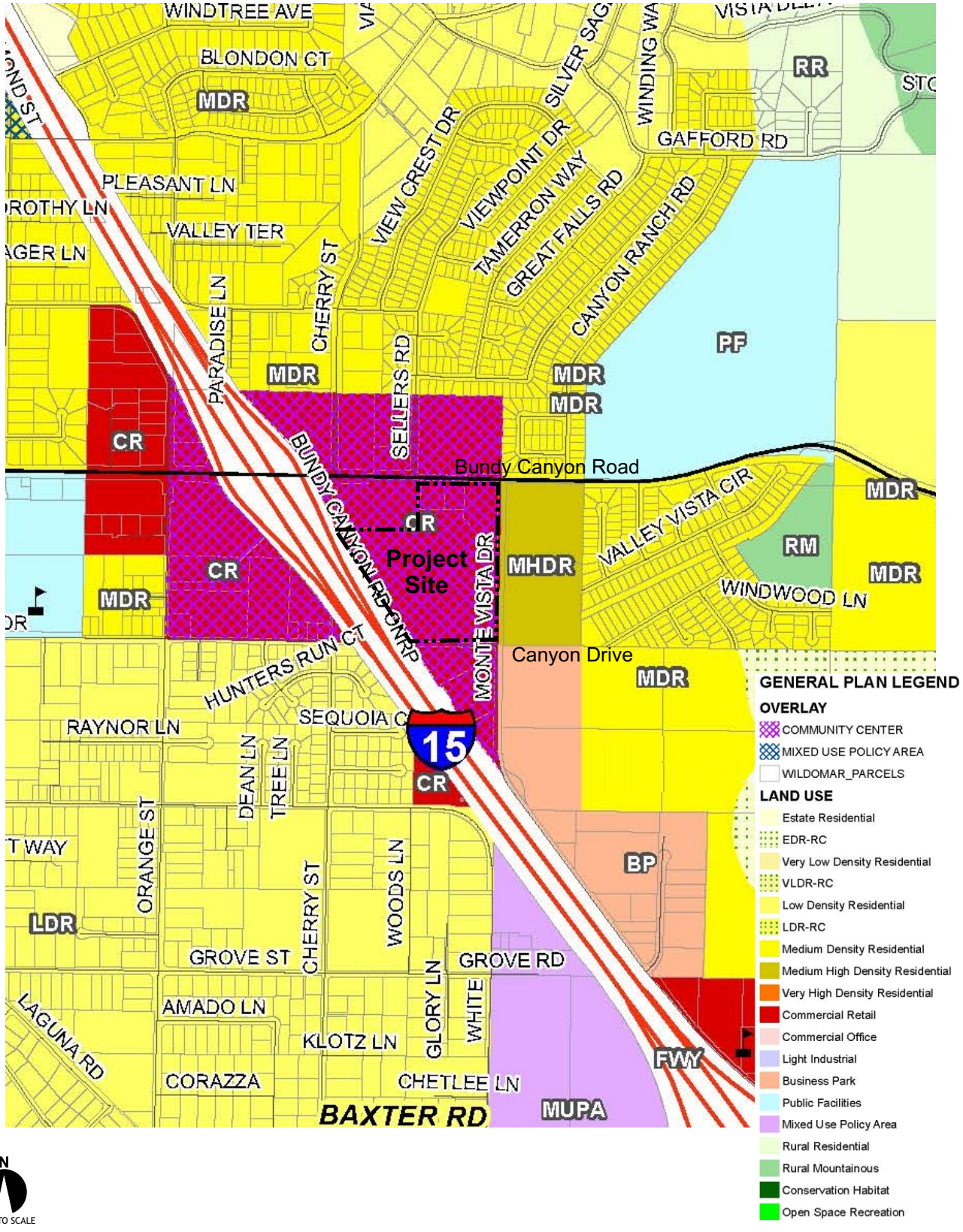
4.1.1.3 Existing Land Use Designations

Existing General Plan Land Use and Zoning designations for the Project site and vicinity properties are depicted in Figures 4.1-2 and 4.1-3, respectively, and are described below.

Project Site Land Use Designation

General Plan Land Use

When the City of Wildomar incorporated in 2008, it adopted the Riverside County General Plan and the relevant portions of the Wildomar Area Plan as the City's General Plan, including the Land Use Element. The City General Plan Land Use Map designates the Project site as "Commercial Retail" (CR) with a "Community Center Overlay." The CR General Plan Land Use is intended for local and regional serving retail and service development at a Floor-to-Area Ratio (FAR) of 0.20 to 0.35. Commercial/retail uses implemented under the Project would total approximately 207,800 square feet on approximately 21.96 net acres, yielding a FAR of approximately 0.22. The Project land uses and development intensity would therefore be consistent with development of the CR Land Use envisioned under the General Plan.



Source: Google Earth; Applied Planning, Inc.

Figure 4.1-2
General Plan Land Use Designations



Source: Google Earth; Applied Planning, Inc.

Figure 4.1-3
Existing Zoning Designations

The Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic single family residences, multifamily residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space. The Project would implement commercial/retail uses allowed under the Community Center Overlay designation.

Zoning

Current zoning of the Project site is "Rural Residential" (R-R). The R-R Zone District provides for single-family rural residential development and related compatible and ancillary activities. The minimum R-R Zone District lot size is one-half acre. The R-R Zone District does not permit the commercial/retail uses proposed by the Project. Accordingly, a Zone Change from Rural Residential to Scenic Highway Commercial (C-P-S), making the zoning consistent with the General Plan Land Use Designation, is requested as one of the Project discretionary actions. The C-P-S Zone District permits or conditionally permits a variety of commercial/retail uses, including those proposed under the Project. No minimum lot size is established for the C-P-S Zone District.

Vicinity Land Use Designations

General Plan Land Use

- To the north, west, and south, properties adjacent to the Project site are designated as Commercial Retail (CR) General Plan Land Uses, with a Community Center Overlay designation. In the vicinity of the Project, the CR Land Use and Community Center Overlay designations extend northerly across Bundy Canyon Road, westerly across I-15, and southerly across Canyon Drive (alignment);

- Northeasterly of the Project site, across Bundy Canyon Road, properties are designated Medium Density Residential (MDR). The MDR Land Use provides for single-family detached residences at densities of 5–8 dwelling units/acre;

- Easterly of the Project site, across Monte Vista Drive, properties are designated Medium High Density Residential (MHDR). The MHDR Land Use provides for single-family attached residences, including townhouses, stacked flats and courtyard homes at densities of 8–14 dwelling units/acre;

- Southeasterly of the Project site properties are designated Business Park (BP). The BP Land Use accommodates employee-intensive employment uses, including research and development, technology centers, corporate offices, and clean industries at FARs of 0.25–0.60;

- Southwesterly of the Project site, across I-15, properties are designated Low Density Residential (LDR). The LDR Land Use provides for single-family detached residences at densities of 2-5 dwelling units/acre.

Zoning

- Properties northerly adjacent to the Project site are designated General Commercial (C-1/C-P). The C-1/C-P Zone District permits, or conditionally permits, a variety of retail/commercial uses and complementary ancillary uses and facilities. No minimum lot size is established for C-1/C-P Zone District;

- Northeasterly of the Project site, properties are designated R-1. The R-1 Zone District provides for single-family residential development and related compatible and ancillary activities. The minimum R-1 Zone District lot size is 7,200 square feet;

- Easterly of the Project site, across Monte Vista Drive, properties are designated General Residential (R-3) and Open Area Combining Zone, Residential

Developments (R-5). The R-3 Zone District provides for single-family and multi-family residential development and related compatible and ancillary activities. The minimum R-3 Zone District lot size is 7,200 square feet. The R-5 Zone District accommodates golf courses, various non-commercial recreational facilities shared between residential communities, and ancillary supporting uses. The R-5 Zone designation applies to common open space and recreational amenities provided as components of associated residential development(s); minimum lot size standards are therefore not established for R-5 designated areas;

- Southwesterly of the Project site, across I-15, properties are designated Rural Residential (R-R);

- Westerly of the Project site, across I-15, properties are designated Scenic Highway Commercial Zone (C-P-S). The C-P-S Zone District accommodates a variety commercial/retail uses similar to those permitted or conditionally permitted under the C-1/C-P Zone District described previously. No minimum lot size is established for C-P-S Zone District.

Please refer also to the listings and descriptions of City Zoning Districts, their permitted and conditionally permitted uses, and applicable property development standards available at: http://www.cityofwildomar.org/zoningcode/index.asp.

4.1.3 LAND USE POLICIES AND REGULATIONS

The City has developed and adopted Land Use Goals, Policies and Development Standards/Regulations that act to promote orderly development of compatible land uses. In many instances, compliance with existing policies and standards eliminates, or substantially reduces, potential environmental effects. Existing policies and standards, to some extent, also indicate community and regional values and prerogatives relative to environmental concerns. As discussed below, Land Use Goals, Polices, and Development Standards germane to the Project are articulated within the City of Wildomar General Plan and Land Use Ordinance.

4.1.3.1 City of Wildomar General Plan

The City General Plan Land Use designations direct the general character and intensities of land uses within the City boundaries. All proposed development projects are evaluated for consistency with the intent and purpose of the applicable General Plan Land Use designation(s) and related General Plan Goals and Policies.

The City General Plan Land Use Map designates the Project site as "Commercial Retail" (CR) with a "Community Center Overlay." The CR General Plan Land Use is intended for local and regional serving retail and service development at a Floor-to-Area Ratio (FAR) of 0.20 to 0.35.

The commercial/retail development proposed by the Project is consistent the local and regional serving retail and service uses allowed under the site's current CR Land Use designation, and would be developed at a FAR of approximately 0.22. The Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic single family residences, multifamily residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space. The Project would implement commercial/retail uses allowed under the Community Center Overlay designation.

The General Plan also establishes a range of Land Use Goals and Policies that provide guidance and direction for land use decisions and development within the City. An assessment of Project support of, or consistency with, stated Goals/Policies is presented subsequently in Section 4.1.5, "Potential Impacts and Mitigation Measures."

4.1.3.2 City of Wildomar Land Use Ordinance

The City of Wildomar Land Use Ordinance (Wildomar Municipal Code Title 17) is the primary tool for implementing the City General Plan. In contrast to the long-term, broad-based outlook of the General Plan, the City Land Use Ordinance establishes location-specific regulations and standards designed to control the locations, densities, and intensities of various land uses. To prevent incompatible land use relationships, the

City Land Use Ordinance and accompanying Zoning Map designates different areas or "zones" for different types of land uses, and establishes standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development parameters. The California *Government Code*, Section 65860, requires that the City Land Use Ordinance and Special Planning Documents are consistent with the City General Plan.

As previously discussed, the zoning for the Project site is R-R and does not permit commercial/retail uses. A Zone Change from R-R to C-P-S is one of the Project discretionary actions, which would make the zoning consistent with the General Plan Land Use Designation. The minimum R-R Zone District lot size is one-half acre. The R-R Zone District does not permit the commercial/retail uses proposed by the Project. Accordingly, a Zone Change, from Rural Residential to C-P-S (Scenic Highway Commercial), is requested as one of the Project discretionary actions listed herein. The C-P-S Zone District permits or conditionally permits a variety of commercial/retail uses, including those proposed under the Project. No minimum lot size is established for the C-P-S Zone District.

The City Land Use Ordinance at Chapter 17.76 C-P-S Scenic Highway Commercial Zone, Section 17.76.030, Development Standards, establishes requirements and regulations for development of the subject site as excerpted below:

> **17.76.030 Development Standards**
> The following shall be the standards of development in the C-P-S zones:
>
> A. There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.
>
> B. There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear, and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the

existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.

C. No building or structure shall exceed 50 feet in height, unless a greater height is approved pursuant to Section 17.172.230. In no event, however, shall a building or structure exceed 75 feet in height, unless a variance is approved pursuant to Chapter 17.196.

D. Automobile storage space shall be provided as required by Chapter 17.188.

E. All roof-mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. (Ord. 18 § 2, 2008, RCC § 17.80.030)

An assessment of Project consistency with applicable City of Wildomar Land Use Ordinance requirements and development is presented subsequently in Section 4.1.5, "Potential Impacts and Mitigation Measures."

4.1.4 STANDARDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (*CEQA*) Guidelines, as employed by the City of Wildomar, indicates a Project will normally have a potentially significant effect related to land use if it would:

- Physically divide an established community;

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

- Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.1.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.1.5.1 Introduction

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant land use and planning impacts, based on the previous discussions included within this Section and analysis presented within the EIR Initial Study (EIR Appendix A). As discussed within the Initial Study, the Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. The Project would have no impact in these regards. These potential impacts are therefore not substantively discussed further within this Section. Please refer also to Initial Study Checklist Item X., "Land Use and Planning" included as Appendix A to this EIR.

4.1.5.2 Impact Statements

Potential Impact: *Physically divide an established community or result in land use incompatibilities; Result in adverse physical changes or impacts due to the Project's economic effects.*

Impact Analysis:

Land Use Compatibility Considerations

No established communities exist on the Project site. Moreover, the Project does not propose elements or aspects that would otherwise physically divide an established community. The Project site plan and design concepts reflect commercial/retail land

uses and development allowed under the site's current General Plan CR Land Use designation. More specifically, the proposed Walmart store and free-standing retail/commercial pad proposed by the Project are consistent the local and regional serving retail/commercial and service uses allowed under the site's current CR Land Use designation. Further, the Project Site Plan Concept (EIR Section 3.0, Project Description, Figure 3.4-1) and Project Development Summary (EIR Section 3.0, Project Description, Table 3.4-1) indicate the Project would be developed at a FAR of approximately 0.22. This is consistent with 0.20 to 0.35 FAR development intensity anticipated for the CR Land Use.

The General Plan Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic single family residences, multifamily residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space. The Project would implement commercial/retail uses allowed under the Community Center Overlay designation.

As previously discussed, the zoning for the Project site is R-R and does not permit commercial/retail uses. A Zone Change from R-R to C-P-S is one of the Project discretionary actions, which would make the zoning consistent with the General Plan Land Use Designation. Accordingly, a Zone Change from Rural Residential to C-P-S (Scenic Highway Commercial) is requested as one of the Project discretionary actions listed herein. The C-P-S Zone District permits or conditionally permits a variety of commercial/retail uses, including those proposed under the Project. No minimum lot size is established for the C-P-S Zone District.

The Project Site Plan Concept and associated discussion of design and operational elements presented in EIR Section 3.0, "Project Description," indicate that Project would be developed consistent with rules and regulations applicable to the C-P-S Zone District as summarized below:

Municipal Code §17.76.030 Development Standards

The following shall be the standards of development in the C-P-S zones:

A. There is no minimum lot area requirement, unless specifically required by zone classification for a particular area. *The Project site comprises approximately 24.5 acres. There are no specific lot area requirements for the area encompassing the Project site. Based on the preceding, the Project would conform to Municipal Code section 17.76.030 (A).*

B. There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear, and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. *As noted on the Project Site Plan Concept, buildings within the Project site would not exceed 40 feet in height.*

Architectural plans for the proposed Walmart indicates a maximum height of approximately 28 feet. The proposed Walmart would be set back approximately 118 feet from the existing right-of-way for Monte Vista Drive, and 112 feet from the proposed right-of-way. The precise height and footprint of the proposed Outparcel No. 1 building is unspecified at this time, but as noted on the Project site plan concept this building (or any other building within the Project site) would not exceed 40 feet in height. The proposed Outparcel No. 1 building envelope is approximately 85 feet from the existing Monte Vista right-of-way.

Under the City Municipal Code, any building within the Project site exceeding 35 feet in height would need to be set back at least two feet for each foot of building over 35 feet in height. Assuming a maximum building height of 40 feet per the Site plan restriction, buildings within the Project site would need to be a minimum of 10 feet from the property line. As the Walmart building (28 feet in height) is 112 feet from the closest property line and the Outparcel No. 1 building (maximum height of 40 feet) is 85 feet from the closest property line, the Project would conform to section 17.76.030 (B).

C. No building or structure shall exceed 50 feet in height, unless a greater height is approved pursuant to [Municipal Code] Section 17.172.230. In no event, however, shall a building or structure exceed 75 feet in height, unless a variance is approved pursuant to [Municipal Code] Chapter 17.196. *Buildings within the Project site would not exceed 40 feet in height. The Project would conform to section 17.76.030 (C).*

D. Automobile storage space shall be provided as required by [Municipal Code] Chapter 17.188. *The Project Site Plan Concept identifies a total 923 parking spaces (893 standard spaces plus 30 accessible spaces) in support of the proposed Walmart; and 39 spaces (37 standard spaces plus 2 accessible spaces) in support of the proposed 7,800-square-foot retail/drive-thru restaurant outparcel uses. All parking areas and their configurations would be designed and implemented consistent with Municipal Code Chapter 17.188. Based on the preceding, the Project would conform to section 17.76.030 (C).*

E. All roof-mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. (Ord. 18 § 2, 2008, RCC § 17.80.030). *The Walmart architectural concepts (EIR Section 3.0, Project Description, Figures 3.4-2 and 3.4-3) indicate that the proposed building design concepts would preclude, or could be successfully be designed to preclude views of rooftop equipment from ground level views. In this regard, the proposed finish floor elevation of the Walmart is approximately 1402.5 feet and*

the building itself is another 28 feet in height. The resulting Walmart rooftop elevation is roughly equivalent to the highest adjacent roadway elevation, 1430-1432 feet occurring at the intersection of Bundy Canyon Road and Monte Vista Drive, northeasterly of the proposed Walmart. It is also noted that the Walmart rooftop equipment (or any other rooftop equipment within the Project site) would, as necessary, be provided individual screening pursuant to the requirements noted above, thereby ensuring that any Project rooftop equipment would not be visually intrusive. The proposed outparcel retail/drive-thru restaurant use would be similarly deigned to preclude any ground-level views of rooftop mechanical equipment. Final designs of all uses within the Project site would be subject to review and approval by the City.

Urban Decay Considerations

The term "urban decay" refers to unsightly conditions and physical deterioration caused by the closure of retail businesses and resultant long-term vacancies. Potential urban decay of impacts of the Project, and the associated potential for physical adverse impacts to the community are discussed below.

CEQA specifically states that economic or social effects of a project shall not be treated as significant impacts on the environment. However, adverse physical changes that could indirectly result from economic or social effects of projects are within the scope of CEQA considerations. Although CEQA does not define what should be considered a significant adverse physical change due to economic forces, case law indicates that a project may have a significant impact if it results in a condition commonly referred to as urban decay.

Specific indicators of urban decay include, but are not limited to, plywood-boarded doors, deferred maintenance, graffiti, illegally parked cars, and "long-term" unauthorized use of parking lots. A project may result in a significant urban decay impact if the project results in a diversion of sales from existing competitive retailers at such a magnitude that the project either independently, or in conjunction with other past, present, and reasonably foreseeable future projects, could substantively contribute to the downward spiral of retail store closures and long-term vacancies.

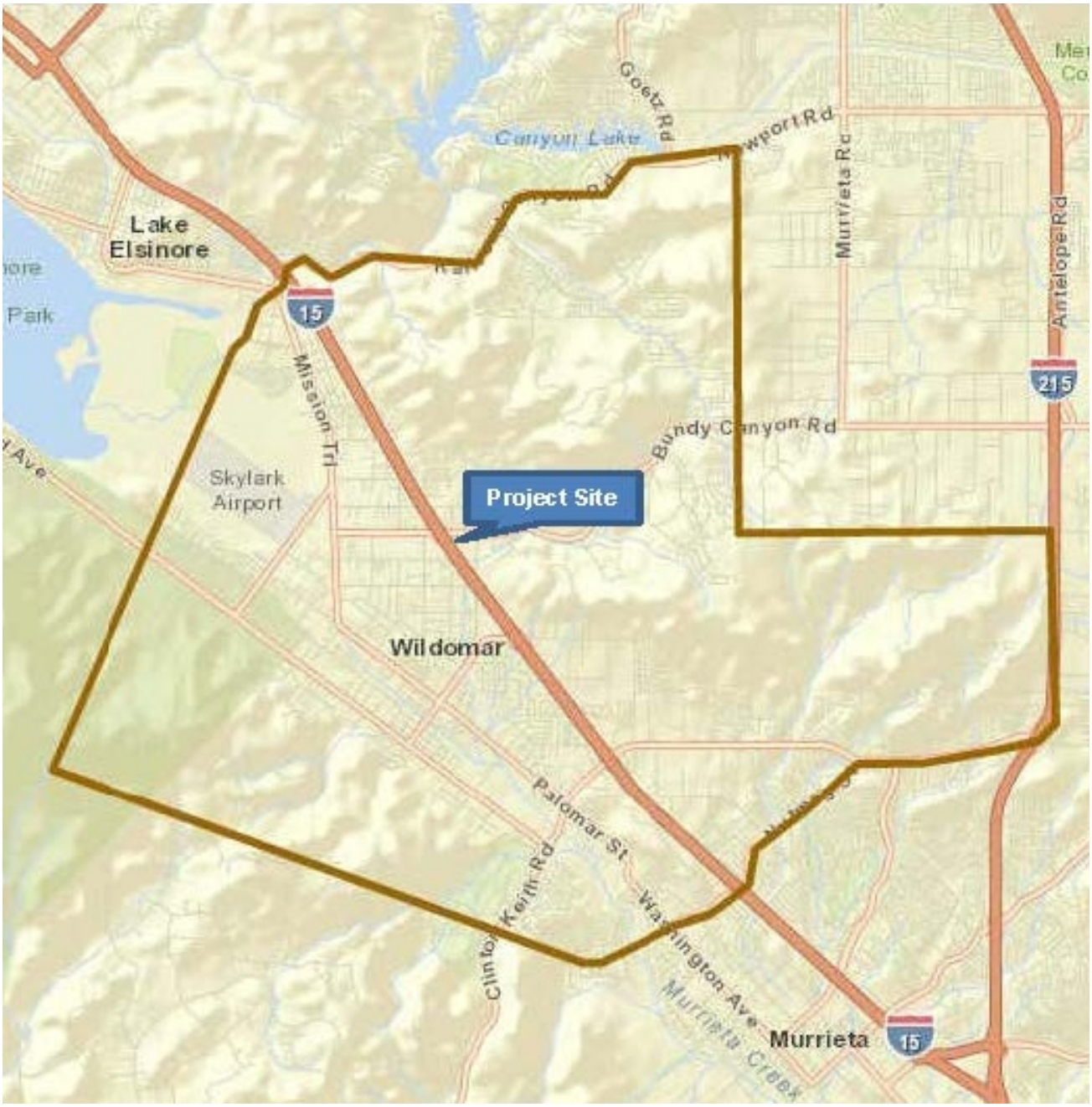
Project Study Background

The *Urban Decay Study for Wildomar Walmart*, prepared by The Natelson Dale Group and dated March 12, 2014 (Project Urban Decay Study, Urban Decay Study) was prepared to assess the Project's potential to result in urban decay as defined in the preceding paragraph. In addition to addressing the potential impacts of the proposed Project itself, the study also considers cumulative impacts, taking into account the impacts from other planned or proposed retail projects in the area. The Urban Decay Study is presented in its entirety at EIR Appendix B.

As noted above, the purpose of the Project Urban Decay Study is to determine whether the Project, when considered in connection with past, present and future probable competitive retail projects may result in a significant urban decay impact due to its secondary economic effects. The Project Urban Decay Study provides quantified data to determine whether there will be sufficient consumer demand within the Project's market area to support the Project's sales of apparel, general merchandise, groceries, home furnishings and appliances, and "other" retail merchandise, along with restaurant sales, without negatively impacting the long-term market performance of existing retailers, restaurants and/or supermarkets in the trade area. The findings of the Project Urban Decay Study's cumulative analysis are discussed in greater detail in EIR Section 5.1, "Cumulative Impact Analysis."

Trade Area Boundaries

The Project Urban Decay Study identifies the trade area for the Project as an irregular polygon-shaped area that uses a three-mile radius as an initial reference point, then takes into account natural traffic barriers, such as major roads and highways, and the locations of existing competitive shopping centers. The Wildomar Retail Trade Area (WRTA, or Trade Area) boundaries are depicted in Figure 4.1-4, and defined as follows.



N

NOT TO SCALE

Source: The Natelson Dale Group, Inc.

Figure 4.1-4
Wildomar Retail Trade Area

- The WRTA's western boundary starts at the intersection of Railroad Canyon Road and the I-15. It extends further south adjacent to the Skylark Airport in Lake Elsinore until it reaches approximately the South Main Divide in the Cleveland National Forest. The western boundary ranges from approximately 2.7 to 4.0 miles from the Project site.

- The eastern boundary of the Trade Area runs along the I-215. At Keller Road, the boundary extends westward to Sunset Road, where it extends further north to Railroad Canyon Road. The eastern boundary ranges from approximately 2.6 to 5.5 miles from the Project site.

- The WRTA's southern boundary extends from the southern edge of the western boundary, in a southeasterly direction to Calle del Oso Oro and further along Nutmeg Street/Clinton Keith Road in the City of Murrieta. The southern boundary extends to the Interstate 215 (I-215) freeway, and it is approximately 4.0 miles from the Project site.

- The northern boundary of the Trade Area runs along Railroad Canyon Road until it reaches I-15, where it connects with the western boundary. It ranges from approximately 2.6 to 4.1 miles from the Project site.

Retail Demand Summary

This summary considers the total resident "purchasing power" of the Trade Area, and uses this projection of total demand as the basis for determining the extent to which the proposed Project could be supported in the market area without negatively impacting existing businesses. The Urban Decay Study examined anticipated population growth along with historic per capita income levels of residents within the Trade Area. Although it is acknowledged that the portion of total income spent on retail purchases varies by the income level of the individual household and also varies depending on the strength of the overall economy, this data was used to calculate the average amount of spending (total retail sales) as a percentage of aggregate personal income.

Based on aggregated Riverside County sales data from the twelve years occurring between 2000 and 2011, the Urban Decay Study presumes that the retail expenditure ratio within the Trade Area will remain at the 12-year average level of 32 percent. This data clearly shows the effects of a strong economy from 2004 to 2006, followed by a severe recession beginning in 2008. Because the analysis conservatively presumes that retail expenditure within the Trade Area will remain at the 12-year average, increased retail demand is thus due to anticipated increases in area population. Additional detail and methodology information is included at EIR Appendix B. Extended total retail demand forecasts through year 2026 are presented in Table 4.1-1.

Table 4.1-1
Trade Area Income and Retail Demand (in thousands of constant dollars)

Market Area	2013	2016	2018	2020	2022	2024	2026
Total Income	$2,345,338	$2,467,004	$2,551,571	$2,639,076	$2,702,792	$2,768,067	$2,834,866
Total Retail Demand[1]	$750,508	$789,441	$816,503	$844,504	$864,893	$885,782	$907,157

Source: *Urban Decay Study for Wildomar Walmart* (The Natelson Dale Group, Inc.), March 12, 2014.
Notes: [1] Total retail demand is calculated by applying the percent of income spent on retail goods (32.0%) by estimated income. Please refer to EIR Appendix B, Section III, for additional details and methodology information.

The Project Urban Decay Study uses generalized Board of Equalization (BOE) sales categories to quantify its retail sales estimates. Each of these categories is relevant to the anticipated sales of the Project, specifically: clothing and clothing accessories; general merchandise; home furnishings and appliances; specialty/other goods; food and beverage (grocery sales); food service and drinking (restaurant sales); building material, garden equipment and supplies; motor vehicle and parts dealers, and gasoline stations.

Trade Area "Capture Rates"

The portion of sales from trade area residents that take place within the trade area is referred to as the area's "capture rate." The capture rates of resident demand are projected to be relatively high within the Project's Trade Area due to the tendency of residents to shop relatively close to their homes, especially for convenience goods. Generally, it is reasonable to expect that residents will make the vast majority of their retail purchases locally, provided that a competitive mix of retail stores reflective of consumer needs is available.

This type of analysis would typically assume that given an adequate supply of retail stores, residents of the market area will make all of their retail purchases somewhere in the trade area. However, to be analytically conservative, the Project's Urban Decay Study has adjusted capture rates downward to account for the fact that the WRTA does not have a "super-regional" shopping center (i.e., a center with 800,000 square feet or more of gross leasable area). On this basis, some level of retail "leakage" to other areas of Riverside County with a larger array of retail facilities, such as those found further south in the cities of Murrieta and Temecula, is anticipated. The Study utilizes a capture rate of 85 percent of retail demand in the shopper goods categories (clothing and clothing accessories, general merchandise, home furnishings and appliances, and specialty/other goods). As seen in the following Table 4.1-2, the WRTA is projected to potentially capture all of its residents' demand in the food and beverage (grocery) and gasoline station categories; however, the food service and drinking (restaurant) category, as well as the building materials/garden equipment and motor vehicle/parts dealer categories have been estimated at 95 percent, based on the assumption that some residents will make some purchases in these categories outside of the trade area on shopping trips to super-regional centers that are outside the WRTA boundaries. Table 4.1-2 summarizes the potential capture of sales in the WRTA relative to the Project's BOE sales categories.

Table 4.1-2
Potential Capture of Sales within the WRTA for Selected Retail Categories
(in thousands of constant dollars)

Retail Category	Capture Rate	2013	2016	2018	2020	2022	2024	2026
"Shopper" Goods								
Clothing and Clothing Accessories	85%	$95,690	$100,654	$104,104	$107,674	$110,274	$112,937	$115,663
General Merchandise	85%	$44,655	$46,972	$48,582	$50,248	$51,461	$52,704	$53,976
Home Furnishings and Appliances	85%	$28,707	$30,196	$31,231	$32,302	$33,082	$33,881	$34,699
Specialty/Other Goods	85%	$51,035	$53,682	$55,522	$57,426	$58,813	$60,233	$61,687
Subtotal		**$220,087**	**$231,504**	**$239,439**	**$247,651**	**$253,630**	**$259,755**	**$266,024**
Convenience Goods								
Food and Beverage (grocery)	100%	$146,349	$153,941	$159,218	$164,678	$168,654	$172,727	$176,896
Food Service and Drinking (restaurant)	85%	$76,552	$80,523	$83,283	$86,139	$88,219	$90,350	$92,530

Table 4.1-2
Potential Capture of Sales within the WRTA for Selected Retail Categories
(in thousands of constant dollars)

Retail Category	Capture Rate	2013	2016	2018	2020	2022	2024	2026
Subtotal		**$222,901**	**$234,464**	**$242,501**	**$250,818**	**$256,873**	**$263,077**	**$269,426**
Heavy Commercial Goods								
Building Materials, Garden Equipment and Supplies	95%	$46,344	$48,748	$50,419	$52,148	$53,407	$54,697	$56,017
Motor Vehicle and Parts Dealers	95%	$96,253	$101,246	$104,716	$108,308	$110,923	$113,601	$116,343
Gasoline Stations	100%	$105,071	$110,522	$114,310	$118,231	$121,085	$124,009	$127,002
Subtotal		**$247,668**	**$260,516**	**$269,446**	**$278,686**	**$285,415**	**$292,308**	**$299,362**
TOTAL		**$690,655**	**$726,483**	**$751,387**	**$777,155**	**$795,918**	**$815,140**	**$834,811**

Source: *Urban Decay Study for Wildomar Walmart* (The Natelson Dale Group, Inc.), March 12, 2014.

Notes: Totals may not sum due to rounding.

Potential Sales Impacts within the Trade Area

"GAFO" Sales Category Impacts

"GAFO" is a retail industry acronym for the General Merchandise, Apparel, Furniture, and Other/Specialty sales categories. These categories correspond to the typical merchandise mix of a general merchandise department store, and also match the "Shopper" goods category used in the preceding Table 4.1-2. The Project Urban Decay Study estimates that the Project would include 159,800 square feet of space devoted to sales in the GAFO retail categories. This total includes the non-grocery portion of the proposed Walmart store (152,000 square feet) and the proposed outparcel retail building (7,800 square feet).

As seen in Table 4.1-2, the Urban Decay Study's analysis of retail demand indicates existing (year 2013) market support for approximately $220.1 million in GAFO retail sales within the trade area. Using a typical sales standard of $250 per square foot for GAFO goods, the estimated $220.1 million in market demand translates into approximately 880,346 square feet of GAFO retail space that could be currently supported in the trade area.

Based on estimates from the field survey prepared for the Project's Urban Decay Study, there is approximately 377,537 square feet of existing GAFO space in the trade area. Thus, the trade area could support approximately 502,809 square feet of additional GAFO space over and above the existing inventory. Future growth in demand is also anticipated, reaching approximately 548,477 square feet for GAFO goods by 2016 (the Project's anticipated opening year) and growing to 686,558 square feet by 2026, as discussed in greater detail within EIR Appendix B.

The Project would result in a maximum net increase of 152,000 square feet in GAFO area within the Walmart store, and 7,800 additional square feet of outparcel GAFO sales area, for a total net increase of 159,800 square feet of GAFO retail space. Given that this space is well within the level of residual market support for GAFO space in the trade area, the GAFO components of the proposed Project are not anticipated to have significant competitive impacts on existing stores in the trade area.

Grocery Sales Category Impacts

The Project Urban Decay Study estimates that the grocery component within the Project's Walmart store would total 48,000 square feet, including grocery sales floor area and support/stockroom space. The trade area currently has eight supermarkets totaling approximately 215,646 square feet (these stores are listed, with square footage and distance to the proposed Project, in EIR Appendix B). By evaluating the typical portion of household income spent on supermarket goods, the Project Urban Decay Study estimates that the current sales potential (year 2013) for existing supermarkets within the trade area is approximately $509 per square foot. In comparison, the industry's median rate for supermarket sales is approximately $473 per square foot nationally, and $418 per square foot in the western United States. Thus, on average, supermarkets within the trade area currently have potential sales volumes which are above the Western regional and national median.

It may be worthwhile to note that grocery stores with a minimum of 10,000 square feet of building area are considered supermarkets for the purposes of this analysis. The Project Urban Decay Study notes that:

> … non-traditional markets, including convenience stores, ethnic or specialty markets, and smaller neighborhood grocery stores (which are often below this 10,000 square foot threshold) … do not tend to compete with traditional supermarkets, and therefore are unlikely to experience lost sales to the Project.

Total demand for supermarket sales in the trade area is expected to increase from approximately $109.8 million in 2013 to approximately $115.5 million in 2016 (the Project's anticipated opening year). By 2026, total demand for supermarket sales in the trade area is expected to reach approximately $132.7 million. The following Table 4.1-3 provides a summary of the projected potential sales of existing supermarkets, and reflects the effect of the Project's grocery component beginning in year 2016.

Table 4.1-3

Potential Sales Impacts to Existing Supermarkets in the Area[1]

Description	2013	2016	2018	2020	2022	2024	2026
Total Food Sales Demand	$146,349	$153,941	$159,218	$164,678	$168,654	$172,727	$176,896
Supermarket Share (75% capture rate)	$109,762	$115,456	$119,414	$123,509	$126,491	$129,546	$132,672
Walmart Store Sales[2]	$0	($22,464)	($22,464)	($22,464)	($22,464)	($22,464)	($22,464)
Net Demand Available to Support Existing Supermarkets	$109,762	$92,992	$96,950	$101,045	$104,027	$107,082	$110,208
Existing Supermarket square footage	215,646	215,646	215,646	215,646	215,646	215,646	215,646
Potential Sales per Square Foot for Existing Supermarkets	**$509**	**$431**	**$450**	**$469**	**$482**	**$497**	**$511**

Source: *Urban Decay Study for Wildomar Walmart* (The Natelson Dale Group, Inc.), March 12, 2014.

Notes:

[1] Estimates are shown in thousands of constant dollars. Please refer to EIR Appendix B, Section III, for additional details and methodology information.

[2] Based on national average sales volumes for Walmart grocery space and adjusted to $468 per square foot based on the estimated sales area for the Wildomar Walmart store. Please refer to EIR Appendix B, pp. 10-11 for additional detail.

As shown in Table 4.1-3, the Project would result in a reduction in sales volumes per square foot for the eight existing supermarkets within the trade area. The average sales volume of existing supermarkets is currently estimated at $509 per square foot and is projected to decrease to $431 per square foot during the Project's assumed opening year (2016). However, the existing supermarkets' sales volumes would still be substantially above the $418 per square foot western regional median, and approximately 91 percent of the national per square foot grocery sales median ($473).

It is also noted that new retail stores typically operate below average sales volumes upon opening, and then reach stabilized sales volumes after being open for a few years.

The Project Urban Decay Study conservatively assumes that the Project's grocery sales would reach their full sales potential in year one (2016). On the basis of the preceding discussion, it is unlikely that the potential average sales level of $431 per square foot in year 2016 that could occur due to Project implementation would cause the closure of any existing supermarkets within the trade area.

Restaurant Sales Category Impacts

The Project Urban Decay Study also examined the possibility that the Project's outparcel would be developed with restaurant uses, rather than the general retail (GAFO sales) uses identified in the preceding discussion. In this case, the Project could include a maximum of 7,800 square feet devoted to restaurant space. As seen in Table 4.1-2, the Urban Decay Study's analysis of retail demand indicates existing (year 2013) market support for $76.5 million in restaurant sales within the trade area. Using a typical sales standard of $300 per square foot for food service and drinking, this $76.5 million in market demand translates into approximately 255,173 square feet of restaurant space that could be currently supported in the trade area.

Based on estimates from the field survey prepared for the Project's Urban Decay Study, there is approximately 158,031 square feet of existing restaurant space in the trade area. Thus, the trade area could currently support approximately 97,142 square feet of additional restaurant space over and above the existing (2013) inventory. Future growth in demand is also anticipated, reaching approximately 110,379 square feet by 2016 (the Project opening year), and increasing to 150,402 square feet for restaurants by 2026, as discussed in greater detail within EIR Appendix B.

The Project would result in a maximum increase of 7,800 square feet of restaurant space. Given that this space is well within the existing level of residual market support for restaurant space in the trade area, the restaurant components of the proposed Project are not anticipated to have significant competitive impacts on existing restaurants within the trade area.

Potential Urban Decay Findings

Before considering how the proposed Project might affect the trade area and its environs, it is useful to focus on what constitutes the environmental impact known as urban decay. The leading court case on the subject, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 described the phenomenon as "a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake." The court also discussed prior case law that addressed the potential for large retail projects to cause "physical deterioration of [a] downtown area" or "a general deterioration of [a] downtown area."

While urban decay does not automatically occur as a result of other businesses being closed, it is acknowledged that store closures can lead to conditions of urban decay. For the purpose of this analysis, urban decay is defined as physical deterioration due to store closures and long-term vacancies in existing shopping centers that is so prevalent and substantial that it impairs the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abandoned buildings and commercial sites in disrepair, boarded doors and windows, long-term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, extensive litter, uncontrolled weed growth, and homeless encampments.

Overview of Existing Retail Market in Trade Area

As detailed in the Project's Urban Decay Study, the total inventory of non-grocery retail space in the trade area is estimated at approximately 1.44 million square feet. The overall retail vacancy in the trade area is estimated at 11 percent, which is slightly above the range (five to ten percent) generally considered to be reflective of a healthy retail market, and in line with the current (third quarter, 2013) national vacancy rate of 10.5 percent for strip, neighborhood and community shopping centers.[2] Two shopping

[2] The Project Urban Decay Study (p. 8) cites an estimate provided "by REIS, the nation's leading provider of commercial real estate information" in http://journalrecord.com/2013/10/10/blog-slow-but-steady-growth-for-national-market/, accessed on October 22, 2013.

centers in the Trade Area with relatively high vacancy rates were identified by the Project Urban Decay Study. These existing centers include:

- The Lake Elsinore Town Center (approximately 180,000 square feet), located on the northwest corner of Malaga Road and Mission Trail in Lake Elsinore. This center has an estimated 27 percent vacancy rate.

- The Lake Elsinore Valley Center (approximately 75,000 square feet), located on the southwest corner of Lakeshore Drive and Railroad Canyon Road in Lake Elsinore. This center has an estimated 31 percent vacancy rate.

As of November 2013, as documented by photographs included in the Project Urban Decay Study (EIR Appendix B), neither of these centers exhibited visible signs of urban decay conditions. Property owners appear to be currently actively marketing these vacant spaces to prospective tenants, providing a strong indication that the property owners consider these centers to be fully viable properties.

Potential Reuse of Existing Walmart Building

In addition to the Wildomar Walmart addressed by this EIR, another new Walmart store is proposed for development at the intersection of Central and Cambern Avenues in the City of Lake Elsinore. Because Walmart is proposing two new stores that are both approximately three miles from the existing Lake Elsinore Walmart located at 31700 Grape Street, the Project Urban Decay Study presumes that the existing Grape Street Walmart store would close at approximately the same time the proposed Wildomar Walmart opens.[3] On this basis, it is necessary to evaluate the potential for the existing Walmart building to remain vacant for an extended period of time, thus becoming subject to urban decay.

[3] Please refer also to related NOP comments provided by the City of Menifee. NOP comments and responses to comments are summarized in EIR Section 1.0, Table 1.6-1, "List of NOP Respondents and Summary of NOP Comments." NOP comment letters, in their entirety, are included in EIR Appendix A.

The Project Urban Decay Study (pg. 19) indicates that potential demand for additional retail space would be more than sufficient by 2016 (the presumed Project opening year) to support some type of retail reuse of the existing store. The Urban Decay Study notes the existing store's "favorable location, with good freeway access and visibility (two key site criteria for many retailers), along with being next to a strong concentration of retail development on the west side of I-15."

Although the market demand analysis indicates that there would theoretically be sufficient retail demand to support some type of retail reuse of the existing Walmart store immediately after it closes, it is acknowledged that specific tenants that could potentially reoccupy the site have not been identified. The Urban Decay Study also notes that, along with potential retail reuse options, the existing Walmart building would also be a candidate for some type of adaptive reuse, including uses ranging from recreational facilities, such as a bowling alley, ice rink, or fitness center, to institutional uses (e.g., a government office facility, library, or church) to office/service type uses, such as call centers.

Notwithstanding, the Urban Decay Study also recognizes, that in other areas, and under similar conditions, re-tenanting or reuse of vacant Walmart stores can be a protracted multi-year process. Table 4.1-4 summarizes the reuse of vacated Walmart stores in selected California cities.

Table 4.1-4
Summary of Walmart Store Retail Reuse in Selected California Cities

City	Reuse Status
La Quinta	Reused as Kohl's.
Palmdale	Reused as Burlington Coat Factory and Factory 2U.
Palm Springs	Cathedral City Walmart closed; building was recently reoccupied in part by a 99 Cents Only store; remainder of store is still vacant.
Hanford	Still vacant; was considered by Lowe's for a store site at one time. Purchased and re-sold by multiple real estate firms in 2006, 2010 and 2013.
San Jacinto	Hemet Walmart store closed when San Jacinto store opened; purchased by Latham Management and Counseling Service; preliminary plans call for a medical plaza featuring a cardiac care center and outpatient facilities.
Gilroy	Reused as Sergins RV store.
Bakersfield (White Lane)	Reused as Fallas Discount store.

Source: *Urban Decay Study for Wildomar Walmart* (The Natelson Dale Group, Inc.), March 12, 2014.

However, even if the property owners of the existing Lake Elsinore Walmart Store (at 31700 Grape Street) are unable to attract replacement tenant(s) for the building, the closure of the Walmart at that location would not necessarily result in long-term physical impacts to the Lake Elsinore City Center shopping center. Without the Walmart store, the shopping center would still function as a well-tenanted neighborhood-scale shopping center anchored by the existing Vons store, which accounts for approximately 44 percent of the remaining center space.

Urban Decay Determination

As supported by the findings of the Project Urban Decay Study and as summarized here, there would be sufficient market demand to support the proposed project without negatively impacting existing retailers in the trade area (Project Urban Decay Study, page 19). This conclusion is based on consideration of current market conditions, including the effects of the recession, which are independent of the Project; findings regarding diverted sales related to the Project and cumulative retail developments (discussed in EIR Section 5.1, Cumulative Impact Analysis); and the potential for re-tenanting of the existing retail vacancies, as summarized in the preceding paragraphs.

The Project Urban Decay Study's findings conclude that while some existing stores may experience negative economic impacts following the addition of the Project (and other cumulative retail projects), no store closures are predicted to occur as the result of the Project's implementation. As supported by the preceding discussions, the Project's potential to result in adverse physical change (urban decay) is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.*

Impact Analysis: The Project is subject to land use plans, policies, guidelines, and regulations as established by the City of Wildomar. Germane to the Project, these include the City General Plan Land Use Policies and C-P-S Zone District Regulations and Development Standards. As discussed below in Table 4.1-5, the Project is consistent with, and appropriately responds, to applicable City General Plan Land Use Policies. Substantiation of Project conformity with applicable C-P-S Zone District Regulations and Development Standards is presented subsequently in Table 4.1-6.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
Land Use Element		
Project Design		
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:	
4.1a	Compliance with applicable design standards.	As discussed herein, the Project would comply with applicable C-P-S Zone District Development Standards. Please refer also to Table 4.1-6.
4.1b	Require that structures be constructed in accordance with the requirements of the City's zoning, building, and other pertinent codes and regulations.	As discussed herein, the Project would comply with applicable C-P-S Zone District Development Standards. Please refer also to Table 4.1-6. As implemented through established City development and building permit review processes, the Project would comply with all applicable zoning, building, and other pertinent codes and regulations.
4.1c	Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.	A final landscape and irrigation plan would be included as components of the Project Building Permit application submittal. Please refer also to Project Landscape Concepts, EIR Figures 3.4-6 through 3.4-10.
4.1d	Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.	Drought tolerant species with low to moderate water demands are reflected in the Project Landscape Concept. The Project irrigation concept proposes an automatic, low precipitation system designed and operated to minimize run-off. All Project landscaping and irrigation system improvements would be designed, constructed and operated consistent with Wildomar Municipal Code Chapter 17.276 - Water Efficient Landscapes. The Project would install a "purple pipe" irrigation system in anticipation of recycled water to be provided by EVMWD. Please refer also to EIR Section 3.4.7 Landscape/Hardscape Concept, and EIR Section 3.4.11.2, Landscaping.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
4.1e	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.	The Project would comply with all Title 24 Energy Efficiency requirements, and would in fact, improve on Title 24 Energy Efficiency Standards by a minimum of five (5) percent. Please refer also to EIR Section 3.4.11, Energy Efficiency/Sustainability.
4.1f	Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought-tolerant landscaping, and water recycling, as appropriate.	The Project stormwater management system concept incorporates detention/retention basins porous landscape detention (PLD) areas and other and low impact development (LID) strategies that would act to minimize stormwater runoff, treat and detain/retain developed storm waters within the Project site, and allow for on-site infiltration of treated stormwater discharges. Drought tolerant species with low to moderate water demands are reflected in the Project Landscape Concept. All Project landscaping and irrigation system improvements would be designed, constructed and operated consistent with Wildomar Municipal Code Chapter 17.276 - Water Efficient Landscapes. The Project would install a "purple pipe" irrigation system in anticipation of recycled water to be provided by EVMWD. Please refer also to EIR Section 3.4.7 Landscape/Hardscape Concept; EIR Section 3.4.11.2, Landscaping; and EIR Section 4.6, Hydrology/Water Quality.
4.1g	Encourage innovative and creative design concepts.	The Project architectural concepts (EIR Figures 3.4-2 and 3.4-3) indicate contemporary commercial designs that would be consistent with City development standards. The final Project architectural design is subject to City and review.
4.1i	Include consistent and well-designed signage that is integrated with the building's architectural character.	Signs within the Project site would conform to an approved Project Sign Program, and requirements and standards articulated at City Municipal Code Chapter 17.252, Sign Regulations. Please refer also to EIR Section 3.4.9, Signs.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
4.1j	Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.	Primary access to the Project would be provided via the main all-way signalized driveway from Bundy Canyon Road. This driveway would also provide access to the northwesterly adjacent off-site commercial uses. Access to the Project site would also be provided by a STOP-controlled right-in, right-out driveway onto Monte Vista Drive. Canyon Drive would provide truck and delivery access to the Walmart building. Final designs and specifications for driveways, traffic controls, and internal circulation improvements would be incorporated into the Project consistent with the requirements of the City Public Works Department. Reciprocal access would be provided between parcels within the Project site. Please refer also to EIR Figure 3.4-1, Project Site Plan Concept, and EIR Section 3.4.5, Access/Circulation/Parking.
4.1k	Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.	Project site entries are located and designed to provide safe and convenient access to the Project. Access for large delivery trucks would be provided by a driveway onto Canyon Drive bordering the Project site to the south. This driveway leads directly to loading docks at the back of the proposed Walmart, and directs truck traffic away from residential land uses.
4.1l	Mitigate noise, odor, lighting, and other impacts on surrounding properties.	The Project design concepts and operational programs articulated in EIR Section 3.0, Project Description, act to avoid or minimize potential noise, odor, lighting, and other impacts on surrounding properties. The Project would comply with all ordinances and regulations adopted and other agencies acting to mitigate noise, odor, lighting, and other impacts on surrounding properties. As substantiated within this EIR, all potential Project impacts are less-than-significant, less-than-significant as mitigated, or are mitigated to the extent practicable.
4.1m	Provide and maintain landscaping in open spaces and parking lots.	Please refer to remarks at 4.1c, 4.1d, and 4.1f.
4.1n	Include extensive landscaping.	Please refer to remarks at 4.1c, 4.1d, and 4.1f.
4.1p	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.	The Project Site Plan Concept (EIR Figure 3.4-1) indicates pedestrian walkways providing access to and within the Project site. Adequate and appropriate access and parking for vehicles is also provided. Recreational trails and open space provisions are not germane to the Project. Please refer also to EIR Figure 3.4-1, Project Site Plan Concept, EIR Section 3.4.5, Access/Circulation/Parking; and EIR Section 3.4.11.3, Pedestrian Walkways.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
4.1q	Design parking lots and structures to be functionally and visually integrated and connected.	Parking provided by the Project would meet or exceed automobile storage space requirements and design standards identified in City Municipal Code Chapter 17.188. Parking areas are appropriately located and configured to support the proposed commercial uses; and are visually integrated and connected through, compatible architectural treatments and designs; cohesive surface and parking lot lighting elements; compatible and complementary signs; and common landscape/hardscape elements. Please refer also to EIR Section 3.0, Project Description.
4.1r	Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.	Pedestrian access would be provided to the Project site via sidewalks along Bundy Canyon Road and Monte Vista drive. Internal to the project site, pedestrian walkways would be provided adjacent to proposed building, and within parking areas. Please refer also to the Project Site Plan Concept, EIR Figure 3.4-1; and EIR Section 3.4.11.3, Pedestrian Walkways.
4.1s	Establish safe and frequent pedestrian crossings.	Designated and signed pedestrian crossings would be provided consistent with City requirements. Please refer also to EIR Section 3.4.11.3, Pedestrian Walkways.
4.1t	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.	The Project would reflect contemporary commercial designs separated by parking areas. Internal landscape/hardscape elements act to visually break large expanses and provide varied perceptions of structures and facilities, contributing to a human-scale environment. Public open spaces are not germane to the Project. Designated and signed pedestrian crossings would be provided consistent with City requirements. Please refer also to EIR Section 3.4.11.3, Pedestrian Walkways.
Infrastructure, Public Facilities & Service Provision		
5.1	Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.	The Project would be designed and operated so as to minimize potential impacts to public services and facilities. Further, provision of all supporting infrastructure and services would be implemented consistent with City and purveyor requirements. The Project would pay all requisite Development Impact Fees (DIF); would generate additional tax revenues available to the City and would pay ongoing service fees, collectively acting to ensure the availability and viability of serving infrastructure, facilities, and public services. Please refer also to EIR Section 4.5, Public Services.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
5.4	Ensure that development and conservation land uses do not infringe upon existing public utility corridors, including fee owned rights-of-way and permanent easements, whose true land use is that of "public facilities." This policy will ensure that the "public facilities" designation governs over what otherwise may be inferred by the large-scale general plan maps.	No public utilities corridors exist within the Project site. All existing easements and rights-of-way affected by Project development would be maintained and/or realigned consistent with City and purveyor requirements.
Land Use Compatibility		
6.1	Require land uses to develop in accordance with the General Plan to ensure compatibility and minimize impacts.	The Project uses and proposed development are allowed under the site's current General Plan Land Use Designation of Commercial Retail (CR).
6.3	Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.	The Project site is disturbed vacant property, absent unique features. The Project Site Plan Concept takes advantage of proximate regional and local access and available services/infrastructure.
Economic Development		
7.1	Accommodate the development of a balance of land uses that maintain and enhance the City's fiscal viability, economic diversity and environmental integrity.	The Project would establish additional commercial/retail uses, contributing to the City's fiscal viability and economic diversity. Potential environmental effects of the Project are evaluated, disclosed and mitigated pursuant to this EIR.
7.2	Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities.	The Project would establish additional commercial/retail uses, contributing a range of additional employment opportunities available to City and area residents.
7.3	Promote the development of focused employment centers rather than inefficient strip commercial development.	The Project would collocate commercial/retail uses pursuant to a cohesive site plan concept, proximate to regional and local roads, with available infrastructure and services. Location of the Project and its design act to promote development efficiencies.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
7.10	Locate job centers so they have convenient access to the City's multi-modal transportation facilities.	The Project would collocate commercial/retail uses pursuant to a cohesive site plan concept, proximate to regional and local roads. The Project would accommodate a mix of automobile, pedestrian, and transit modes of transportation. Riverside Transit Authority currently provides scheduled bus service via Bus Routes 7 and 23.[4] Dial-a-ride services are also provided by RTA. Serving transit agencies (in this case Riverside Transit Agency) routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, would be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City's standard development review process. Please refer also to EIR Section 3.4.11.6, Transit Facilities.
7.12	Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the surrounding communities.	The Project would contribute additional jobs, acting to improve the area jobs/housing ratio, furthering the opportunities for persons to live and work locally.
Open Space, Habitat & Natural Resources		
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.	The Project would comply with applicable provisions of CEQA as documented in this EIR. NEPA does not apply to the Project. The Project would conform to applicable Conservation and Preservation provisions of the Multipurpose Open Space Element, the Clean Air Act and the Clean Water Act. Please refer also to EIR Sections 3.4.11, Energy Efficiency/Sustainability; 4.3, Air Quality; 4.6, Hydrology/Water Quality; and 4.7, Biological Resources.
Fiscal Impacts		
9.1	Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.	Please refer to remarks at 5.1.

[4] See also: http://www.riversidetransit.com/home/index.php/riding-the-bus/46-maps-a-schedules/143-maps-a-schedules-by-community

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
Air Quality		
10.1	Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	Please refer to remarks at 7.1, 7.2, 7.3, 7.10, and 7.12.
Circulation		
12.1	Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	Please refer to remarks at 4.1r, 7.1, 7.2, 7.3, 7.10, and 7.12.
12.2	Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	Please refer to remarks at 7.10.
12.4	Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.	Please refer to remarks at 7.10.
12.6	Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.	Please refer to remarks at 4.1j, 7.10.
Scenic Corridors		
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.	The project would be designed and implemented pursuant to applicable C-P-S Development Standards. Please refer also to Table 4.1-6, C-P-S Zone District Regulations and Development Standards Consistency; and EIR Section 3.0, Project Description.
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.	Structures would be setback a minimum of approximately 85 feet from any adjacent right-of-way. Please refer also to Table 4.1-6, C-P-S Zone District Regulations and Development Standards Consistency.
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.	New or relocated utilities would be placed underground. Please refer also to EIR Section 3.4.4.4, Other Utilities and Services.

Table 4.1-5
General Plan Land Use Goals and Policies Consistency

Policy		Remarks
13.7	Require that the size, height, and type of on-premise signs 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.	Project signs would be designed and constructed to blend with the environment, utilizing natural materials where possible. All Project signs would be designed and implemented pursuant to an approved Sign Program.
13.8	Avoid the blocking of public views by solid walls.	The implemented Project Site Plan Concept (EIR Figure 3.4-1) would not block public views of visual resources. View sheds are maintained for all vantages. Screening proposed by the Project would preclude potentially intrusive views of Project maintenance and service facilities and operations. Please refer also to EIR Section 3.4.6, Walls/Screening.
Commercial Retail		
23.1	Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps.	Please refer to remarks at 6.1.
23.3	Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.	Please refer to remarks at 4.1p, 4.1r, 4.1s, 4.1t, and 7.10.
23.5	Concentrate commercial uses near transportation facilities and High-Density Residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.	Please refer to remarks at 4.1j, 4.1k, 4.1p, 4.1r, 6.3, 7.3, and 7.10.
23.7	Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	Please refer to remarks at 5.1, 6.3, 7.3, and 9.1.
23.9	Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.	Please refer to remarks at 4.1, 6.3, and 7.1.

Sources: City of Wildomar General Plan; Applied Planning, Inc.

Table 4.1-6
Municipal Code Chapter 17.76 C-P-S Zone District
Regulations and Development Standards Consistency

Regulation/Development Standard	Remarks
§17.76.010 Uses Permitted §17.76.010 (A). Uses Permitted Pursuant to an Approved Plot Plan. §17.76.010 (B). Uses Permitted by Conditional Use Permit.	**Consistent.** Sections 17.76.010 (A) and (B) list one-hundred twenty-three use categories that would be permitted or conditionally permitted within the Project site pursuant to the requested Zone Change from R-R to C-P-S, and an approved plot plan. The proposed Walmart, and anticipated outparcel uses (restaurant and retail shops/services), are included in the list of permitted or conditionally permitted uses. All development within the Project site would occur only pursuant to City approval of the requested Zone Change from R-R to C-P-S and a City-approved plot plan.
§17.76.010 (D)(1). Accessory Uses	**Consistent.** Section 17.76.010 (D)(1) lists accessory uses that would be allowed under the requested C-P-S Zone District classification, as well as development and operational standards for accessory uses. Subject to review and approval by the City, all accessory uses proposed within the Project site would conform to Section 17.76.010 (D)(1) development and performance standards.
§17.76.030 Development Standards	**Consistent.** The Project Site Plan Concept and associated discussion of design and operational elements presented at EIR Section 3.0, "Project Description," indicate that the Project would be developed consistent with applicable §17.76.030 Development Standards, as summarized below: **§17.76.030 (A).** There is no minimum lot area requirement, unless specifically required by zone classification for a particular area. *The Project site comprises approximately 24.5 acres. There are no specific lot area requirements for the area encompassing the Project site. Based on the preceding, the Project would conform to Municipal Code §17.76.030 (A).* **§17.76.030 (B).** There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear, and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. *Architectural plans for the proposed Walmart indicates a maximum height of approximately 28 feet. The proposed Walmart would be set back approximately 118 feet from the existing right-of-way for Monte Vista Drive, and 112 feet from the proposed right-of-way. The precise height and footprint of the proposed Outparcel No. 1 building is unspecified at this time, but as noted on the Project site plan concept this building (or any other building within the Project site) would not exceed 40 feet in height. The proposed Outparcel No. 1 building envelope is approximately 85 feet from the existing Monte Vista right-of-way.*

	Under the City Municipal Code, any building within the Project site exceeding 35 feet in height would need to be set back at least two feet for each foot of building over 35 feet in height. Assuming a maximum building height of 40 feet per the Site plan restriction, buildings within the Project site would need to be a minimum of 10 feet from the property line. As the Walmart building (28 feet in height) is 112 feet from the closest property line and the Outparcel No. 1 building (maximum height of 40 feet) is 85 feet from the closest property line, the Project would conform to §17.76.030 (B). **§17.76.030 (C).** No building or structure shall exceed 50 feet in height, unless a greater height is approved pursuant to [Municipal Code] Section 17.172.230. In no event, however, shall a building or structure exceed 75 feet in height, unless a variance is approved pursuant to [Municipal Code] Chapter 17.196. *As noted on the Project Site Plan Concept, buildings within the Project site would not exceed 40 feet in height. The Project would conform to §17.76.030 (C).*
§17.76.030 Development Standards (cont'd.)	**§17.76.030 (D).** Automobile storage space shall be provided as required by [Municipal Code] Chapter 17.188. *The Project Site Plan Concept identifies a total 923 parking spaces (893 standard spaces plus 30 accessible spaces) in support of the proposed Walmart; and 39 spaces (37 standard spaces plus 2 accessible spaces) in support of the proposed 7,800-square-foot retail/drive-thru restaurant outparcel uses. All parking areas and their configurations would be designed and implemented consistent with Municipal Code Chapter 17.188. Based on the preceding, the Project would conform to §17.76.030 (D).* **§17.76.030 (E).** All roof-mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. (Ord. 18 § 2, 2008, RCC § 17.80.030). The Walmart architectural concepts (EIR Section 3.0, Project Description, Figures 3.4-2 and 3.4-3) indicate that the building design would preclude views of rooftop equipment from ground level views. The proposed outparcel retail/drive-thru restaurant use would be similarly deigned to preclude any ground-level views of rooftop mechanical equipment. Final designs of all uses within the Project site would be subject to review and approval by the City.

Sources: City of Wildomar Municipal Code; Applied Planning, Inc.

Summary

As outlined above, the Project commercial/retail land uses, site plan concept, and building designs reflect, and/or can be feasibly implemented consistent with applicable provisions of the City General Plan CR Land Use, C-P-S Zone District, and City Municipal Code. Prior to issuance of building permits, the City would review the final

Project site plan and facilities designs to ensure consistency with applicable standards, design guidelines, and requirements. Based on the preceding analysis, the potential for the Project to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project is therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.2 TRAFFIC AND CIRCULATION

4.2 TRAFFIC AND CIRCULATION

Abstract

Detailed analysis of the Project's potential weekday and Saturday traffic and circulation impacts is presented in Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California *(Urban Crossroads, Inc.) June 10, 2014 (Project TIA, TIA). Related, analysis of the Project's potential Sunday peak hour traffic and circulation impacts is presented in* Wildomar Walmart Supplemental Traffic Study *(Urban Crossroads, Inc.) June 10, 2014 (Supplemental Study). Collectively, the circulation system and facilities evaluated herein are referred to as the Study Area.*

The Project TIA and Supplemental Study in their entirety are presented in EIR Appendix C. Potential Project-related traffic and circulation impacts are evaluated under Existing (2013) Conditions, Opening Year (2016) Conditions, and General Plan Buildout (Post-2035) Conditions.

This EIR Section summarizes analysis and findings of the Project TIA and Supplemental Study, and substantiates whether the Project would:

- *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;*

- *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;*

- *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or*

- *Result in inadequate emergency access.*

Summary of Findings

Existing Conditions-Potential Roadway and Intersection Impacts and Mitigation

Site-adjacent improvements necessary to mitigate Project impacts under Existing Conditions would be constructed as part of the Project and/or would be completed prior to issuance of the first Certificate of Occupancy. Improvements incorporated in the Project are summarized in the EIR Project Description (please refer to EIR Section 3.4.5 "Access/Circulation/Parking") and are also described and illustrated in this Section.

Additionally, the Project Applicant would pay requisite fees in support of off-site improvements necessary to mitigate effects of existing traffic plus Project traffic under Existing Conditions. However, as discussed herein, payment of fees in these instances would not ensure timely completion of off-site improvements. Therefore, pending completion of required circulation system improvements, Project-related deficiencies affecting off-site locations under Existing plus Project Conditions would be considered significant and unavoidable.

It is also noted however, Project-related deficiencies described herein are byproducts of the transition of the existing Study Area roadway system to one capable of supporting continuing urbanization of the City envisioned under the City General Plan. That is, development of the City consistent with the General Plan would generate additional traffic, the effects of which would result in interim areawide deficient operating conditions within what is now, a characteristically rural circulation system. Development and impact fees paid by new development proposals (including the proposed Wildomar Walmart Project) provide the means to construct improvements necessary to resolve these deficiencies. Notwithstanding, interim deficient conditions affecting the Study Area roadway system are projected to occur pending completion of circulation system improvements commensurate with the development it is intended to support.

Opening Year and General Plan Buildout Conditions-Potential Roadway and Intersection Impacts and Mitigation

Site adjacent improvements constructed by the Project would act to reduce localized cumulative deficiencies under Opening Year and General Plan Buildout Conditions. The Project Applicant would also pay requisite fees in support of improvements necessary to mitigate effects of cumulative traffic impacts under Opening Year with Project and General Plan Buildout with Project. However, as discussed herein, payment of fees in these instances would not ensure timely completion of improvements. Therefore, pending completion of required circulation system improvements, Project-related deficiencies under Opening Year Conditions and General Plan Buildout Conditions would be considered cumulatively significant and unavoidable.

It is again noted that interim deficiencies described herein are byproducts of the transition of the existing Study Area roadway system to one capable of supporting continuing urbanization of the City envisioned under the City General Plan. That is, development of the City consistent with the General Plan would generate additional traffic, the effects of which would result in interim areawide deficient operating conditions within what is now, a characteristically rural circulation system. Development and impact fees paid by new development proposals (including the proposed Wildomar Walmart Project) provide the means to construct improvements necessary to resolve these deficiencies. Notwithstanding, interim deficient conditions affecting the Study Area roadway system are projected to occur pending completion of circulation system improvements commensurate with the development it is intended to support.

Funding of Improvements

Area-serving traffic improvements identified in this Section would, when constructed, address potentially significant impacts affecting Study Area facilities. Collectively, these improvements are funded by fees collected and allocated under established programs including: Western Riverside County County's Transportation Uniform Mitigation Fee (TUMF) program, Southwest Road and Bridge Benefit District (RBBD) fee program; City of Wildomar Development Impact Fee (DIF) program; and development-related fair-share participation, In

total, the Project Applicant would pay an estimated 4.15 million dollars in support of circulation system improvements within the Study Area.[1]

Other Potential Impacts

As substantiated in the Initial Study (EIR Appendix A), the Project would not result in potentially significant impacts related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; nor would the Project result in conflicts with adopted policies, plans, or programs supporting alternative transportation. Please refer also to Initial Study Checklist Item XVI., "Transportation/Traffic" and the listing of impacts determined not to be potentially significant presented in EIR Section 1.0, Executive Summary, Section 1.5, "Impacts Found Not to Be Potentially Significant." All other CEQA topics related to potential traffic/circulation impacts are discussed within this Section.

4.2.1 INTRODUCTION

The detailed evaluation of potential Project-related traffic and circulation impacts is documented in the *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.) June 10, 2014 (Project TIA). Additionally, a Supplemental Study, *Wildomar Walmart Supplemental Traffic Study,* (Urban Crossroads, Inc.) June 10, 2014, was prepared to address potential traffic impacts of Project traffic in combination with traffic demands of the Cornerstone Church (Church) during the Sunday peak hour period.

The Supplemental Study evaluated potential impacts at nine selected Study Area intersections (Study Area Intersections 12, 13, 14, 15, 16, 17, 18, 19, and 20). These intersections are proximate to both the Project site and the Church.

In consultation with the Lead Agency, it was determined that the nine identified intersections could, in particular, be subject to potential localized traffic congestion impacts resulting from Sunday peak hour traffic volumes accessing the Church in

[1] *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014, Table 9-2.

combination with Sunday traffic generated by the Project. At other, more distant Study Area intersections, traffic generated by or attracted to the Church and/or the Project would be dispersed within the area circulation system and would not result in the potential peak localized traffic concentrations that would occur at analyzed intersections proximate to the Church and the Walmart. The Project TIA, Supplemental Traffic Study and supporting data are collectively presented in Draft EIR Appendix C. Unless otherwise differentiated herein, the Project TIA and Supplemental Traffic Study are collectively referred to as the TIA. The traffic issues related to the Project have been evaluated in the context of the California Environmental Quality Act (CEQA) and as directed by the City of Wildomar, the Lead Agency for the Project.

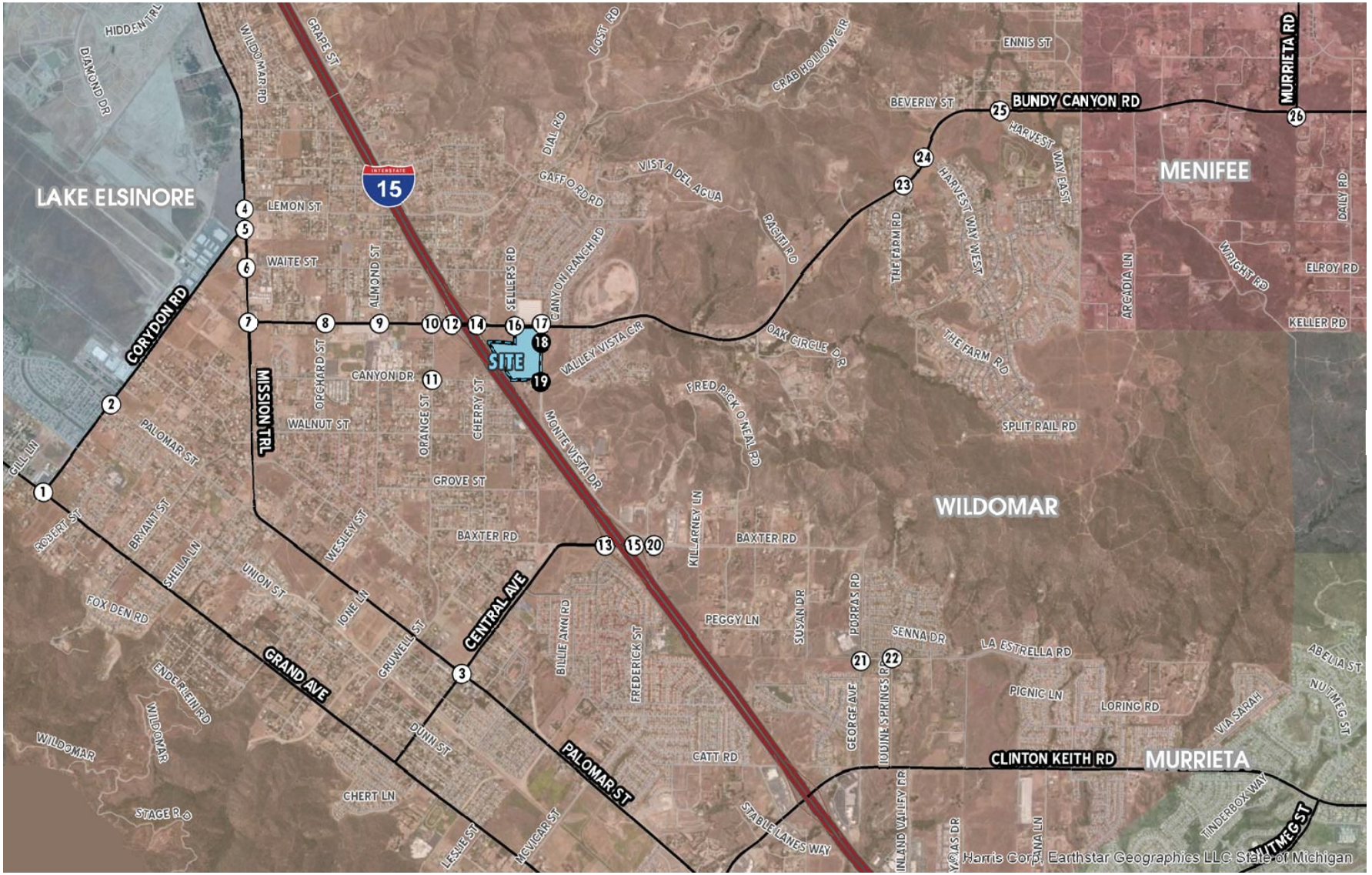
4.2.2 STUDY AREA ANALYSIS LOCATIONS AND METHODOLOGIES

4.2.2.1 Overview

Discussions were held with the City of Wildomar and the Project Applicant to establish a comprehensive understanding of the Project, determine the Scope of work and Methodology and for the TIA, and define the TIA Study Area. The Scope of Work and Methodology for the Project TIA is also consistent with applicable Riverside County and California Department of Transportation (Caltrans) TIA guidelines. The TIA Study Area and key intersections are presented at Figure 4.2-1.

Discussions with the City defined the level-of-service (LOS) analysis methodology, and the determination of traffic impact significance. Past, present and reasonably foreseeable probable future projects ("related" projects) which would be considered as part of the cumulative development setting were also identified. The Project is expected to be built in one phase, and for the purposes of the TIA is assumed to be open by 2016.

Pursuant to the TIA Scope of Work and City requirements, analyses of traffic conditions are presented for Existing Conditions (2013), Project Opening Year (2016) Conditions, and General Plan Buildout (post-2035) Conditions during weekday, Saturday, and Sunday peak hour periods.



N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 4.2-1
Key Study Area Intersection Locations

4.2.2.2 Study Area Intersections

A total of 26 existing and future intersections within the Study Area were selected for evaluation as part of the Project TIA. Table 4.2-1 identifies these intersections, and indicates the jurisdiction for each, since some are located on or outside the City of Wildomar's corporate boundaries. Intersections with freeway ramps that would be used to access the Project, which are under Caltrans jurisdiction, have also been included.

Caltrans jurisdictional intersections include the Interstate 15 (I-15) northbound (NB) and southbound (SB) ramps at Bundy Canyon Road and at Baxter Road (identified below as Intersections 12 through 15). Caltrans jurisdictional intersections within the Study Area are also designated Riverside County Congestion Management Plan (CMP) facilities.

As noted previously, nine of the Study Area intersections (Table 4.2-1 italicized Intersections 12 through 20), whose locations are proximate to both the Project and the existing Cornerstone Community Church (Church), were also selected for supplemental analysis under Sunday peak hour traffic conditions. The focus of this supplemental analysis was to determine if Project traffic in combination with traffic generated by the Church would result in Sunday peak hour traffic deficiencies not otherwise affecting the Study Area facilities.

Table 4.2-1
Study Area Intersections

ID	Intersection Location	Jurisdiction
1	Grand Avenue at Corydon Road	Wildomar / Lake Elsinore
2	Palomar Street at Corydon Road	Wildomar / Lake Elsinore
3	Palomar Street at Central Avenue	Wildomar
4	Mission Trail at Lemon Street	Wildomar / Lake Elsinore
5	Mission Trail at Corydon Road	Wildomar / Lake Elsinore
6	Mission Trail at Waite Street	Wildomar
7	Mission Trail at Bundy Canyon Road	Wildomar
8	Orchard Street at Bundy Canyon Road	Wildomar
9	Almond Street at Bundy Canyon Road	Wildomar
10	Orange Street at Bundy Canyon Road	Wildomar

Table 4.2-1
Study Area Intersections

ID	Intersection Location	Jurisdiction
11	Orange Street at Canyon Drive	Wildomar
12	*I-15 SB Ramps at Bundy Canyon Road (CMP location)*	Caltrans
13	*I-15 SB Ramps at Baxter Road (CMP Location)*	Caltrans
14	*I-15 NB Ramps at Bundy Canyon Road (CMP Location)*	Caltrans
15	*I-15 NB Ramps at Baxter Road (CMP Location)*	Caltrans
16	*Sellers Road at Bundy Canyon Road*	Wildomar
17	*Monte Vista Drive at Bundy Canyon Road*	Wildomar
18	*Monte Vista Drive at Project Driveway 2 (Future Intersection)*	Wildomar
19	*Monte Vista Drive at Canyon Drive (Future Intersection)*	Wildomar
20	*Monte Vista Drive at Baxter Road*	Wildomar
21	George Avenue at La Estrella Road	Wildomar
22	Iodine Springs Road at La Estrella Road	Wildomar
23	The Farm Road at Bundy Canyon Road	Wildomar
24	Harvest Way West at Bundy Canyon Road	Wildomar
25	Harvest Way East at Bundy Canyon Road	Wildomar
26	Murrieta Road at Scott Road	Menifee

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014.
Note: Italicized Intersection *ID No.s* indicate those intersections provided supplemental Sunday peak hour analyses.

4.2.2.3 Freeway Mainline Segments

Caltrans traffic study guidelines also require that all freeway "mainline" segments be analyzed when more than 100 Project-generated peak hour two-way trips are added to existing and/or future conditions. Table 4.2-2 identifies the six Study Area I-15 freeway mainline segments that meet this criterion, and were analyzed as part of the Project TIA. Freeway mainline segments within the Study Area are also designated CMP facilities.

Table 4.2-2
Freeway Mainline Segment Analysis Locations

ID	I-15 Freeway Mainline Segment
1	SB, north of Bundy Canyon Road
2	SB, between Bundy Canyon Road and Baxter Road
3	SB, south of Baxter Road

Table 4.2-2
Freeway Mainline Segment Analysis Locations

ID	I-15 Freeway Mainline Segment
4	NB, north of Bundy Canyon Road
5	NB, between Bundy Canyon Road and Baxter Road
6	NB, south of Baxter Road

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.) June 10, 2014.

4.2.2.4 Freeway Merge/Diverge Ramp Junctions

The Project TIA also evaluated the Project's potential effects on freeway merge/diverge functions in the Study Area. To these ends, the four Study Area I-15 freeway ramp junctions (listed in Table 4.2-3) were evaluated for both directions of flow. Freeway ramp junctions in the Study Area are also designated CMP facilities.

Table 4.2-3
Freeway Merge/Diverge Ramp Junction Analysis Locations

ID	I-15 Freeway Merge/Diverge Ramp Junctions
1	SB, Off-ramp at Bundy Canyon Road (Diverge)
2	SB, On-ramp at Bundy Canyon Road (Merge)
3	SB, Off-ramp at Baxter Road (Diverge)
4	SB, On-ramp at Baxter Road (Merge)
5	NB, On-ramp at Bundy Canyon Road (Merge)
6	NB, Off-ramp at Bundy Canyon Road (Diverge)
7	NB, On-ramp at Baxter Road (Merge)
8	NB, Off-ramp at Baxter Road (Diverge)

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.) June 10, 2014.

4.2.2.5 Level of Service Descriptors

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.

4.2.2.6 Intersection Capacity Analysis Methodology

LOS descriptions for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM), published by the Transportation Research Board (2000), methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

Tables 4.2-4 and 4.2-5 present LOS descriptors for signalized and unsignalized intersections within the Study Area. Additional detail regarding the Project TIA's assessment of intersection levels of service, including the specifics of modeling performed for intersections under Caltrans jurisdiction is included in the Project TIA (Draft EIR Appendix C, Section 2, "Methodologies").

Table 4.2-4
Signalized Intersection LOS Descriptors

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: *Highway Capacity Manual* (Chapter 16).

Table 4.2-5
Unsignalized Intersection LOS Descriptors

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.	50.01 and up

Source: *Highway Capacity Manual* (Chapter 17).

4.2.2.7 Freeway Ramp Progression Analysis Methodology

The TIA Study Area includes segments of the I-15 Freeway north of Bundy Canyon Road and south of Baxter Road, and also includes the freeway-to-arterial interchanges of the I-15 Freeway ramps at Bundy Canyon Road and Baxter Road. Consistent with Caltrans requirements, the progression of vehicles has been assessed to determine potential queuing issues at the freeway ramp intersections on Bundy Canyon Road at the I-15 Freeway and Baxter Road at the I-15 Freeway. Specifically, the queuing analysis is utilized to identify any queue storage deficiencies, which could result in "spill back" onto the I-15 Freeway mainline from the off-ramps and thereby affect freeway mainline traffic flows.

4.2.2.8 Freeway Mainline Segment Analysis Methodology

Existing Freeway System

The freeway system in the Study Area has been broken into segments defined by freeway-to-arterial interchange locations, from north of Bundy Canyon Road to south of Baxter Road. Pursuant to Caltrans guidelines, vehicle density performance measures (expressed in passenger cars per mile per lane-pc/mi/ln) are used to evaluate freeway mainline segment operations.

The existing number of freeway lanes (freeway geometrics) was obtained through field observations conducted as part of the Project TIA in October 2013. The existing freeway

geometrics were utilized for Existing, Existing-plus-Project, and Opening Year "Without-Project" and "With-Project" scenarios. Additional detail regarding the assessment of freeway mainline operations is included in the Project TIA (Draft EIR Appendix C, Section 2, "Methodologies").

Table 4.2-6 presents Freeway Segment LOS Descriptors and correlating vehicle density ranges.

Table 4.2-6
Freeway Mainline Segment LOS Descriptors

Level of Service	Description	Density Range (pc/mi/ln)[1]
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0 to 11.00
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.01 to 18.00
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.01 to 26.00
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.01 to 35.00
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.01 to 45.00
F	Breakdown in vehicle flow.	>45.00 and up

Source: *Highway Capacity Manual* (Chapter 23).
Note: [1] pc/mi/ln = passenger cars, per mile, per lane.

4.2.2.9 Freeway Merge/Diverge Ramp Junction Analysis Methodology

Similar to the basic freeway segment analysis, the analysis of I-15 ramp junctions uses a measure of effectiveness (reported in passenger cars per mile per lane) that is calculated based on the existing number of travel lanes on the freeway segment, the number of lanes at the on- and off-ramps, and the acceleration/deceleration lengths available at

each merge/diverge point. Table 4.2-7 presents Freeway Merge/Diverge Ramp Junction LOS Descriptors and correlating vehicle density ranges.

Table 4.2-7
Freeway Merge/Diverge LOS Descriptors

LOS	Density Range (pc/mi/ln)[1]
A	≤ 10.0
B	10.0 – 20.0
C	20.0 – 28.0
D	28.0 – 35.0
E	>35.0
F	Demand Exceeds Capacity

Source: *HCM,* Chapter 25.
Note: [1] pc/mi/ln = passenger cars, per mile, per lane.

4.2.2.10 Jurisdictional Definitions for System Capacity

Definitions for system capacities established by the City of Wildomar and other potentially affected jurisdictions are presented below. For intersections and roadway segments outside of the City of Wildomar, this EIR evaluates the Project impact on the LOS conditions adopted by the agency with jurisdiction over the intersection or roadway segment.

City of Wildomar

Intersections not meeting the LOS criteria stated in City of Wildomar General Plan[2] Policy C 2.1 (below) are considered deficient:

> 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

[2] The City of Wildomar has adopted the Riverside County General Plan. Unless otherwise noted, references and citations to the "General Plan" and "General Plan EIR" are to the Riverside County General Plan and Riverside County General Plan EIR as adopted by the City of Wildomar.

> 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. (General Plan EIR, Page 4.16-55).

To determine whether the addition of Project traffic at a Study Area intersection would result in a deficient intersection LOS condition, the City of Wildomar utilizes the following standards:

- A deficiency would occur at a Study Area intersection if the addition of Project trips causes the peak hour level of service of the Study Area intersection to change from acceptable "pre-project" LOS to unacceptable LOS.

- For Study Area intersections already operating at unacceptable LOS, a deficiency would occur if the addition of Project-generated trips increases the pre-Project delay by more than 5.0 seconds.

City of Lake Elsinore

The definition of an intersection deficiency in the City of Lake Elsinore is based on the City of Lake Elsinore General Plan Circulation Element. The City of Lake Elsinore General Plan states that target LOS "D" is to be maintained along City roads (including intersections) wherever possible.

Study Area intersections along Corydon Road and Mission Trail are partially under the jurisdiction of the City of Lake Elsinore. For the purposes of this analysis, a deficiency would occur at these locations if the addition of Project traffic increases the pre-Project delay from an acceptable LOS (LOS "D" or better) to an unacceptable LOS (LOS "E" or "F").

For intersections under the jurisdiction of the City of Lake Elsinore, a deficiency would also occur at a Study Area intersection if the addition of Project-generated trips increases the Pre-project delay by 2.0 seconds or more for intersections currently

operating at LOS E; and by 1.0 second or more for intersections currently operating at LOS F.

City of Menifee

The definition of an intersection deficiency in the City of Menifee is based on the City of Menifee General Plan Circulation Element (Circulation Element). The Circulation Element states: "LOS 'D' is generally considered acceptable at intersections within the City of Menifee." The Circulation Element also identifies certain instances under which LOS "E" is considered acceptable (e.g., in designated Economic Development Corridors which support transit-oriented development and pedestrian communities, or at constrained intersections proximate to I-215).[3]

Per the County of Riverside traffic study guidelines as implemented by the City of Menifee, for intersections currently operating at unacceptable LOS, a deficiency would occur if a project would contribute 50 or more peak hour trips to pre-project traffic conditions.

The only Study Area intersection that is under the jurisdiction of the City of Menifee is the intersection of Murrieta Road at Scott Road (Intersection 26). This intersection is not identified by the Menifee General Plan as being located within an Economic Development Corridor, nor is this intersection proximate to I-215. On this basis, LOS "D" is considered the minimum acceptable LOS for the intersection of Murrieta Road at Scott Road.

At this intersection, a deficiency would occur if the addition of Project traffic changes the pre-Project delay from an acceptable LOS (LOS "D" or better) to an unacceptable LOS (LOS "E" or "F"). If pre-Project LOS at this location is determined to be unacceptable, a deficiency would occur if the Project would contribute 50 or more trips to the intersection.

[3] The City of Menifee. General Plan Circulation Element Reference Material. *Circulation Element Background Document and Definitions,* p. 3. Web. May 28, 2014. <http://www.cityofmenifee.us/index.aspx?NID=211>.

Caltrans

Caltrans District 8 guidelines (excerpted below) were employed in the analysis of Caltrans facilities in the Study Area.

> The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). 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 always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D."

Within these analyses, LOS "D" is also considered to be the limit of acceptable traffic operations for Caltrans-maintained facilities. LOS E and LOS F conditions affecting Caltrans facilities are therefore considered deficient. Construction of improvements that may be necessary to maintain or achieve acceptable LOS D conditions for Caltrans facilities are beyond the control or purview of the Project Applicant or the Lead Agency. The Project Applicant would however pay all requisite fees in support of improvements necessary to maintain or achieve acceptable LOS D conditions for Caltrans facilities.

A summary of the acceptable LOS conditions, based on jurisdiction, for each Study Area intersection is provided in Table 4.2-8.

Table 4.2-8
Acceptable Levels of Service at Study Area Intersections

ID	Intersection Location	Jurisdiction	Acceptable LOS
1	Grand Avenue at Corydon Road	Wildomar / Lake Elsinore	D
2	Palomar Street at Corydon Road	Wildomar / Lake Elsinore	C
3	Palomar Street at Central Avenue	Wildomar	D*
4	Mission Trail at Lemon Street	Wildomar / Lake Elsinore	C
5	Mission Trail at Corydon Road	Wildomar / Lake Elsinore	D
6	Mission Trail at Waite Street	Wildomar	C*
7	Mission Trail at Bundy Canyon Road	Wildomar	D*
8	Orchard Street at Bundy Canyon Road	Wildomar	C*
9	Almond Street at Bundy Canyon Road	Wildomar	C*
10	Orange Street at Bundy Canyon Road	Wildomar	D*
11	Orange Street at Canyon Drive	Wildomar	C*
12	I-15 SB Ramps at Bundy Canyon Road	Caltrans	D
13	I-15 SB Ramps at Baxter Road	Caltrans	D
14	I-15 NB Ramps at Bundy Canyon Road	Caltrans	D
15	I-15 NB Ramps at Baxter Road	Caltrans	D
16	Sellers Road at Bundy Canyon Road	Wildomar	D*
17	Monte Vista Drive at Bundy Canyon Road	Wildomar	D*
18	Monte Vista Drive at Project Driveway 2	Wildomar	C
19	Monte Vista Drive at Canyon Drive	Wildomar	C
20	Monte Vista Drive at Baxter Road	Wildomar	D*
21	George Avenue at La Estrella Road	Wildomar	D*
22	Iodine Springs Road at La Estrella Road	Wildomar	D*
23	The Farm Road at Bundy Canyon Road	Wildomar	C*
24	Harvest Way West at Bundy Canyon Road	Wildomar	C*
25	Harvest Way East at Bundy Canyon Road	Wildomar	C*
26	Murrieta Road at Scott Road	Menifee	D

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.) June 10, 2014.

* Differing acceptable Levels of Service (LOS) for Wildomar intersections are context-based. More specifically, General Plan Policy C 2.1 states that the following levels of service will be maintained: 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.

4.2.3 EXISTING CONDITIONS

4.2.3.1 Overview

The following discussions describe the existing Study Area circulation network within the context of the General Plan Circulation Elements of the cities of Wildomar, Lake Elsinore and Menifee; and describes other transportation modes that exist within, or are available to, the Study Area.

4.2.3.2 Existing Roadway System

The major factors affecting access to the Project site are the location of the site and the efficiency of the roadway system serving the site. Efficiency of access is a function of travel time, convenience, directness, and available capacity of the routes utilized in accessing the development. Key regional and local roadways within the Study Area are summarized below.

Regional Access

Interstate 15 (I-15) is the major regional route that would provide access to the Project site, and is located approximately adjacent to the site's western boundary. I-15 is currently a six-lane freeway in the Project vicinity, traveling through southern Riverside and San Diego counties to the south, and through the Inland Empire and High Desert communities located in Riverside and San Bernardino counties to the north.

Local Access

Bundy Canyon Road is currently a four-lane, east-west arterial adjacent to the Project site's northerly boundary, which has an interchange with I-15 approximately one-quarter mile west of the Project site. It is designated as an Urban Arterial Highway (with a 152-foot right-of-way) in the City of Wildomar's General Plan Circulation Element, with four lanes planned in each direction, and a 14-foot curbed center median. Existing land uses along Bundy Canyon Road in the Project vicinity are commercial and residential, with large undeveloped parcels.

Monte Vista Drive is currently a two-lane, north-south roadway forming the Project site's eastern boundary and connecting Bundy Canyon Road to Baxter Road. It is designated as a Secondary Highway in the City of Wildomar's General Plan Circulation Element, with 64 feet of pavement within 100 feet of right-of-way. It is planned to ultimately have three travel lanes in each direction.

Baxter Road is currently a two-lane, east-west arterial, which has an interchange with I-15 approximately one mile south of the Project site. The City of Wildomar's General Plan Circulation Element designates Baxter Road as a Secondary Highway (with 64 feet of pavement within a 100-foot right-of-way) to the east of I-15, and as an Arterial Highway (with three lanes planned in each direction, and an 18-foot curbed center median in a 152-foot right-of-way) to the west of I-15.

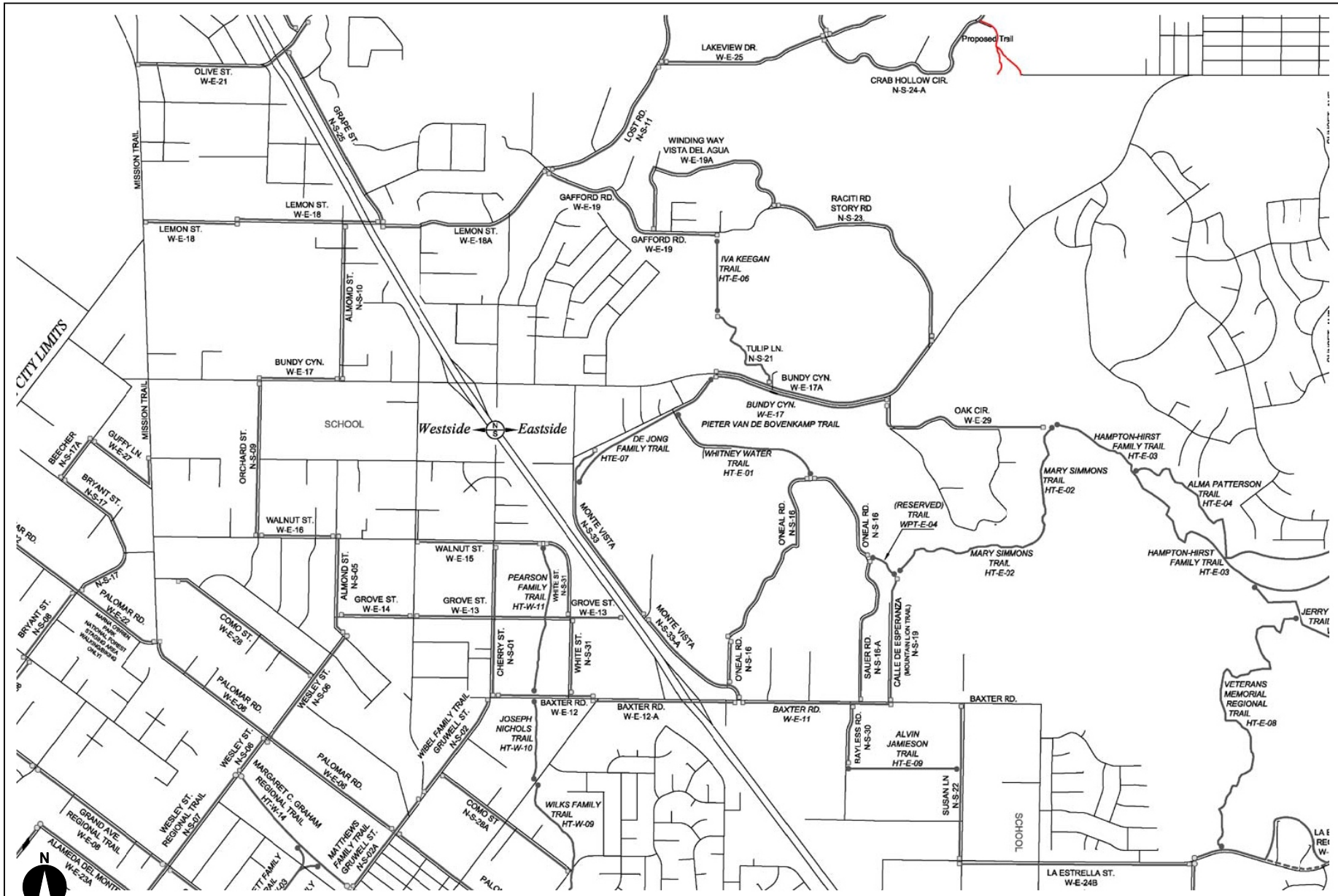
4.2.3.3 Alternative Transportation Modes

Bus Service

Bus transit services are currently provided to the Project area by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near the City of Wildomar. While there is currently no transit service provided to the Project site, transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to enhanced or altered service.

Pedestrian and Bicycle Facilities

As indicated in the following City of Wildomar Regional Community Multi-Use Trail Map (Figure 4.2-2), trails are planned in the vicinity of the Project site, including the Monte Vista trail along Monte Vista Drive to the south, and the De Jong Family trail that follows the length of Valley Vista Circle from just east of Monte Vista Drive to south of Bundy Canyon Road. It is anticipated that the trail system in the Project vicinity will ultimately provide connectivity between area land uses, and allow for access to future transit stops.



Source: Urban Crossroads, Inc.

Figure 4.2-2
Wildomar Trail Map

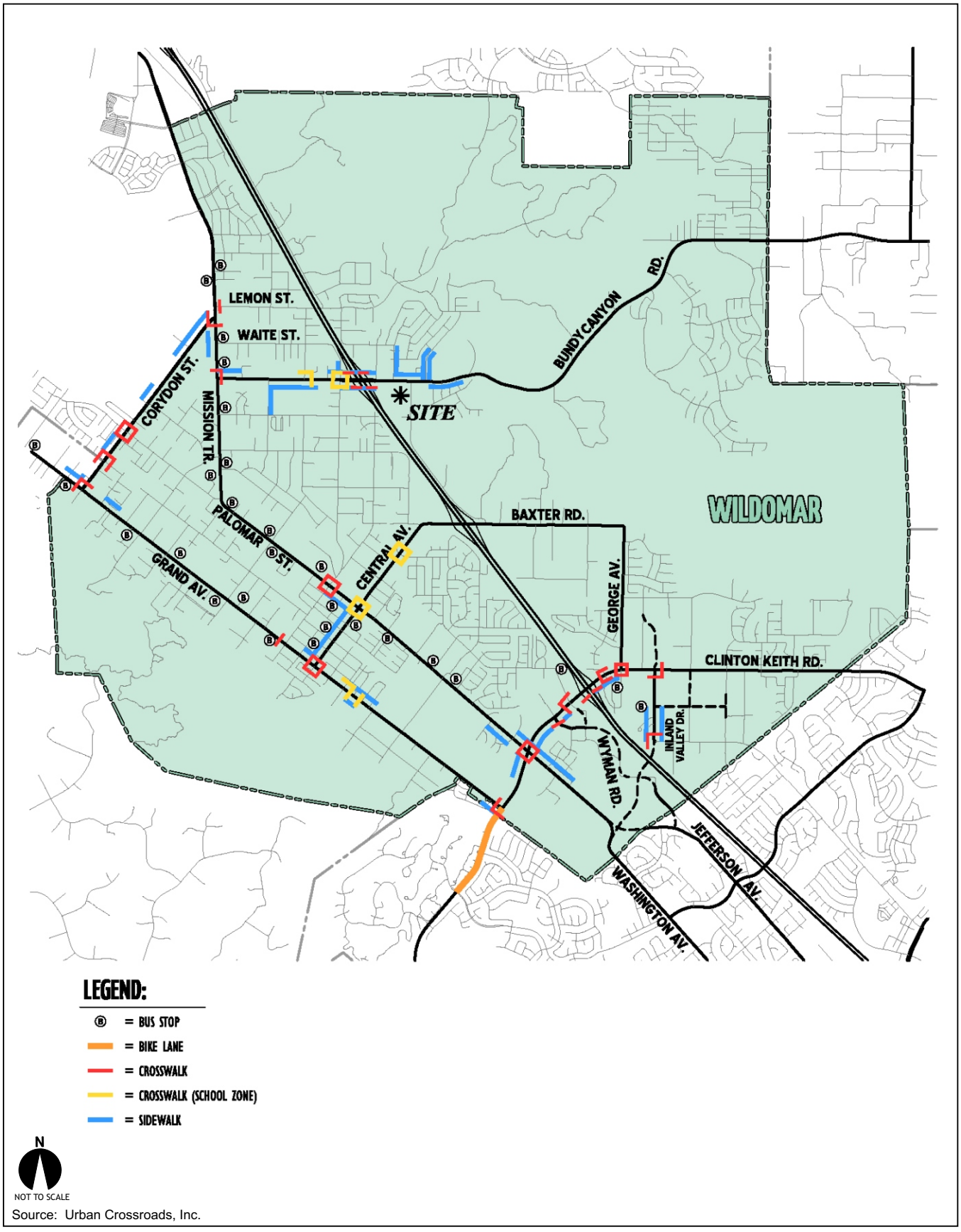
Existing pedestrian facilities in the Project vicinity are illustrated in Figure 4.2-3. Proximate to the Project site, sidewalks currently exist on the north side of Bundy Canyon Road to the east of Sellers Road. Site-adjacent and on-site sidewalks would be constructed by the Project. Concurrent with future development in the area, it is anticipated that a connected system of sidewalks linking area land uses would be realized, allowing for, and facilitating pedestrian access to the Project site and vicinity properties.

4.2.3.4 Existing Traffic Volumes

Existing peak hour traffic volumes within the Study Area were determined by field traffic counts conducted on Tuesday, October 8, 2013 (while schools were in session); and Saturday, October 12, 2013. Pursuant to direction from the City of Wildomar and based on comments received at the EIR Public Scoping Meeting (held on January 27, 2014), additional traffic counts were collected at selected intersections to reflect Sunday peak hour conditions associated with traffic accessing the nearby Cornerstone Community Church. Traffic counts were conducted on Sunday, February 9, 2014.

Weekday morning (AM) peak traffic conditions are represented by traffic counts conducted for the two-hour period between 7:00 and 9:00 a.m. Similarly, weekday evening (PM) peak hour traffic conditions are represented by traffic counts conducted for the two-hour period from 4:00 to 6:00 p.m. Saturday midday peak hour counts were conducted for the two-hour period from 11:30 a.m. to 1:30 p.m., and Sunday 24-hour counts found that the peak hours of traffic were experienced between 9:00 a.m. and 12:00 p.m. (noon). The TIA traffic count data is considered representative of typical peak hour traffic conditions in the Study Area.

Please refer to the Project TIA (EIR Appendix C) for detailed weekday and Saturday traffic count information, and to the Supplemental Traffic Analysis (also included in EIR Appendix C) for detail regarding Sunday traffic counts.



Source: Urban Crossroads, Inc.

Figure 4.2-3
Pedestrian Facilities

4.2.3.5 Existing Conditions Intersection Operations Analysis

Table 4.2-9 summarizes existing intersection LOS deficiencies within the Study Area. As indicated, Study Area intersections operate acceptably during the peak hour periods, with the exception of the following nine intersections:

- Intersection 11, Orange Street at Canyon Drive;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

4.2.3.6 Existing Conditions Freeway Ramp Progression Analysis

A queue length analysis was performed for SB and NB off-ramps at the I-15 Freeway at Bundy Canyon Road and Baxter Road interchanges to assess vehicle queues for the off ramps that may potentially impact peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-15 Freeway mainline. All Study Area freeway ramp queue lengths analyzed under existing conditions would perform acceptably. Please refer also to TIA Table 3-2, and Supplemental Study Table 4.

4.2.3.7 Existing Conditions Freeway Segment Analysis

Existing mainline freeway segment directional volumes for all peak hour periods were analyzed. All Study Area freeway segments analyzed were found to operate acceptably during peak hour periods. Please refer also to TIA Table 3-3, and Supplemental Study Table 5.

4.2.3.8 Existing Conditions Freeway Merge/Diverge Analysis

Freeway ramp merge and diverge operations were also evaluated for existing conditions under all peak hour periods. All merge and diverge areas within the Study Area currently operate acceptably. Please refer also to TIA Table 3-4, and Supplemental Study Table 6.

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Table 4.2-9
Existing Peak Hour Intersection Conditions

ID	Intersection Location	Traffic Control[1]	Delay (in seconds)				Level of Service				Acceptable LOS
			AM	PM	SAT	SUN	AM	PM	SAT	SUN	
11	Orange Street at Canyon Drive	AWS	**28.9**	9.3	9.0	--	**D**	A	A	--	C
13	I-15 SB Ramps at Baxter Road	AWS	**120.3**	18.8	25.7	47.5	**F**	C	D	D	D
15	I-15 NB Ramps at Baxter Road	AWS	16.4	14.2	9.9	**85.1**	C	B	A	**F**	D
16	Sellers Road at Bundy Canyon Road	CSS	**55.1**	**61.4**	28.1	**38.5**	**F**	**F**	D	**E**	D
17	Monte Vista Drive at Bundy Canyon Road	CSS	**56.8**	27.7	14.4	32.5	**F**	D	B	D	D
20	Monte Vista Drive at Baxter Road	CSS	22.4	11.9	11.7	**40.3**	C	B	B	**E**	D
24	Harvest Way West at Bundy Canyon Road	CSS	**61.2**	**29.6**	17.0	--	**F**	**D**	C	--	C
25	Harvest Way East at Bundy Canyon Road	CSS	**28.4**	**25.2**	16.4	--	**D**	**D**	C	--	C
26	Murrieta Road at Scott Road	AWS	**35.7**	34.7	14.6	--	**E**	D	B	--	D

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Bold, shaded text indicates locations with unacceptable levels of service.
TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop

4.2.4 FUTURE TRAFFIC VOLUMES

The following discussions address traffic volumes anticipated to be generated by the Project, and traffic attributable to other growth and development within the Study Area.

4.2.4.1 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 upon 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.

The trip generation rates used in this analysis were obtained from Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012). Specific ITE land use categories and trip generates employed were:

- Free-Standing Discount Superstore (ITE Land Use Code 813) - the proposed Walmart Store; and
- Specialty Retail (ITE Land Use Code 820/826) and Fast-Food with Drive-Through Window restaurant (ITE Land Use Code 934) - the proposed Outparcel 1 uses.

Gross Project trip generation was then adjusted to account for pass-by trips and internal trip capture.

Pass-By Trips

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 often associated with retail uses such as gas stations, convenience stores, and drive-through restaurants.

The Project would include a fast-food with drive-through window restaurant component, and certain trips attracted to the site would therefore be considered pass-by trips. Pass-by trip percentages employed in this analysis were obtained from Tables 5.23

and 5.24 of the *ITE Trip Generation Handbook* (2nd Edition, 2004) for the Shopping Center land use.

As specified by the *ITE Trip Generation Handbook*, a 49 percent pass-by reduction has been applied to the Fast-Food with Drive-Through restaurant trip generation for the weekday morning and Sunday mid-day peak hour periods; and a 50 percent pass-by reduction for has been taken for weekday evening, weekday daily, and Saturday mid-day peak hour periods. No pass-by trip reduction is taken for the Walmart or adjacent specialty stores.

Internal Trip Capture

Internal trip capture account for trips made between on-site uses and can be made either by walking or using internal roadways without using external streets. As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of ten percent was applied to recognize the interactions that would occur between the various complementary land uses. For example, patrons of the free-standing discount superstore may also visit the specialty retail or fast food restaurant without leaving the site. These vehicle trips that are internal to the site are reflected in the ten percent internal trip capture rate noted above.

Table 7.1 of the *ITE Trip Generation Handbook* indicates that the internal capture percentage between retail-to-retail land uses is approximately 29 percent during the weekday mid-day peak hour and approximately 20 percent during the weekday PM peak hour. The ten percent internal capture reduction that was utilized in this analysis is therefore considered a conservative underestimation of internal trip capture that would be realized under the Project. The internal trip capture rate employed in this analysis has been reviewed and approved by City Staff.

Net Project-Related Trips

Based on the Project's ITE trip generation rates, and adjustments for pass-by-trips and internal trip capture, the Project would generate approximately 10,162 net new weekday trips. During the morning peak period (7:00 to 9:00 a.m.), 419 trips (232 inbound and 187 outbound) would be generated; and during the evening peak period (4:00 to 6:00 p.m.), 852 trips (420 inbound and 432 outbound) would be generated.

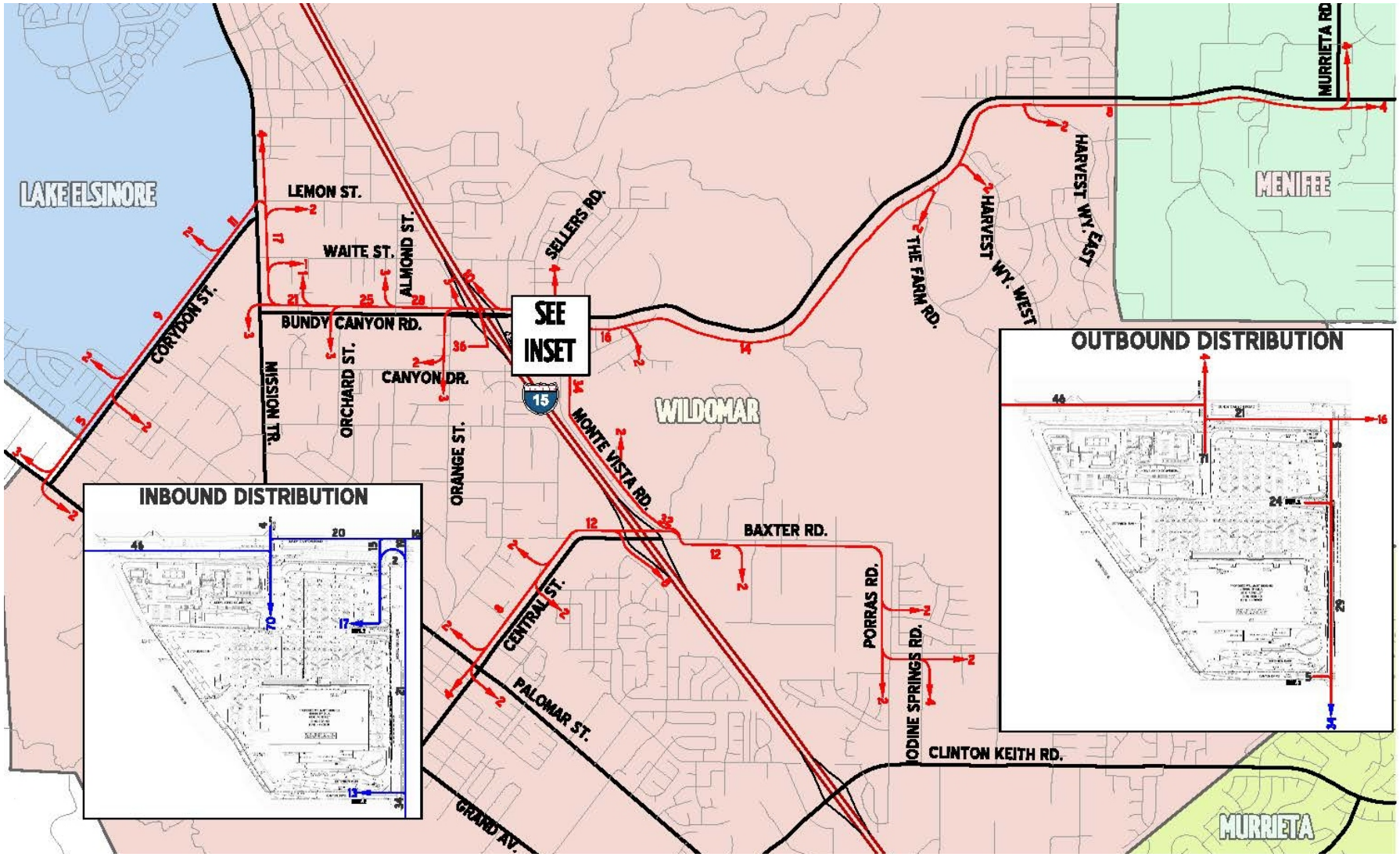
Saturday and Sunday peak hour and daily trip generation rates have also been estimated. During the Saturday midday peak period (11:30 a.m. to 1:30 p.m.), 1,139 trips (572 inbound and 567 outbound) would be generated. During the Sunday peak hour period (9:00 a.m. to 12:00 p.m.), a total of 1,078 trips (543 inbound and 535 outbound) would be generated.

It is noted that while alternative travel modes (e.g., public transit, walking, or bicycling) may diminish the Project's forecasted traffic volumes, the traffic-reducing potentials of alternative travel modes were not considered in the Project trip generation estimates. Project traffic volumes considered in this analysis therefore represent the likely maximum traffic generation and traffic impact condition.

4.2.4.2 Project Trip Distribution

The trip distribution process establishes the directional orientation of traffic approaching and departing the site. Trip distribution is influenced by the location of the site in relation to nearby residential, employment and recreational opportunities, and proximity to the regional freeway system. Based on the trip distribution patterns, peak hour trips were assigned at Study Area intersections. Project trip distribution is illustrated at Figure 4.2-4.

Please refer to the Project TIA (Draft EIR Appendix C, Sections 4.2 through 4.4) for additional details regarding the trip distribution and trip assignment processes.



Source: Urban Crossroads, Inc.

Figure 4.2-4
Trip Distribution

Traffic Growth

Opening Year Traffic Conditions

Opening Year scenario analyses presented in this Section reflect Existing Conditions (2013), plus additional background traffic that would be generated by generalized ambient growth within the region over the next three years (2013 to 2016). The total ambient growth rate used in this analysis is 6.12 percent (compounded growth of 2.0 percent over three years). This growth rate is supported by Riverside County Information Technology GIS staff input to the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2012) which indicates that the population of Western Riverside County is projected to increase by 41% in the period between 2010 and 2035, a compounded rate of approximately 1.38% annually. During the same period, SCAG projects employment in Western Riverside County to increase by 112% or 3.06% compounded annually. The TIA's use of a "midpoint" background growth rate of 2.0 percent annually would therefore appear to adequately approximate the anticipated regional growth in traffic volumes. The TIA's use of a 2.0 percent growth rate is also consistent with SCAG RTP population projections for the City of Wildomar itself, which indicate an approximate 1.99 percent compounded growth rate for the period 2008 through 2035.

Conservatively, the assumed 2.0 percent annual background growth rate reflected in the TIA does not include traffic generated by the Project or traffic generated by other past, present or reasonably foreseeable future development ("related projects") identified in the TIA. The TIA in essence double-counts this traffic as it is already reflected in the aforementioned SCAG growth estimates. The TIA's assumed ambient traffic growth rate of 2.0 percent would therefore to overstate rather than understate potential cumulative traffic impacts.

Ambient background traffic growth was then added to daily and peak hour traffic volumes on Study Area roadways *in addition* to traffic generated by the development of related projects that have been approved but not yet constructed, and/or for which development applications have been filed and are under consideration by governing

agencies. Related projects reflected in this analysis are listed in Table 4.2-10; and locations of related projects are identified in Figure 4.2-5. Only certain of the identified related projects have been approved by the applicable governing agency, and not all of these would be completed prior to the Project's anticipated opening in 2016. Nonetheless, the TIA conservatively assumes that all related projects would be complete, fully occupied, and generating traffic by the Project Opening Year.

Based on the preceding, the growth in traffic and total traffic volumes reflected in the Opening Year Conditions analysis would tend to overstate as opposed to understate the significance of potential cumulative traffic impacts affecting the area circulation system.

Table 4.2-10
Related Projects

ID	Project Name	Land Use Type[1]	Quantity	Units[1]
City of Wildomar				
1	Lennar Residential (TTM 36497)	Single Family Detached Residential	67	DU
2	Lesle Tract Map (TTM 36519)	Single Family Detached Residential	10	DU
3	CV Communities (TTMs 25122, 32078)	Single Family Detached Residential	157	DU
4	CV Communities (TTM 32535)	Single Family Detached Residential	84	DU
5	Rancon Medical & Retail Center (PM 36492)	Business Park	267.450	TSF
		General Office	45.000	TSF
		Medical Office	33.400	TSF
		Shopping Center	17.100	TSF
		Fast Food with Drive-Through	3.000	TSF
6	Cornerstone Church Pre-school Expansion (PUP No. 778)	Pre-School/Day Care	180	STU
7	Elm Street Subdivision (TTM 33840)	Single Family Detached Residential	14	DU
8	Wildomar Walmart	Free-Standing Discount Superstore	200.000	TSF
		Specialty Retail	3.900	TSF
		Fast Food with Drive-Through	3.900	TSF
9	McVicar Residential Project (TTM 32035)	Single Family Detached Residential	49	DU
10	Inland Valley Medical (Case No. 08-0062)	Medical Office	39.000	TSF
11	Auto Zone Retail Center (Case No. 10-0101)	Automobile Parts Sale	29.767	TSF
12	Hoover Ranch Project (TTM 31895)	Single Family Detached Residential	51	DU
13	Westpark Promenade Development (TPM 36122)	Apartments	322	DU
		Shopping Center	86.000	TSF

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Table 4.2-10
Related Projects

ID	Project Name	Land Use Type[1]	Quantity	Units[1]
14	Sienna Apartment Project (Case No. 13-0089)	Apartments	180	DU
15	Baxter Village (Case No. 13-0040)	Single Family Detached Residential	67	DU
		Apartments	204	DU
		Commercial Retail	75.000	TSF
16	Prielipp Residential Development (APN 380-250-023)	Condo/Townhomes	146	DU
		Assisted Living	54	Beds
		Skilled Nursing	32	Beds
17	Sehremelis PAR (TTM 29426)	Single Family Detached Residential	80	DU
18	Spring Meadow Ranch PAR (Case No. 12-0399)	Single Family Detached Residential	1,192	DU
		Community Center Area	5.0	AC
		Open Space	42.0	AC
19	Subway (Case No. 10-0222)	Specialty Retail	10.500	TSF
20	Orange Bundy (TPM 30522)	Retail	79.497	TSF
		Fast Food with Drive-Through	1.500	TSF
		Gas Station with Market	6	VFP
21	Oak Creek Canyon (Case No. 11-0261, TTM 36388)	Single Family Detached Residential	275	DU
		Pharmacy	14.469	TSF
		Gas Station with Market & Car Wash	8	VFP
		Specialty Retail	2.550	TSF
22	Bundy Canyon Plaza (Case No. 08-0179, TPM 32257)	Retail	33.800	TSF
		Fast Food with Drive Through	6.200	TSF
		Gas Station with Market	12	VFP
23	Lennar Homes Andalusia 1 (Case No. 12-0015, TTMs 30839, 30939)	Single Family Detached Residential	55	DU
24	Meritage Homes (Case No. 11-0099, TTM 31499)	Single Family Detached Residential	74	DU
25	Lennar Homes Andalusia 2 (Case No. 12-0401, TTM 31837)	Single Family Detached Residential	44	DU
26	Stable Lanes Retail Center (Case No. 08-0166)	Commercial/Retail	20.894	TSF
		Daycare Facility	9.305	TSF
27	Wildomar Square Retail Center (Case No. 08-0072, PM 36080)	Shopping Center	46.600	TSF
28	Rancon Monte Vista Residential (TTM No. 31409)	Single Family Detached Residential	126	DU
29	Oak Springs Ranch Specific Plan No. 340	Single Family Detached Residential	103	DU
		Apartments	312	DU
City of Murrieta				
30	Bear Creek Residential Development (DP0-011-3032)	Single Family Detached Residential	11	DU

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Table 4.2-10
Related Projects

ID	Project Name	Land Use Type[1]	Quantity	Units[1]
		Residential Condominium/Townhouse	90	DU
31	Space Creations Office and Daycare Facility (DP0-004-220)	Office	17.400	TSF
		Daycare	15.350	TSF
City of Lake Elsinore				
32	Spyglass Ranch	Single Family Residential	523	DU
		Residential Condominium/Townhouse	171	DU
		Shopping Center	145.000	TSF
33	South Shore I (Tract 31593)	Single Family Detached Residential	521	DU
	South Shore II (Tract 32013)	Single Family Detached Residential	400	DU
34	La Strada (Tract 32077)	Single Family Detached Residential	134	DU
35	Tuscany West (Tract 25473)	Single Family Detached Residential	164	DU
36	Marina Village Condos (Tract 33820)	Residential Condominium/Townhouse	94	DU
37	Watersedge	Single Family Detached Residential	170	DU
		Residential Condominium/Townhouse	250	DU
		Apartments	110	DU
		General Office	54.600	TSF
		Hotel	150	RM
		Boat/Watercraft Dealers & Service	50.000	TSF
		Mini-Warehouse (Boat & Watercraft Storage)	76.000	TSF
		Shopping Center	86.600	TSF
	Cottages by the Lake	Residential Condominium/Townhouse	169	DU
38	Tessera	Single Family Detached Residential	90	DU
39	TAG Property	New Car Sales	50.000	TSF
40	City Center Condos	Residential Condominium/Townhouse	144	DU
41	Lake View Villas	Residential Condominium/Townhouse	155	DU
42	Diamond Specific Plan	Residential Condominium/Townhouse	600	DU
		Hotel	150	RM
		General Office	425.000	TSF
		Shopping Center	472.000	TSF
43	The Colony	Apartments	211	DU
	Back Basin Specific Plan and East Lake Specific Plan	Single Family Detached Residential	2,407	DU
		Residential Condominium/Townhouse	324	DU
	John Laing Homes (Phase 2)	Single Family Detached Residential	506	DU
		Residential Condominium/Townhouse	1,141	DU

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Table 4.2-10
Related Projects

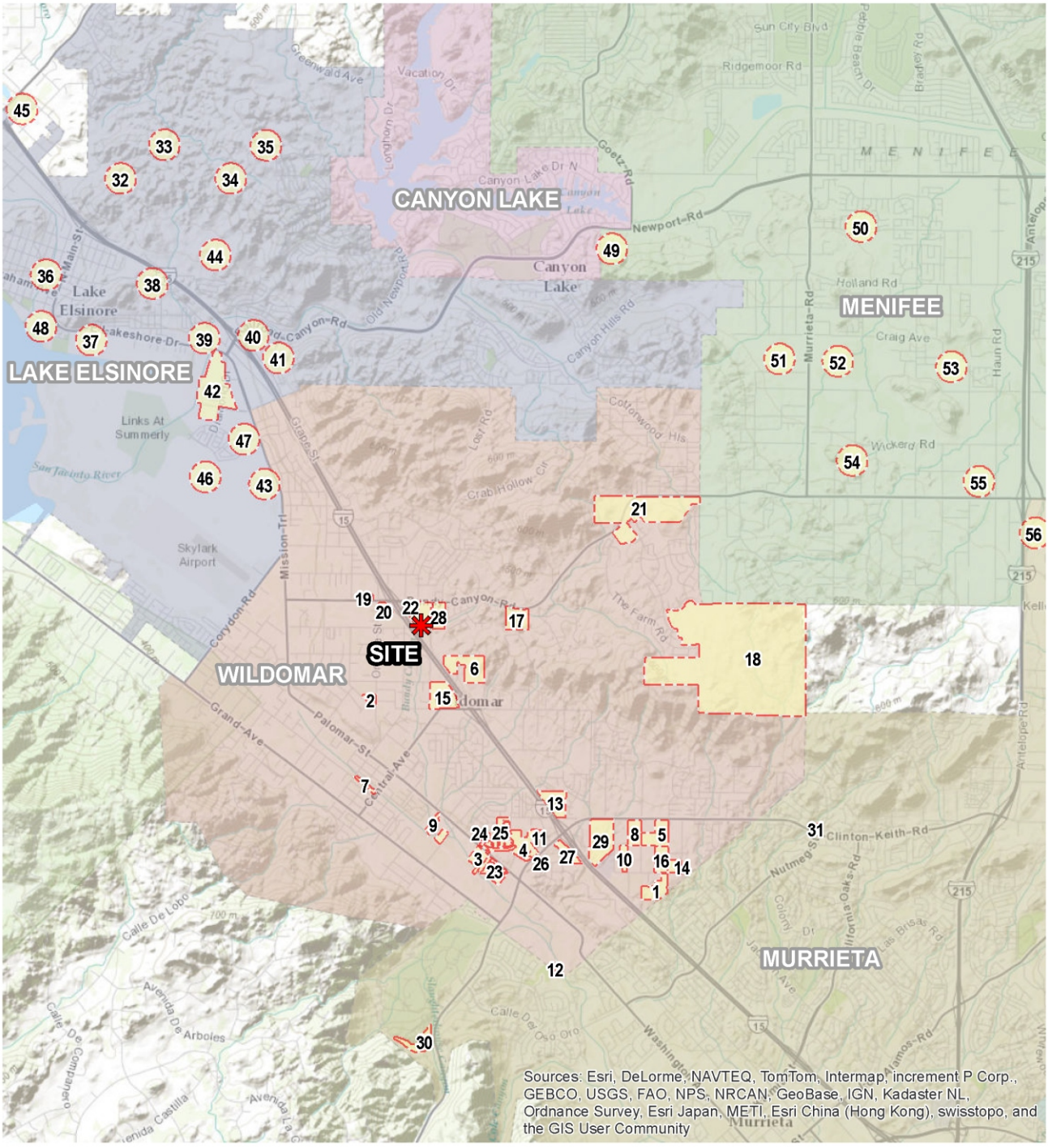
ID	Project Name	Land Use Type[1]	Quantity	Units[1]
		Apartments	308	DU
		Shopping Center	117.000	TSF
44	Gruneto Hills	Single Family Detached Residential	191	DU
45	Lake Elsinore Walmart	Free-Standing Discount Superstore	151.397	TSF
		Specialty Retail	5.300	TSF
		Fast Food without Drive-Through	5.300	TSF
		Fast Food without Drive-Through	6.800	TSF
46	Summerly	Single Family Detached Residential	142	DU
47	Beazer	Single Family Detached Residential	72	DU
	KB Homes	Single Family Detached Residential	106	DU
	McMillin Homes	Single Family Detached Residential	143	DU
	Richmond American	Single Family Detached Residential	74	DU
48	Lakeshore Town Center	Mixed-Use Commercial	237.400	TSF
County of Riverside				
49	Canyon Hills Estates (Tract 34249)	Single Family Detached Residential	302	DU
	Canon Hills (Multiple Tracts)	Single Family Detached Residential	2,700	DU
		Apartments	1,575	DU
	Audie Murphy (Tract 36484)	Single Family Detached Residential	109	DU
	Audie Murphy (Tract 36485)	Single Family Detached Residential	1,003	DU
City of Menifee				
50	TR 28788	Single Family Detached Residential	119	DU
	TR 28789	Single Family Detached Residential	131	DU
	TR 28790	Single Family Detached Residential	110	DU
	TR 28791	Single Family Detached Residential	80	DU
	TR 28792	Single Family Detached Residential	85	DU
	TR 28793	Single Family Detached Residential	77	DU
	TR 28794	Single Family Detached Residential	65	DU
51	TR 29636	Single Family Detached Residential	75	DU
52	TR 30142	Single Family Detached Residential	537	DU
53	TR 30465	Single Family Detached Residential	8	DU
	TR 31724	Single Family Detached Residential	15	DU
	TR 33883	Single Family Detached Residential	51	DU
	PP 18014	Mini Warehouse	191.263	TSF
	TR 31831	Single Family Detached Residential	110	DU
54	TR 31194	Single Family Detached Residential	483	DU

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Table 4.2-10
Related Projects

ID	Project Name	Land Use Type[1]	Quantity	Units[1]
	TR 33511	Single Family Detached Residential	71	DU
55	PP 22279	Discount Club	148.663	TSF
		Home Improvement Superstore	140.760	TSF
		Retail	237.377	TSF
	Menifee Walmart Shopping Center (PP 22674)	Discount Superstore	205.000	TSF
		Auto Care Center	6.680	TSF
		Specialty Retail	13.800	TSF
		Sit-Down Restaurant	6.500	TSF
		Fast Food with Drive Through	6.200	TSF
		Gas Station with Market and Car Wash	16	VFP
	Shops at Scott	Retail	82.000	TSF
		Fast Food with Drive Through	9.000	TSF
	PP 21452 and PP 22280	General Light Industrial	872.347	TSF
	PP 18570	Warehousing	109.935	TSF
	PP 20021	Warehousing	5.600	TSF
	Murrieta Hills	Senior Adult Housing	1,012	DU
56	Antelope Square	Retail	93.250	TSF
		Fast Food with Drive Through	2.000	TSF
		Pharmacy with Drive Through	14.000	TSF
		Gas Station with Market	16	VFP
		Self-Storage	250	Units
	Murrieta Fields II	Single Family Residential	10	DU
	Sepulveda Building	General Light Industrial	2.500	TSF
	Golden City SP	Single Family Residential	502	DU
		Retail	23.340	TSF
	Keller Commercial	Retail	2.875	TSF
	TR 30433	Single Family Residential	498	DU
	TR 32628	Single Family Residential	364	DU
	TR 28206	Single Family Residential	148	DU
	Cantalena	Single Family Residential	353	DU
		Apartments	851	DU

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.) June 10, 2014.
[1] AC = Acres; DU = Dwelling Units; STU = Students; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions.



Legend:
8 Related Project Location (please refer to Table 4.2-21 for additional detail)

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 4.2-5
Related Project Location Map

General Plan Buildout Traffic Conditions

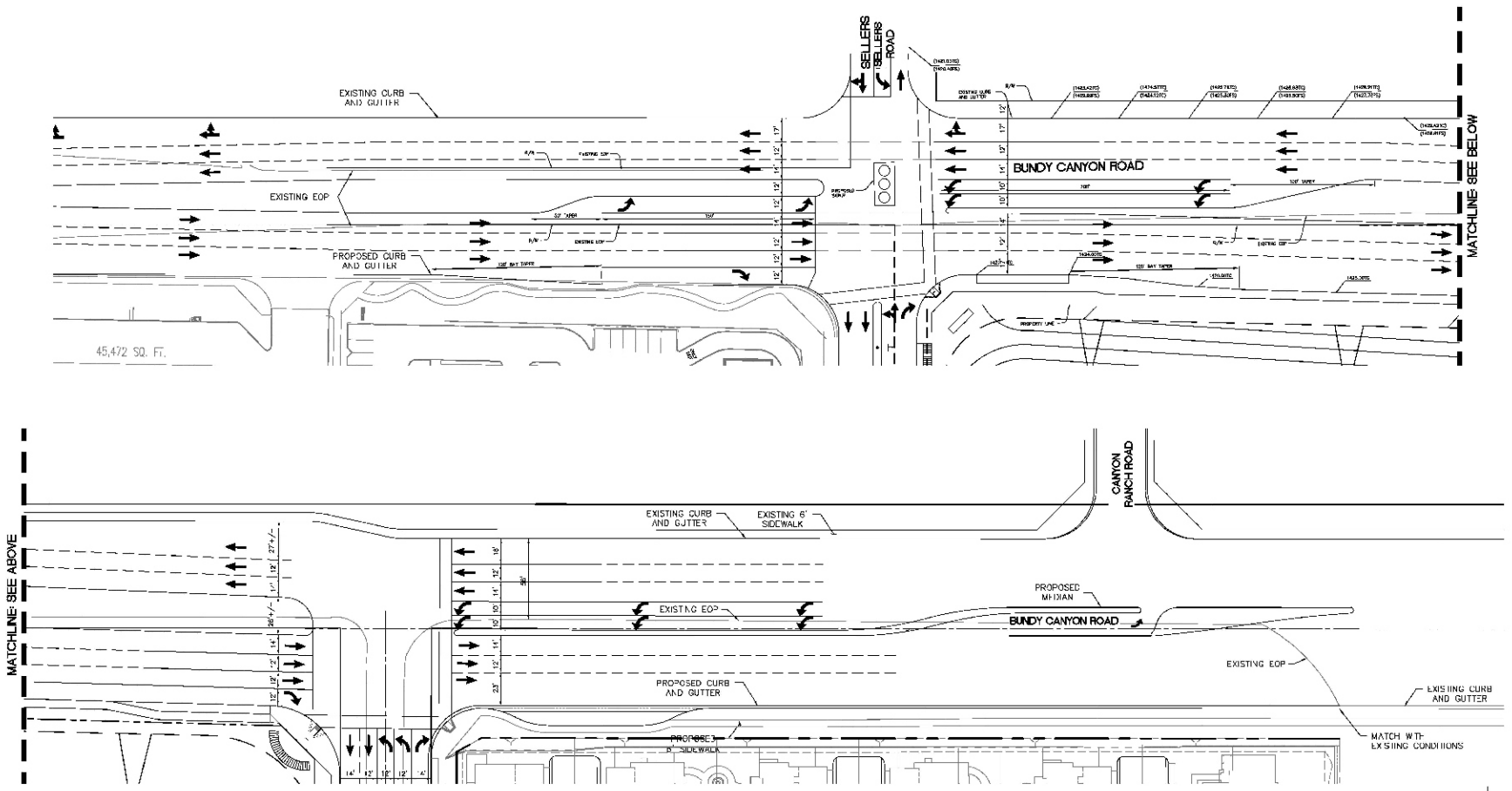
General Plan Buildout traffic conditions represent comprehensive and full development of the City pursuant to the City General Plan. In consultation with the Lead Agency, the Project TIA employed the Riverside Traffic Analysis Model (RivTam) to develop future General Plan Buildout traffic conditions. Please refer to TIA Section 4.10 "General Plan Buildout (Post-2035) Conditions," for further details regarding application of RivTam in the TIA projection of General Plan Buildout Traffic Conditions.

4.2.5 PROJECT IMPROVEMENTS

As discussed in EIR Section 3.0, "Project Description," Project implementation would involve the construction of a number of roadway and intersection improvements occurring on or adjacent to the Project site. Under Existing-plus-Project conditions analyzed in this Section, these improvements would act to avoid or preclude potentially significant impacts to the circulation system in the immediate vicinity of the Project site. These same improvements would, under Opening Year and General Plan Buildout Conditions, act to incrementally reduce cumulative impacts affecting the circulation system in the immediate vicinity of the Project site improvements that would be constructed by the Project are illustrated in Figures 4.2-6 and 4.2-7, and described below.

Bundy Canyon Road Improvements

The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes (compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk.

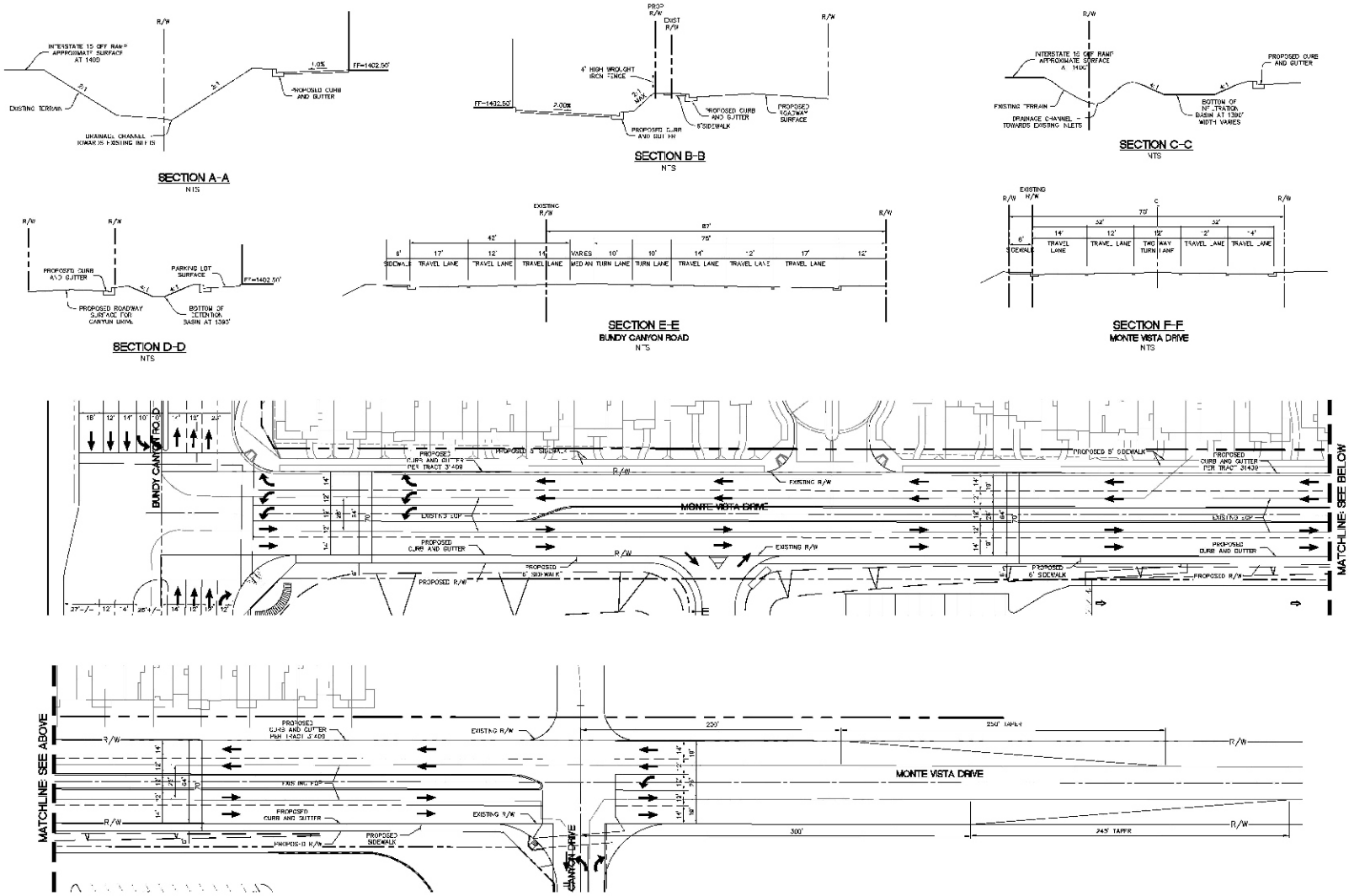


N

NOT TO SCALE

Source: Nasland Engineering

Figure 4.2-6
Bundy Canyon Full Width Improvements



N

NOT TO SCALE

Source: Nasland Engineering

Figure 4.2-7
Monte Vista Full Width Improvements

Monte Vista Drive Improvements

The westerly half of Monte Vista Drive would be constructed at its ultimate half-section width as a Modified Secondary Highway (standard is 100-foot right-of-way/64-foot curb-to-curb, modified to 80-foot right-of-way) between Bundy Canyon Road and Canyon Drive. This configuration would provide two SB through travel lanes (compared to the single SB lane that currently exists in this area); curb and gutter, and a six-foot sidewalk.

Intersection Improvements

In order to ensure safe and efficient traffic movements, the Project includes the installation of traffic signals at the following three intersections:

- Sellers Road at Bundy Canyon Road (Intersection 16);
- Monte Vista Drive at Bundy Canyon Road (Intersection 17); and
- Monte Vista Drive at Canyon Drive (Intersection 19).

The improvements listed above have been designed consistent with current street section and right-of-way standard concepts presented in the City's General Plan Circulation Element. Actual improvements to be constructed within the public right-of-way would be subject to final conditions of approval for the Project, pursuant to all incumbent City of Wildomar traffic engineering and safety standards.

4.2.6 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, traffic and circulation impacts would be considered potentially significant if the Project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

- 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;

- Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Result in inadequate emergency access; or

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

4.2.7 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.2.7.1 Introduction

The following discussions focus on topical issues where it has been determined that the Project may result in potentially significant traffic and circulation impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the EIR Initial Study. Of the CEQA threshold considerations identified above at Section 4.2.6, and as substantiated in the Initial Study (EIR Appendix A), the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further substantively discussed here:

- 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; and

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

All other CEQA topics concerning the Project's potential traffic/transportation impacts are discussed below. Please also refer to Initial Study Checklist Item XVI., "Transportation/Traffic."

4.2.8.2 Impact Considerations

Study Area traffic conditions without and with the Project are summarized within the following discussions, followed by identification of the Project's potential impacts to Study Area transportation/circulation systems and facilities.

Under the CEQA topic: "Potential to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system . . ." potential impacts are identified for Existing, Opening Year and General Plan Buildout Conditions. Sub-topics evaluated under each of these scenarios include:

- Intersection LOS Analysis;
- Freeway Ramp Progression Analysis;
- Mainline Freeway Segment Analysis; and
- Freeway Merge/Diverge Analysis.

Under the CEQA topic: "Conflict with an applicable congestion management program [CMP] but not limited to a level of service standards and travel demand measures. . ." CMP facilities within the Study Area are identified, and potentially significant Project impacts affecting these facilities are summarized. Interstate 15 (I-15) facilities within the Study Area are designated CMP components. Project impacts to these facilities are coincident with analyses of Intersection LOS; Freeway Ramp Progression; Mainline Freeway Segment performance; and Freeway Merge/Diverge operations noted above.

Under the CEQA topics: "Substantially increase hazards to a design feature . . ." and "Result in inadequate emergency access . . ." the analysis presented summarizes Project design and operational concepts that act to avoid hazardous conditions and ensure adequate emergency access.

4.2.8.3 Mitigation Considerations

Mitigation or avoidance of potentially significant transportation/circulation system impacts attributable to the Project would be achieved through Project construction of necessary improvements and Project fee payments that would be assigned to construction of required improvements.

Site-Adjacent Improvements Constructed as Part of the Project

The Project would construct improvements necessary to ensure safe and efficient access and operating conditions along roadways and at intersections adjacent to the Project site. These improvements are incorporated as components of the Project (please refer to EIR Section 3.0, Project Description, Section 3.4.5 Access/Circulation/Parking) and for ease of reference, are listed here:

- Bundy Canyon Road and Monte Vista Drive would be improved consistent with the City roadway section and geometric standards;
- Canyon Drive would be improved to provide one 15' lane in each direction; and
- New traffic signals would be installed at the site's main driveway on Bundy Canyon Drive, as well as at the intersection of Bundy Canyon Road and Monte Vista Drive, and the intersection of Monte Vista Drive and Canyon Drive.

Other Required Improvements Funded by Fee Assessments and Constructed Consistent Pursuant to Capital Improvements Programs and Consistent with Demonstrated Demands

The Project would also pay all requisite fees directed to the completion of other necessary Study Area traffic improvements at locations where Project traffic would contribute to existing or projected circulation system deficiencies. Required Study Area Improvements and associated fee payments are identified for each of the analysis

timeframes (Existing, Opening Year, General Plan Buildout); fees would, however, be assessed and collected in total prior to Project implementation or as otherwise stipulated by the Lead Agency.

Improvements under each of the analysis scenarios (Existing, Opening Year, General Plan Buildout) tier off the preceding scenario(s) e.g., Opening Year improvements reflect improvements required under Existing conditions, plus any additional improvements required to address increased traffic demands under Opening Year conditions; General Plan Buildout improvements reflect improvements required under Existing and opening Year Conditions, plus any additional improvements required to address increased traffic demands under General Plan Buildout conditions. This structure provides the Lead Agency with an estimated scope of required improvements and an approximate timeframe for their implementation. The final configuration and timing for implementation of improvements identified herein is, however, subject to prerogatives and priorities of the City and other affected jurisdictions.

Fee assessment mechanisms and fee programs applicable to the Project would include: "Fair Share" Fees, Riverside County Transportation Uniform Mitigation Fee (TUMF) Program, Riverside County Road and Bridge Benefit District (RBBD), and City of Wildomar Development Impact Fee (DIF) Program. Notwithstanding the Project's full compliance with fee assessments and fee programs noted above, Project payment of fees would not ensure timely completion of required improvements. Within these discussions, potentially significant impacts that are addressed through Project fee payments considered to remain significant and unavoidable pending completion of the required improvements. Traffic/transportation fees that would be assessed of the Project along with a description of fee programs assessment and fee assignment mechanisms are summarized below.

Fair Share Fees

The Project TIA identifies the recommended improvements for each potentially impacted intersection or freeway facility within the Study Area, and compares these with improvements already identified and included in other established fee programs

(i.e. TUMF, RBBD, City of Wildomar DIF). If an impacted facility requires improvements other than, or in addition to, those already identified within a regional or local fee program, the Project would contribute a "fair-share" percentage toward the costs of the recommended improvements. Fair share fees assessed of the Project in this manner would be collected by the City and deposited to a dedicated Capital Improvement Project account, created for the express purpose of constructing the required improvements.

Providing context for and summarizing traffic volumes that would be generated by the Project, Table 4.2-11 identifies Project fair share traffic volumes as a percentage of new traffic volumes that would be generated between Existing and General Plan Buildout Conditions. The Project fair share traffic volumes also provide an indication of the relative effects of the Project in the context of traffic that would be generated by other existing uses and anticipated development. The Project's greatest traffic volume contributions (indicated in **bold**) represent the Project's fair share

Table 4.2-11
Project Fair Share Traffic Volumes

#	Intersection	Existing	Project	General Plan Buildout With Project	Total New Traffic	Project % of New Traffic
2	Palomar St / Corydon Rd					
	AM:	1,360	39	2,461	1,101	3.5%
	PM:	1,338	77	2,629	1,291	6.0%
	Saturday:	1,063	100	2,105	1,042	**9.6%**
3	Palomar St / Central Av					
	AM:	1,826	35	3,763	1,937	1.8%
	PM:	1,542	68	3,529	1,987	3.4%
	Saturday:	1,398	89	2,686	1,288	**6.9%**
6	Mission Tr / Waite St					
	AM:	1,079	77	1,985	906	8.5%
	PM:	1,147	153	2,584	1,437	10.6%
	Saturday:	1,044	203	2,393	1,349	**15.0%**
7	Mission Tr / Bundy Canyon Rd					
	AM:	1,037	90	3,648	2,611	3.4%
	PM:	1,194	178	5,449	4,255	4.2%
	Saturday:	1,082	237	5,019	3,937	**6.0%**

Table 4.2-11
Project Fair Share Traffic Volumes

#	Intersection	Existing	Project	General Plan Buildout With Project	Total New Traffic	Project % of New Traffic
8	Orchard St / Bundy Canyon Rd					
	AM:	719	107	3,070	2,351	4.6%
	PM:	849	211	4,680	3,831	5.5%
	Saturday:	733	281	4,106	3,373	**8.3%**
9	Almond St / Bundy Canyon Rd					
	AM:	998	120	2,718	1,720	7.0%
	PM:	934	238	3,600	2,666	8.9%
	Saturday:	777	315	3,064	2,287	**13.8%**
10	Orange St / Bundy Canyon Rd					
	AM:	1,802	153	4,163	2,361	6.5%
	PM:	1,692	306	5,517	3,825	8.0%
	Saturday:	1,396	405	4,392	2,996	**13.5%**
11	Orange St / Canyon Dr.					
	AM:	1,023	22	1,915	892	2.5%
	PM:	593	42	2,181	1,588	2.6%
	Saturday:	493	56	1,656	1,163	**4.8%**
12	I-15 SB Ramps / Bundy Canyon Rd					
	AM:	2,274	178	4,658	2,384	7.5%
	PM:	2,323	347	6,160	3,837	9.0%
	Saturday:	1,778	460	4,650	2,872	**16.0%**
13	I-15 SB Ramps / Baxter Rd					
	AM:	1,448	66	2,628	1,180	5.6%
	PM:	1,206	137	2,895	1,689	8.1%
	Saturday:	1,031	180	2,085	1,054	**17.1%**
14	I-15 NB Ramps / Bundy Canyon Rd	2,031	197	3,980	1,949	10.1%
	AM:	2,354	390	5,606	3,252	12.0%
	PM:	1,575	516	3,913	2,338	**22.1%**
	Saturday:					
15	I-15 NB Ramps / Baxter Rd					
	AM:	1,046	85	2,332	1,286	6.6%
	PM:	888	170	2,453	1,565	10.9%
	Saturday:	604	225	1,488	884	**25.5%**
16	Sellers Rd / Bundy Canyon Rd					
	AM:	1,421	368	3,553	2,132	17.3%
	PM:	1,631	650	5,162	3,531	18.4%
	Saturday:	1,125	884	4,214	3,089	**28.6%**

Table 4.2-11
Project Fair Share Traffic Volumes

#	Intersection	Existing	Project	General Plan Buildout With Project	Total New Traffic	Project % of New Traffic
17	Monte Vista Dr. / Bundy Canyon Rd					
	AM:	1,543	137	3,568	2,025	6.8%
	PM:	1,567	249	4,886	3,319	7.5%
	Saturday:	1,075	334	3,405	2,330	**14.3%**
20	Monte Vista Dr. / Baxter Rd					
	AM:	786	136	2,384	1,598	8.5%
	PM:	431	272	2,554	2,123	12.8%
	Saturday:	388	360	1,937	1,549	**23.2%**
21	George Av / La Estrella Rd					
	AM:	565	34	1,855	1,290	2.6%
	PM:	293	68	2,456	2,163	3.1%
	Saturday:	294	90	2,125	1,831	**4.9%**
22	Iodine Springs Rd / La Estrella Rd					
	AM:	192	26	877	685	3.8%
	PM:	149	51	1,395	1,246	4.1%
	Saturday:	90	67	769	679	**9.9%**
23	The Farm Rd / Bundy Canyon Rd					
	AM:	1,222	60	2,543	1,321	4.5%
	PM:	1,356	119	3,186	1,830	6.5%
	Saturday:	932	157	2,416	1,484	**10.6%**
24	Harvest Way West / Bundy Canyon Rd					
	AM:	1,133	52	2,414	1,281	4.1%
	PM:	1,264	102	2,969	1,705	6.0%
	Saturday:	854	134	2,192	1,338	**10.0%**
25	Harvest Way East / Bundy Canyon Rd					
	AM:	1,064	43	2,392	1,328	3.2%
	PM:	1,226	85	2,956	1,730	4.9%
	Saturday:	833	112	2,091	1,258	**8.9%**
26	Murrieta Rd / Scott Rd					
	AM:	1,253	34	3,799	2,546	1.3%
	PM:	1,300	68	5,090	3,790	1.8%
	Saturday:	1,028	90	3,672	2,644	**3.4%**

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014.

Riverside County Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program is administered by Western Riverside Council of Governments (WRCOG) based on a regional Nexus Study completed in early 2003 and updated in 2009 to address major changes in right of way acquisition and improvement cost factors. The TUMF Program (Program) identifies a network of backbone and local roadways that are needed to accommodate growth of the region through 2035. The Program was established to ensure that new development contributes equitably to construction of area-serving facilities needed to maintain requisite level of services, and considered critical to regional mobility.

TUMF assessments are imposed on new residential, industrial, and commercial development through application of the TUMF Ordinance, and assessed fees are collected at the building or occupancy permit stage. As of May 2014, the TUMF assessment for new retail/commercial development, such as the proposed Wildomar Walmart Project, is $10.49 per square foot of gross floor area (GFA).[4] At the May 2014 TUMF assessment rates, TUMF paid for the 207,800-square-foot Project would total approximately $2.18 million. TUMF assessments are adjusted on a regular basis to ensure that fees collected keep pace with inflation, and local construction and labor costs. The Project Applicant would pay requisite TUMF assessments at the rate then in effect pursuant to the TUMF Ordinance.

Study Area facilities programmed for improvements through the TUMF Program are listed in TIA Table 9-1, "Summary of Intersection Improvements."

WRCOG has a successful track record funding and overseeing the construction of improvements funded through the TUMF Program. In total, the Program is anticipated to generate nearly $5 billion for construction of transportation projects for Western Riverside County. Project payment of requisite TUMF assessments satisfies its obligations under the TUMF Ordinance. The Project TUMF payments constitute its "fair

[4] TUMF WRCOG. Fee Calculation. *Current TUMF Fee Schedule.* Web. May 28, 2014. <http://www.wrcog.cog.ca.us/uploads/media_items/april-2013-current-fee-schedule.original.pdf

share" toward sustaining the regional transportation system. As noted previously, WRCOG is responsible for administration of the TUMF program, to include assignment of fees toward completion of TUMF-funded improvements within the region.

Riverside County Road and Bridge Benefit District (RBBD)

Similar to other regions within Riverside County, the City of Wildomar is anticipated to experience substantial growth. Extensive area transportation system improvements are necessitated by new development within the region. In particular, Riverside County recognized the impact of this growth when it formed the Riverside County Road and Bridge Benefit District (RBBD) fee program.

The Project lies within Zone A of the Southwest RBBD (Zone A). Zone A is coincident with the City of Wildomar, excluding areas of the City north of Bundy Canyon Road and east of Green Meadow Way. Completed and planned Zone A transportation infrastructure improvements covered by the Southwest RBBD includes:

- Interchange improvements at I-15 Freeway at Clinton Keith Road;
- Interchange improvements at I-215 Freeway at Murrieta Hot Springs Road;
- Widening of Benton Road to two lanes between Highway 79 and Washington Street;
- Widening of Bundy Canyon Road to six lanes between Mission Trail to Sunset Avenue;
- Widening of Clinton Keith Road to six lanes from Menifee Road to Highway 79 with bridge improvements at Warm Springs Creek;
- Widening of Clinton Keith Road to two lanes from the Southwest RBBD Zone "C" boundary to Murrieta City limits;
- Widening of Keller Road to four lanes from Highway 79 to Washington Street;
- Widening of Winchester Road to six lanes between Auld Road to Keller Road, with raised median improvements;
- Bridge improvements on Washington Street at French Valley Stream; and
- Landscaped median improvements to Benton Road between Highway 79 and Washington Street.

As of May 2014, the RBBD fee assessed of new retail/commercial development, such as the proposed Wildomar Walmart Project, is $21,705.00 per net acre.[5] At the May 2014 rate, RBBD fees paid for the approximately 21.96 net acres to be developed by the Project would total an estimated $476,642.00.

City of Wildomar Development Impact Fee (DIF) Program

The City of Wildomar has adopted and implemented a Development Impact Fee (DIF) program. Pursuant to the City DIF program, fees are assessed of new development projects for the purpose of providing facilities necessary to accommodate and support Buildout of the City anticipated under the City General Plan.

Related, the City has prepared an Impact Fee Study Report (*City of Wildomar Impact Fee Study Report* [Colgan Consulting Corporation] *Revised Final Draft,* January 16, 2014, Impact Fee Study Report, Report). Fee structures and fee assignments identified within the Report, are reflected in the adopted City DIF program. The City's DIF program includes funding for transportation/circulation system facilities that are not part of, or which may exceed improvements identified and covered by, the TUMF program. As a result, the pairing of the regional (TUMF) and local (Wildomar DIF) programs would provide a comprehensive funding and implementation plan to ensure an adequate and interconnected regional/local transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities identified in the list of improvements funded by the DIF program.

The timing and use of City DIF program funds is established through the City's Capital Improvement Program (CIP), overseen and periodically updated by the City Public Works Department. With specific regard to use of DIF monies for traffic/circulation system improvements, the City conducts periodic traffic counts, review of traffic

[5] County of Riverside Transportation Department. Southwest Area RBBD Fees. Web. May 28, 2014. <http://rctlma.org/trans/Land-Development/Funding-Programs/Road-and-Bridge-Benefit-District-RBBD/Southwest-RBBD-Fee-Schedule>

accidents, and a review of traffic trends in order to scope and prioritize CIP traffic improvements.

Street and intersection improvements that would be funded though the City DIF program are listed in Impact Fee Study Report, Table 3.1. Certain of the locations and facilities listed in Table 3.1 are coincident with Study Area locations/facilities recommended for improvements in the Project TIA, and City DIF is tentatively identified as a funding source for Project-related improvements at these locations (please refer to TIA Table 9-1). If the DIF-funded facilities tentatively listed in the TIA are ultimately excluded from the DIF program, the Project Applicant would be responsible for, and would be required to pay, fair share fees for improvement of affected facilities.

The Impact Fee Study Report, Table 3.3, "Impact Fees per Unit of Development - Street Improvements," identifies impact fees per unit of development by development type. The impact fee listed for commercial development, such as the proposed Wildomar Walmart Project, is currently $7,213.80 per thousand gross square feet of commercial use. At the current Impact Fee Study Report assessment rate, City of Wildomar DIF paid for the 207,800 square foot Project would total approximately $1.5 million. The Project would be subject to DIF rates in effect at the time of building permit application.

IMPACT STATEMENTS

Potential Impact: ***The Project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.***

Impact Analysis:

EXISTING, OPENING YEAR, AND GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

OVERVIEW

The following discussions summarize traffic conditions within the Study Area reflecting implementation of the Project under Existing conditions, as well as the anticipated Opening Year, and General Plan Buildout scenarios. For each of the considered scenarios, potentially significant traffic impacts (deficient conditions) are identified. Less-than-significant impacts are noted, and mitigation measures are proposed for those impacts determined to be potentially significant impacts.

EXISTING-PLUS-PROJECT TRAFFIC ANALYSIS

The Existing-plus-Project analysis scenario provides an indication of the incremental effects of the Project without the addition of assumed future cumulative traffic growth reflected under the Opening Year and General Plan Buildout Year analysis scenarios. In this manner, instances where Project traffic alone would cause or result in new potentially significant impacts can be identified. Related, the Existing-plus-Project analysis indicates effects of cumulative traffic growth under Opening Year and General Plan Buildout Year analysis scenarios, not attributable to the Project.

The Existing-plus-Project analysis also identifies currently deficient LOS conditions to which the Project would contribute additional traffic. Improvements that would resolve these pre-existing deficiencies are identified. Project driveways and those facilities to be constructed by the Project providing site access are assumed to be in place (e.g., intersection turn lane improvements at Project driveways).

Intersection LOS Analysis, Existing Conditions

Intersections with identified deficiencies under either Existing or Existing-plus-Project conditions are presented in Table 4.2-12. Where the Project would result in or cause potentially significant LOS impacts (deficiencies), applicable deficiency criteria are

noted, and citation to improvements recommended to mitigate potentially significant Project-related impacts is provided. Recommended improvements for each potentially affected intersection are listed subsequent to Table 4.2-12. Site adjacent improvements incorporated in the Project would be constructed as part of the proposed development, or would be otherwise completed prior to the first Certificate of Occupancy, and are therefore not considered mitigation. At other potentially affected locations, the Project would pay all requisite fees (TUMF, RBBD, DIF, and/or Fair Share), acting to offset its proportional impacts.

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Table 4.2-12
Existing and Existing Plus Project Peak Hour Intersection Deficiencies

ID	Intersection Location	Traffic Control	Existing without Project LOS (Delay in Seconds)				Existing with Project LOS (Delay in Seconds)				Jurisdiction-LOS Std.*	Impact Significance/ Remarks	Mitigation Measures
			Weekday		SAT	SUN	Weekday		SAT	SUN			
			AM	PM			AM	PM					
11	Orange St. at Canyon Dr.	AWS	**D (28.9)**	A	A	--	**D (32.2)**	A	A	--	City of Wildomar LOS "C"	Less than Significant/ The "With Project" delay would not exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	N/A
13	I-15 SB Ramps at Baxter Rd.	AWS	**F (120.3)**	C	D	D	**F (136.8)**	C	**E (47.4)**	**E (47.5)**	Caltrans LOS "D"	***Potentially Significant***/ Transition from LOS D w/o Project to LOS E w/ Project (Sat./Sun. peak hours) would exceed Caltrans LOS D Std. The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM peak hour LOS F) affecting Caltrans facilities.	4.2.1
15	I-15 NB Ramps at Baxter Rd.	AWS	C	B	A	**F (85.1)**	C	C	B	**F (174.1)**	Caltrans LOS "D"	***Potentially Significant***/ The Project would contribute 50 or more trips to pre-existing deficient conditions (Sunday peak hour LOS F) affecting Caltrans facilities.	4.2.2

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Table 4.2-12
Existing and Existing Plus Project Peak Hour Intersection Deficiencies

ID	Intersection Location	Traffic Control	Existing without Project LOS (Delay in Seconds)				Existing with Project LOS (Delay in Seconds)				Jurisdiction-LOS Std.*	Impact Significance/ Remarks	Mitigation Measures
			Weekday		SAT	SUN	Weekday		SAT	SUN			
			AM	PM			AM	PM					
16	Sellers Rd. at Bundy Canyon Rd.	CSS	**F (55.1)**	**F (61.4)**	D	**E (38.5)**	**E (76.6)**	C	C	D	*City of Wildomar LOS "D"	***Potentially Significant***/ The "With Project" delay (weekday AM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.3
17	Monte Vista Dr. at Bundy Canyon Rd.	CSS	**F (56.8)**	D	B	D	C	C	C	C	City of Wildomar LOS "D"	Less-than-significant/ Improvements incorporated in the Project would improve existing LOS conditions.	N/A
20	Monte Vista Dr. at Baxter Rd.	CSS	C	B	B	**E (40.3)**	**E (36.8)**	C	C	**F (1291.0)**	City of Wildomar LOS "D"	***Potentially Significant***/ Transition from LOS C w/o Project, to LOS E w/ Project (weekday AM peak hour) would exceed City of Wildomar LOS C Std. The "With Project" delay (Sunday peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.4

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Table 4.2-12
Existing and Existing Plus Project Peak Hour Intersection Deficiencies

ID	Intersection Location	Traffic Control	Existing without Project LOS (Delay in Seconds)				Existing with Project LOS (Delay in Seconds)				Jurisdiction-LOS Std.*	Impact Significance/ Remarks	Mitigation Measures
			Weekday		SAT	SUN	Weekday		SAT	SUN			
			AM	PM			AM	PM					
24	Harvest Way West at Bundy Canyon Rd.	CSS	**F (61.2)**	**D (29.6)**	C	--	**F (79.6)**	**E (36.4)**	C	--	City of Wildomar LOS "C"	***Potentially Significant***/ The "With Project" delay (weekday AM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies The "With Project" delay (weekday PM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.5
25	Harvest Way East at Bundy Canyon Rd.	CSS	**D (28.4)**	**D (25.2)**	C	--	**D (32.9)**	**D (33.6)**	C	--	City of Wildomar LOS "C"	***Potentially Significant***/ The "With Project" delay (weekday PM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.6

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Table 4.2-12
Existing and Existing Plus Project Peak Hour Intersection Deficiencies

ID	Intersection Location	Traffic Control	Existing without Project LOS (Delay in Seconds)				Existing with Project LOS (Delay in Seconds)				Jurisdiction-LOS Std.*	Impact Significance/ Remarks	Mitigation Measures
			Weekday		SAT	SUN	Weekday		SAT	SUN			
			AM	PM			AM	PM					
26	Murrieta Rd. at Scott Rd.	AWS	**E (35.7)**	D	B	--	**E (41.7)**	**F**	C	--	City of Menifee LOS "D"	***Potentially Significant***/ The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM peak hour LOS E) affecting City of Menifee facilities. Transition from LOS D w/o Project, to LOS F w/ Project (weekday PM) would exceed Menifee LOS D Std.	4.2.7

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Notes: Bold, shaded text indicates locations with unacceptable levels of service.
TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop.

*Differing acceptable Levels of Service for Wildomar intersections are context-based. More specifically, General Plan Policy C 2.1 states that the following levels of service will be maintained: 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.

Level of Significance: Potentially Significant. As indicated in Table 4.2-12, under Exiting-plus-Project conditions, Project traffic would result in potentially significant impacts at the following Study Area Intersections:

- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

Mitigation Measures:

4.2.1 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):*

- *Install a traffic signal.*

4.2.2 *Prior the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15):*

- *Install a traffic signal*
- *Construct a second eastbound(EB) through lane;*
- *Construct a second westbound (WB)through lane; and*
- *Construct a WB right-turn lane.*

4.2.3 *At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement:*

- *Restripe the WB right-turn lane as a second through lane.*

This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.

4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):

- *Install a traffic signal; and*
- *Construct an EB left-turn lane.*

4.2.5 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):

- *Install a traffic signal.*

4.2.6 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):

- *Install a traffic signal;*
- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.7 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):

- *Install a traffic signal; and*
- *Construct an EB left-turn lane.*

Site-adjacent improvements required at Intersections 16[6] and 17, Sellers Road/Bundy Canyon Road; and Monte Vista Drive at Bundy Canyon Road respectively, are currently programmed and/or would be constructed by the Project, reducing potential impacts to levels that are less-than-significant. The Project's impacts at the remaining intersections listed above would be mitigated through payment of fees directed toward the

[6] The 2nd westbound through lane required at Sellers Road/Bundy Canyon Road (Intersection 16) is a component of the WRCOG funded TUMF improvement along Bundy Canyon Road between the I-15 Freeway and Sunset Road (Project TIA, page 91.)

completion of required improvements. To these ends, the Project would contribute applicable fees through the City's DIF program, the County's TUMF program, and the Southwest RBBD program. For improvements not included under these funding mechanisms, the Project would pay fair share fees. Fees collected by the City would be deposited to a dedicated Capital Improvement Project account (or accounts), created for the express purpose of constructing the required improvements. As indicated in Table 4.2-13, completion of the improvements listed in Mitigation Measures 4.2.1 through 4.2.7 would achieve acceptable LOS conditions, and Project impacts under Existing-plus-Project conditions would be, on this basis, considered less-than-significant.

Table 4.2-13
Summary of Existing-Plus-Project Conditions,
Without and With Recommended Improvements

ID	Intersection	Traffic Control[1]	Level of Service (Delay) Seconds			
			AM	PM	SAT	SUN
13	**I-15 SB Ramps at Baxter Road**					
	Without improvements	AWS	**F**	C	**E**	**E**
			(120.3)	(25.0)	**(47.4)**	**(47.5)**
	With improvements	AWS	D	B	C	D
			38.6	14.9	26.3	36.0
15	**I-15 NB Ramps at Baxter Road**					
	Without improvements	AWS	C	B	A	F
			16.4	14.2	9.9	174.1
	With improvements	TS	*	*	*	C
						27.3
16	**Sellers Road at Bundy Canyon Road**					
	Without improvements	CSS	**E**	C	C	D
			(76.6)	(33.4)	(33.8)	(36.7)
	With improvements	TS	D	C	C	C
			(35.6)	(31.1)	(32.6)	33.9
20	**Monte Vista Drive at Baxter Road**					
	Without improvements	CSS	**E**	D	B	**F**
			(36.8)	(17.3)	(21.0)	**(1291.0)**
	With improvements	TS	C	B	B	**D**
			20.9	16.5	17.4	**44.4**
24	**Harvest Way West at Bundy Canyon Road**					
	Without improvements	CSS	**F**	**E**	C	--
			(79.6)	**(36.4)**	(20.5)	--
	With improvements	TS	B	B	B	--
			14.9	13.8	12.0	

Table 4.2-13
Summary of Existing-Plus-Project Conditions,
Without and With Recommended Improvements

ID	Intersection	Traffic Control[1]	Level of Service (Delay) Seconds AM	PM	SAT	SUN
25	**Harvest Way East at Bundy Canyon Road**					
	Without improvements	CSS	**D**	**D**	C	--
			(32.9)	**(33.6)**	(18.2)	--
	With improvements	TS	C	C	C	--
			(23.7)	(30.1)	(22.9)	--
26	**Murrieta Road at Scott Road**					
	Without improvements	AWS	**E**	**F**	C	--
			(41.7)	**(45.3)**	(17.0)	--
	With improvements	TS	C	C	B	--
			(23.9)	(20.4)	(17.3)	--

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Notes: Bold, shaded text indicates locations with unacceptable levels of service.
TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop.
* Improvement of intersection 15 is specific to the identified Sunday peak hour LOS deficiency. Already acceptable weekday and Saturday LOS at this location would be further enhanced through implementation of the Sunday peak hour improvements.

Notwithstanding the previous considerations, payment of fees pursuant to Mitigation Measures 4.2.1, 4.2.2, and 4.2.4 through 4.2.7 for the listed improvements at Study Area Intersections 13, 15, 20, 24, 25, and 26 does not ensure their timely completion; and pending completion of the required improvements, impacts at the affected locations are considered significant and unavoidable.

Improvements required to mitigate potentially significant impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through the jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and implementation of required improvements under their control.

Project proportional responsibilities for construction of necessary improvements is addressed through fee payments noted previously. However, depending on jurisdictional improvements priorities and coordination with broader transportation planning objectives, timing of these off-site improvements may or may not coincide with construction and opening of the Project.

Further, within areas that are extra-jurisdictional to the City, or are under shared jurisdictional control, neither the Lead Agency nor the Project Applicant can autonomously construct improvements. Thus, while the physical improvements identified at these extra-jurisdictional or shared-jurisdictional locations may be capable of mitigating potentially significant impacts, these improvements cannot be feasibly implemented or assured by the Project Applicant or the City of Wildomar, nor can their timely completion be assured. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Wildomar does not have an existing agreement with any of these jurisdictions regarding the improvement or timing of improvement of these intersections.

Level of Significance After Mitigation:

- Site-adjacent improvements required at Intersections 16 and 17, Sellers Road/Bundy Canyon Road; and Monte Vista Drive at Bundy Canyon Road respectively, are currently programmed and/or would be constructed by the Project, reducing potential impacts to levels that are less-than-significant.

- Project-related impacts at other Study Area Intersections listed in Table 4.2-13 are addressed through fee payments, directed to the completion of the required improvements (please refer to Mitigation Measures 4.2.1, 4.2.2, and 4.2.4 through 4.2.7). However, as substantiated in the discussions presented above, payment of fees does not ensure timely completion of the required improvements. ***Therefore, pending completion of required improvements, Project-related impacts under Existing-plus-Project conditions are recognized as significant and unavoidable at the following Study Area intersections:***

- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

Freeway Ramp Progression Analysis, Existing-Plus-Project Conditions

Freeway ramp operations were evaluated for all peak hour periods under Existing-plus-Project conditions. All Study Area freeway ramps would experience acceptable queue lengths under Existing-Plus-Project conditions (please refer to TIA Table 5-2, and Supplemental Study Table 4).

Mainline Freeway Segment Analysis, Existing-Plus-Project Conditions

Mainline freeway segment directional volumes for all peak hour periods were analyzed for Existing-plus-Project conditions. All Study Area freeway segments would operate acceptably under Existing-plus-Project Conditions (please refer to TIA Table 5-3, Supplemental Study Table 5).

Freeway Merge/Diverge Analysis, Existing-Plus-Project Conditions

Freeway ramp merge and diverge operations were also evaluated for Existing-plus-Project conditions under all peak hour periods. All Study Area merge and diverge areas would operate at acceptable LOS under Existing-plus-Project Conditions (please refer to TIA Table 5-4, Supplemental Study Table 6).

OPENING YEAR WITHOUT-PROJECT AND WITH-PROJECT TRAFFIC ANALYSIS

Opening Year traffic volumes and levels of service reflect conditions which could be expected based on Project completion and opening in the year 2016. The Opening Year without Project condition reflects existing (2013) traffic volumes, plus additional background traffic that would be generated by generalized ambient growth within the region over the next three years as well as traffic generated by known or probable

related projects (please refer also to the discussion of "Future Traffic Growth") presented in this Section.

Intersection LOS Analysis, Opening Year Conditions

Intersections with identified deficiencies under either Opening Year without Project or Opening Year with Project conditions are presented in Table 4.2-14. These are considered potentially significant cumulative impacts resulting from existing traffic, ambient traffic growth within the region, traffic generated by related projects and traffic generated by the proposed Wildomar Walmart Project.

Where the Project contributions to cumulative LOS deficiencies would be potentially significant, applicable deficiency criteria are noted, and citation to improvements recommended to mitigate these deficiencies is provided. Recommended improvements for each potentially affected intersection are listed subsequent to Table 4.2-14. Site adjacent Improvements incorporated in the Project would be constructed as part of the proposed development, or would be otherwise completed prior to the first Certificate of Occupancy and are therefore not considered mitigation At other potentially affected locations, the Project would pay all requisite fees (TUMF, RBBD, DIF, and/or Fair Share), acting to offset its proportional impacts.

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Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
8	Orchard St. at Bundy Canyon Rd.	CSS	**E (49.7)**	**D (27.8)**	C	--	**F (71.2)**	**D (32.8)**	C	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.8
9	Almond St. at Bundy Canyon Rd.	AWS	**F (74.4)**	C (24.1)	C	--	**F (99.6)**	**E (41.7)**	C	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies. Transition from LOS C w/o Project, to LOS E w/ Project (weekday PM peak hour) would exceed City of Wildomar LOS C Std.	4.2.9
10	Orange St. at Bundy Canyon Rd.	TS	**E (60.3)**	C	C	--	**E (70.6)**	D	D	--	Wildomar LOS "D"	***Potentially Significant/*** The "With Project" delay (weekday AM peak hour) would	4.2.10

Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
												exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	
11	Orange St. at Canyon Dr.	AWS	**F (104.6)**	B	B	--	**F (111.4)**	C	B	--	Wildomar LOS "C"	***Potentially Significant***/ The "With Project" delay (weekday AM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.11
12	I-15 SB Ramps at Bundy Canyon Rd.	TS	**F (135.5)**	**F (80.9)**	D	D (35.4)	**F (157.2)**	**F (111.7)**	**E (77.2)**	**E (72.5)**	Caltrans LOS "D"	***Potentially Significant***/ Transition from LOS D w/o Project to LOS E w/ Project (Sat./Sun. peak hours) would exceed Caltrans LOS D Std. The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM peak hour LOS F) affecting Caltrans facilities.	4.2.12

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Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
13	I-15 SB Ramps at Baxter Rd.	AWS	**F (271.0)**	**F (104.4)**	**F (71.0)**	**E (41.2)**	**F (290.6)**	**F (132.5)**	**F (108.1)**	**F (69.5)**	Caltrans LOS "D"	***Potentially Significant***/ The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM and Sat./Sun. peak hours) affecting Caltrans facilities.	4.2.13
14	I-15 NB Ramps at Bundy Canyon Rd.	TS	**F (84.1)**	C	C	C (34.0)	**F (99.7)**	D	C	**E (74.1)**	Caltrans LOS "D"	***Potentially Significant***/ Transition from LOS C w/o Project to LOS E w/ Project (Sun. peak hour) would exceed Caltrans LOS D Std. The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM peak hour) affecting Caltrans facilities.	4.2.14
15	I-15 NB Ramps at Baxter Rd.	AWS	D	D	B	**F (166.9)**	**E (45.1)**	**F (62.9)**	C	**F (259.4)**	Caltrans LOS "D"	***Potentially Significant***/ Transition from LOS D w/o Project to LOS E/LOS F w/ Project (weekday AM/PM peak hours respectively) would exceed Caltrans LOS D Std.	Same as MM 4.2.2

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Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
												The Project would contribute 50 or more trips to pre-existing deficient conditions (Sunday peak hour) affecting Caltrans facilities.	
16	Sellers Rd. at Bundy Canyon Rd.	CSS	**F***	**F***	**F (2677.0)**	**F (8289.0)**	**F (374.6)**	**E (61.0)**	D (45.1)	**E (55.6)**	Wildomar LOS "D"	***Potentially Significant***/ Project-specific impacts are less-than-significant. In this regard, site-adjacent improvements constructed as part of the Project would act to improve "without Project" LOS deficiencies The Project would however contribute additional traffic to cumulatively significant LOS deficiencies that would persist under weekday AM/PM, and Sunday peak hour conditions.	Same as MM 4.2.3
17	Monte Vista Dr. at Bundy Canyon Rd.	CSS	**F (1775.7)**	**F (1782.9)**	D	**F (706.4)**	**E (73.8)**	D	C	C (26.6)	Wildomar LOS "D"	***Potentially Significant***/ Project-specific impacts are less-than-significant. In this regard, site-adjacent	

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Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
												improvements constructed as part of the Project would act to improve "without Project" LOS deficiencies The Project would however contribute additional traffic to cumulatively significant LOS deficiencies that would persist under weekday AM peak hour conditions.	MM 4.2.15
20	Monte Vista Dr. at Baxter Rd.	CSS	**F (145.9)**	C	C	**F (96.2)**	**F (374.6)**	**F (76.2)**	**F (127.9)**	**F (6495.0)**	Wildomar LOS "D"	***Potentially Significant/*** The "With Project" delay (weekday AM/Sun. peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies. Transition from LOS C w/o Project, to LOS E/LOS F w/ Project (weekday PM/Sat peak hours respectively) would exceed City of Wildomar LOS C Std.	Same as MM 4.2.4

Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
23	The Farm Rd. at Bundy Canyon Rd.	TS	**E (67.3)**	**D (50.2)**	A	--	**F (76.6)**	**F (59.1)**	A	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.16
24	Harvest Way West at Bundy Canyon Rd.	CSS	**F (4505.0)**	**F (5311.0)**	**F (61.8)**	--	**F (5209.0)**	**F (6875.0)**	**F (109.1)**	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM/Sat peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.17
25	Harvest Way East at Bundy Canyon Rd.	CSS	**F (1310.6)**	**F (2678.5)**	C	--	**F (1528.2)**	**F (3595.4)**	C	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM/peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.18

Table 4.2-14
Opening Year (2016) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	Opening Year without Project LOS (Delay in Seconds)				Opening Year with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std. **	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
26	Murrieta Rd. at Scott Rd.	AWS	**F (545.7)**	**F (562.1)**	C	--	**F (556.3)**	**F (581.9)**	D	--	City of Menifee LOS "D"	***Potentially Significant/*** The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM peak hour LOS F) affecting City of Menifee facilities.	4.2.19

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Bold, shaded text indicates locations with unacceptable levels of service.
TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop.
* Delay is theoretically infinite.
** Differing acceptable Levels of Service for Wildomar intersections are context-based. More specifically, General Plan Policy C 2.1 states that the following levels of service will be maintained: 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.

Level of Significance: Potentially Significant. As indicated in Table 4.2-15, under Opening Year with Project conditions, Project traffic would contribute to potentially significant cumulative impacts at the following Study Area Intersections:

- Intersection 8, Orchard Street at Bundy Canyon Road;
- Intersection 9, Almond Street at Bundy Canyon Road;
- Intersection 10, Orange Street at Bundy Canyon Road;
- Intersection 11, Orange Street at Canyon Drive;
- Intersection 12, I-15 SB Ramps at Bundy Canyon Road;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 14, I-15 NB Ramps at Bundy Canyon Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 23, The Farm Road at Bundy Canyon Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

Mitigation Measures:

4.2.8 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):

- *Install a traffic signal; and*
- *Construct a WB left-turn lane.*

4.2.9 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):

- *Install a traffic signal;*

- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.10 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):

- *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.*

4.2.11 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):

- *Install a traffic signal;*
- *Construct a NB left-turn lane;*
- *Construct a NB shared through/right-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.12 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):

- *Construct an EB right-turn lane.*

4.2.13 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions); and*
- *Construct an EB right-turn lane.*

4.2.14 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):

- *Construct a WB right-turn lane.*

4.2.15 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):

- *Construct a 2nd westbound through lane.*

4.2.16 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):

- *Restripe the EB right-turn lane as a shared through/right-turn lane; and*
- *Construct a second WB through lane.*

4.2.17 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB shared through/right-turn lane;*
- *Construct a WB shared through/right-turn lane;*
- *Construct a NB shared through/right-turn lane;*
- *Construct a SB left-turn lane; and*
- *Construct an EB left-turn lane.*

4.2.18 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*

- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB shared through/right-turn lane;*
- *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and*
- *Construct a WB shared through/right-turn lane.*

4.2.19 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):*

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Restripe the SB shared left/right-turn lane as a left-turn lane;*
- *Construct a SB right-turn lane;*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct a second EB through lane; and*
- *Construct a WB shared through/right-turn lane.*

Opening Year with Project conditions (without and with improvements) are summarized in Table 4.2-16. As indicated in Table 4.2-16, for the three intersections listed below, improvements previously identified under mitigation for Existing-plus-Project conditions would be sufficient to support acceptable levels of service under Opening Year with Project conditions. In these instances, previously specified improvements have not been duplicated. These locations, and their applicable mitigation measures, include:

- I-15 NB Ramps at Baxter Road (Study Area Intersection 15, improvements implemented pursuant to Mitigation Measure 4.2.2);
- Sellers Road at Bundy Canyon Road (Study Area Intersection 16, improvements implemented pursuant to Mitigation Measure 4.2.3); and

- Monte Vista Drive at Baxter Road (Study Area Intersection 20, improvements implemented pursuant to Mitigation Measure 4.2.4).

In addition to improvements to be constructed by the Project, the Project would pay requisite fees toward the completion of improvements required to mitigate the potentially significant impacts listed in Table 4.2-14. To these ends, the Project would contribute applicable fees through the City's DIF program, the County's TUMF program, and the Southwest RBBD program. For improvements not included under these funding mechanisms, the Project would pay fair share fees. Fees collected by the City would be deposited to a dedicated Capital Improvement Project account (or accounts), created for the express purpose of constructing the required improvements. As indicated in Table 4.2-15, completion of the improvements identified previously under the Existing Conditions analysis together with additional improvements identified under Mitigation Measures 4.2.8 through 4.2.19 would achieve acceptable LOS conditions, and Project contributions to cumulative impacts under Opening Year with Project conditions would, on this basis, be considered less-than-significant.

Table 4.2-15
Summary of Opening Year With-Project Conditions
Without and With Recommended Improvements

ID	Intersection	Traffic Control[1]	Delay[2] (Seconds)				Level of Service			
			AM	PM	SAT	SUN	AM	PM	SAT	SUN
8	Orchard Street at Bundy Canyon Road									
	Without improvements	CSS	**71.2**	**32.8**	24.9	--	**F**	**D**	C	--
	With improvements	TS	25	19.0	16.2	--	C	B	B	--
9	Almond Street at Bundy Canyon Road									
	Without improvements	AWS	**99.6**	**41.7**	25.7	--	**F**	**E**	C	--
	With improvements	TS	26.2	21.9	21.4	--	C	C	C	--
10	Orange Street at Bundy Canyon Road									
	Without improvements	TS	**70.6**	42.0	37.6	--	**E**	D	D	--
	With improvements	TS	44.4	38.0	34.1	--	D	D	C	--
11	Orange Street at Canyon Drive									
	Without improvements	AWS	**111.4**	15.6	11.6	--	**F**	C	B	--
	With improvements	TS	34.7	19.4	18.5	--	C	B	B	--
12	I-15 SB Ramps at Bundy Canyon Road									
	Without improvements	TS	**157.2**	**111.7**	**77.2**	**72.5**	**F**	**F**	**E**	**E**
	With improvements	TS	33.0	27.5	20.7	18.5	C	C	C	B

Table 4.2-15
Summary of Opening Year With-Project Conditions
Without and With Recommended Improvements

ID	Intersection	Traffic Control[1]	Delay[2] (Seconds)				Level of Service			
			AM	PM	SAT	SUN	AM	PM	SAT	SUN
	I-15 SB Ramps at Baxter Road									
13	Without improvements	AWS	**290.6**	**132.5**	**108.1**	**69.5**	**F**	**F**	**F**	**F**
	With improvements	TS	23.0	14.9	18.7	26.2	C	B	B	C
	I-15 NB Ramps at Bundy Canyon Road									
14	Without Improvements	TS	**99.7**	45.0	30.3	**74.1**	**F**	D	C	**E**
	With Improvements	TS	33.3	26.8	19.6	16.7	C	C	B	B
	I-15 NB Ramps at Baxter Road									
15	Without improvements	AWS	**45.1**	**62.9**	21.4	**--**	**E**	**F**	C	**F**
	With improvements	TS	34.9	29.7	23.4	28.1	C	C	C	C
	Sellers Road at Bundy Canyon Road									
16*	Without improvements	CSS	**374.6**	**61.0**	45.1	**55.6**	**F**	**E**	D	**E**
	With improvements**	TS	41.6	37.2	39.6	40.5	C	C	C	D
	Monte Vista Drive at Bundy Canyon Road									
17*	Without improvements	CSS	**73.8**	36.4	24.4	26.6	**E**	D	C	C
	With improvements*	TS	27.0	32.6	22.8	17.4	C	C	C	B
	Monte Vista Drive at Baxter Road									
20	Without improvements	CSS	**374.6**	**76.2**	**127.9**	**6495.0**	**F**	**F**	**F**	**F**
	With improvements	TS	27.9	29.7	20.0	52.3	C	B	B	D
	The Farm Road at Bundy Canyon Road									
23	Without improvements	TS	**76.6**	**59.1**	9.8	--	**F**	**F**	A	--
	With improvements	TS	9.2	8.3	8.3	--	A	A	A	--
	Harvest Way West at Bundy Canyon Road									
24	Without improvements	CSS	**5209.0**	**6875.0**	**109.1**	--	**F**	**F**	**F**	--
	With improvements	TS	21.3	23.4	19.0	--	C	C	B	--
	Harvest Way East at Bundy Canyon Road									
25	Without improvements	CSS	**1528.2**	**3595.4**	21.9	--	**F**	**F**	C	--
	With improvements	TS	23.7	30.1	22.9	--	C	C	B	--
	Murrieta Road at Scott Road									
26	Without improvements	AWS	**556.3**	**581.9**	27.4	--	**F**	**F**	D	--
	With improvements	TS	21.3	23.4	19.0	--	C	C	B	--

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Bold, shaded text indicates locations with unacceptable levels of service.
TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop.
* Project-specific impacts are less-than-significant. Improved condition reflects completion of all improvements necessary to achieve acceptable LOS under cumulative traffic conditions.
** Improvements included as elements of the Project or would otherwise be constructed prior to issuance of the first Certificate of Occupancy pursuant to Mitigation Measure 4.2.3 would achieve acceptable LOS. No additional mitigation is required.

Level of Significance After Mitigation: Cumulatively Significant and Unavoidable. Notwithstanding the previous considerations, payment of fees does not ensure timely

completion of required improvements; and pending completion of the required improvements, impacts at the affected locations listed in Table 4.2-16 (other than Intersection 16[7]) are considered cumulatively significant and unavoidable under Opening Year with Project Conditions.

Improvements required to mitigate potentially significant cumulative impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and implementation of required improvements under their control.

Project proportional responsibilities for construction of necessary improvements is addressed through fee payments noted previously. However, depending on jurisdictional improvements priorities and coordination with broader transportation planning objectives, timing of these off-site improvements may or may not coincide with construction and opening of the Project.

Further, within areas that are extra-jurisdictional to the City, or are under shared jurisdictional control, neither the Lead Agency nor the Project Applicant can autonomously construct improvements. Thus, while the physical improvements identified at these extra-jurisdictional or shared-jurisdictional locations may be capable of mitigating potentially significant impacts, these improvements cannot be feasibly implemented or assured by the Project Applicant or the City of Wildomar, nor can their timely completion be assured. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Wildomar does

[7] At Intersection 16 (Sellers Road at Bundy Canyon Road) improvements are included as elements of the Project or would otherwise be constructed prior to issuance of the first Certificate of Occupancy pursuant to Mitigation Measure 4.2.3 would achieve acceptable LOS. No additional mitigation is required.

not have an existing agreement with any of these jurisdictions regarding the improvement or timing of improvement of these intersections. ***Therefore, pending completion of required improvements, Project-related impacts under Opening Year with Project conditions are recognized as cumulatively significant and unavoidable at the following Study Area intersections:***

- Intersection 8, Orchard Street at Bundy Canyon Road;
- Intersection 9, Almond Street at Bundy Canyon Road;
- Intersection 10, Orange Street at Bundy Canyon Road;
- Intersection 11, Orange Street at Canyon Drive;
- Intersection 12, I-15 SB Ramps at Bundy Canyon Road;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 14, I-15 NB Ramps at Bundy Canyon Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 23, The Farm Road at Bundy Canyon Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

Freeway Ramp Progression Analysis, Opening Year Conditions

The queue length analysis performed for Opening Year conditions found that under Without-Project and With-Project conditions, there would be no potential freeway ramp queuing issues (please refer to TIA Table 6-2; Supplemental Study Table 7).

Mainline Freeway Segment Analysis, Opening Year Conditions

Opening Year mainline freeway segments for all peak hour periods would operate acceptably during peak hour periods under Without-Project and With-Project conditions (please refer to TIA Table 6-3; Supplemental Study Table 8).

Freeway Merge/Diverge Analysis, Opening Year Conditions

Freeway ramp merge and diverge operations were also evaluated for Opening Year Without-Project and With-Project conditions under all peak hour periods. All Study Area the merge and diverge areas would operate acceptably with the addition of Project-related traffic (please refer to TIA Table 6-3; Supplemental Study Table 9).

GENERAL PLAN BUILDOUT WITHOUT-PROJECT AND WITH-PROJECT TRAFFIC ANALYSIS

General Plan Buildout traffic volumes and levels of service reflect conditions which could be expected based on buildout of the Wildomar General Plan and consistent with the City's recent Housing Element update. The "Without-Project" condition subtracts the Project's traffic volumes.

INTERSECTION LOS ANALYSIS, GENERAL PLAN BUILDOUT CONDITIONS

Intersections with identified deficiencies under either General Plan Buildout without Project or General Plan Buildout with Project conditions are presented in Table 4.2-16. These are considered potentially significant cumulative LOS deficiencies. Where the Project contributions to cumulative LOS deficiencies would be potentially significant, applicable deficiency criteria are noted, and citation to improvements recommended to mitigate these deficiencies is provided; recommended improvements for each potentially affected intersection are listed subsequent to Table 4.2-17. Site adjacent Improvements incorporated in the Project would be constructed as part of the proposed development, or would be otherwise completed prior to the first Certificate of Occupancy and are therefore not considered mitigation At other potentially affected locations, the Project would pay all requisite fees (TUMF, RBBD, DIF, and/or Fair Share), acting to offset its proportional impacts.

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Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
2	Palomar St. at Corydon Rd.	TS	**D (35.9)**	C	C	--	**D (37.4)**	C	C	--	Wildomar/ Lake Elsinore LOS "C"	***Potentially Significant/*** Project-specific impacts are less-than-significant. The Project would however contribute additional traffic to cumulatively significant LOS deficiencies that would persist under weekday AM peak hour conditions.	4.2.20
3	Palomar St. at Central Ave.	TS	**F (95.6)**	**F (90.1)**	**F (82.4)**	--	**F (96.9)**	**F (92.8)**	**F (85.9)**	--	Wildomar LOS "D"	***Potentially Significant/*** Project-specific impacts are less-than-significant. The Project would however contribute additional traffic to cumulatively significant LOS deficiencies that would persist under weekday AM/PM and Saturday peak hour conditions.	4.2.21
6	Mission Trail at Waite St.	CSS	C	**D (26.8)**	**D (26.0)**	--	C	**E (42.5)**	**E (46.0)**	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday PM peak hour/Sat. peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.22

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Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
7	Mission Trail at Bundy Canyon Rd.	TS	**F (232.1)**	**F (543.4)**	**F (437.6)**	--	**F (240.6)**	**F (555.7)**	**F (446.4)**	--	Wildomar LOS "D"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM peak hour/Sat. peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.23
8	Orchard St. at Bundy Canyon Rd.	CSS	**F***	**F***	**F***	--	**F***	**F***	**F***	--	Wildomar LOS "C"	***Potentially Significant/*** -The "With Project" delay (weekday AM/PM, Sat Peak hour peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.24
9	Almond St. at Bundy Canyon Rd.	AWS	**F (141.2)**	**F (308.2)**	**F (137.1)**	--	**F (165.2)**	**F (356.1)**	**F (195.7)**	--	Wildomar LOS "C"	***Potentially Significant/*** -The "With Project" delay (weekday AM/PM peak hour/Sat. peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.25
10	Orange St. at Bundy Canyon Rd.	TS	**F (100.5)**	**F (187.3)**	**F (71.4)**	--	**F (115.3)**	**F (220.5)**	**F (98.8)**	--	Wildomar LOS "D"	***Potentially Significant/*** -The "With Project" delay (weekday AM/PM peak hour/Sat. peak hour) would exceed 5.0	4.2.26

Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
												seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	
11	Orange St. at Canyon Dr.	AWS	**F (203.1)**	**F (290.5)**	**F (107.5)**	--	**F (210.2)**	**F (308.2)**	**F (125.9)**	--	Wildomar LOS "C"	***Potentially Significant***/ -The "With Project" delay (weekday AM/PM peak hour/Sat. peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.27
12	I-15 SB Ramps at Bundy Canyon Rd.	TS	**F (200.5)**	**F (457.0)**	**F (181.6)**	**F (190.6)**	**F (219.4)**	**F (502.4)**	**F (227.5)**	**F (236.5)**	Caltrans LOS "D"	***Potentially Significant***/ -The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM, Saturday, and Sunday peak hour LOS F) affecting Caltrans facilities.	4.2.28
13	I-15 SB Ramps at Baxter Rd.	AWS	**F (465.9)**	**F (402.2)**	**F (210.9)**	**F (69.5)**	**F (482.0)**	**F (435.7)**	**F (242.1)**	**F (136.6)**	Caltrans LOS "D"	***Potentially Significant***/ -The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM, Saturday, and Sunday peak hour LOS F) affecting Caltrans facilities.	4.2.29

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Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
14	I-15 NB Ramps at Bundy Canyon Rd.	TS	**F (153.2)**	**F (229.1)**	**F (145.7)**	**F (158.8)**	**F (166.8)**	**F (291.4)**	**F (203.7)**	**F (213.9)**	Caltrans LOS "D"	***Potentially Significant***/ -The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM, Saturday, and Sunday peak hour LOS F) affecting Caltrans facilities.	4.2.30
15	I-15 NB Ramps at Baxter Rd.	AWS	**F (191.6)**	**F (328.6)**	C	**F (301.6)**	**F (213.7)**	**F (382.1)**	**F (57.2)**	**F (388.6)**	Caltrans LOS "D"	***Potentially Significant***/ - Transition from LOS C w/o Project to /LOS F w/ Project (Sat peak hour)) would exceed Caltrans LOS D Std. The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM peak hours/Sun. peak hour) affecting Caltrans facilities.	Same as MM 4.2.2
16	Sellers Rd. at Bundy Canyon Rd.	CSS	**F***	**F (37936.0)**	**F***	**F (11250.0)**	**F (256.4)**	**F (255.3)**	**F (231.4)**	**F (139.8)**	Wildomar LOS "D"	***Potentially Significant***/ Project-specific impacts are less-than-significant. The Project would however contribute additional traffic to cumulatively significant LOS deficiencies that would persist under weekday AM/PM; Saturday, and Sunday peak hour conditions.	4.2.31

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Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
17	Monte Vista Dr. at Bundy Canyon Rd.	CSS	**F***	**F (247.4)**	**F (5503.0)**	**F (8210.3)**	**F (127.4)**	**F (242.6)**	**F (115.1)**	D	Wildomar LOS "D"	***Potentially Significant/*** Project-specific impacts are less-than-significant. The Project would however contribute additional traffic to cumulatively significant LOS deficiencies that would persist under weekday AM/PM and Saturday peak hour conditions.	4.2.32
20	Monte Vista Dr. at Baxter Rd.	CSS	**F (10367.0)**	**F (373.0)**	**F (133.6)**	**F (683.3)**	**F***	**F (1292.0)**	**F (654.9)**	**F***	Wildomar LOS "D"	***Potentially Significant/*** -The "With Project" delay (weekday AM/PM peak hours and Sat./Sun. peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.33
21	George Ave. at La Estrella Rd.	AWS	**F (115.7)**	**F (309.0)**	**F (205.4)**	--	**F (122.9)**	**F (322.8)**	**F (223.3)**	--	Wildomar LOS "D"	***Potentially Significant/*** -The "With Project" delay (weekday AM/PM peak hours/Sat. peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.34

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Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
22	Iodine Springs Rd. at La Estrella Rd.	CSS	C	**F (380.1)**	C	--	C	**F (472.7)**	C	--	Wildomar LOS "D"	***Potentially Significant/*** The "With Project" delay (weekday PM peak hour) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.35
23	The Farm Rd. at Bundy Canyon Rd.	TS	**F (90.1)**	**F (61.0)**	C	--	**F (99.3)**	**F (70.2)**	**D (35.3)**	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM/Sat peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	4.2.36
24	Harvest Way West at Bundy Canyon Rd.	CSS	**F (4055.0)**	**F (7225.0)**	**F (1438.0)**	--	**F (4551.0)**	**F (9115.0)**	**F (2009.0)**	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM/peak hours) would exceed 5.0 seconds, the City of Wildomar delay criteria for intersections with pre-Project LOS deficiencies.	Same as MM 4.2.17
25	Harvest Way East at Bundy Canyon Rd.	CSS	**F (2581.2)**	**F (4786.0)**	**F (376.4)**	--	**F (2912.7)**	**F (6367.0)**	**F (643.9)**	--	Wildomar LOS "C"	***Potentially Significant/*** The "With Project" delay (weekday AM/PM/peak hours/Sat. Peak hour) would exceed 5.0 seconds, the	4.2.37

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Table 4.2-16
General Plan Buildout (Post-2035) Without Project and With Project Conditions, Intersection Deficiencies

ID	Intersection Location	Traffic Control	General Plan Buildout without Project LOS (Delay in Seconds)				General Plan Buildout with Project LOS (Delay in Seconds)				Jurisdiction -LOS Std.**	Impact Significance/ Remarks	Mitigation Measures
			AM	PM	SAT	SUN	AM	PM	SAT	SUN			
												City of Menifee delay criteria for intersections with pre-Project LOS deficiencies.	
26	Murrieta Rd. at Scott Rd.	AWS	**F (763.5)**	**F (1234.2)**	**F (861.8)**	--	**F (774.0)**	**F (1252.7)**	**F (881.6)**	--	City of Menifee LOS "D"	***Potentially Significant/*** The Project would contribute 50 or more trips to pre-existing deficient conditions (weekday AM/PM, and Saturday peak hour LOS F) affecting City of Menifee facilities.	4.2.38

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Bold, shaded text indicates locations with unacceptable levels of service.
TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop.
* Delay is theoretically infinite.
** Differing acceptable Levels of Service for Wildomar intersections are context-based. More specifically, General Plan Policy C 2.1 states that the following levels of service will be maintained: 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.

Level of Significance: Potentially Significant. As indicated in Table 4.2-16, under General Plan Buildout with Project conditions, Project traffic would contribute to potentially significant cumulative impacts at the following Study Area Intersections:

- Intersection 2, Palomar Street at Corydon Road;
- Intersection 3, Palomar Street at Central Avenue;
- Intersection 6, Mission Trail at Waite Street;
- Intersection 7, Mission Trail at Bundy Canyon Road;
- Intersection 8, Orchard Street at Bundy Canyon Road;
- Intersection 9, Almond Street at Bundy Canyon Road;
- Intersection 10, Orange Street at Bundy Canyon Road;
- Intersection 11, Orange Street at Canyon Drive;
- Intersection 12, I-15 SB Ramps at Bundy Canyon Road;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 14, I-15 NB Ramps at Bundy Canyon Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 21, George Avenue at La Estrella Road;
- Intersection 22, Iodine Springs Road at La Estrella Road;
- Intersection 23, The Farm Road at Bundy Canyon Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

Mitigation Measures:

4.2.20 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2):

- *Construct an EB shared through/right-turn lane.*

4.2.21 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3):

- *Construct a second NB through lane;*
- *Construct a second SB through lane;*
- *Construct a second WB through lane; and*
- *Construct a NB right-turn lane.*

4.2.22 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6):

- *Install a traffic signal.*

4.2.23 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7):

- *Construct a NB right-turn lane with overlap phasing;*
- *Construct an EB left-turn lane;*
- *Construct an EB right-turn lane;*
- *Construct a WB left-turn lane;*
- *Construct a second and third EB through lane; and*
- *Construct a second WB through lane.*

4.2.24 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):

- *Install a traffic signal (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a NB left-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct an EB left-turn lane;*

- *Construct a second and third EB through lane; and*
- *Construct a second and third WB through lane.*

4.2.25 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):

- *Install a traffic signal (same improvement required under Opening Year conditions);*
- *Construct an EB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a NB left-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.26 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):

- *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a SB left-turn lane;*
- *Construct a second WB left-turn lane;*
- *Construct a third EB through lane; and*
  Construct a second and third WB through lane.

4.2.27 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):

- *Install a traffic signal (same improvement required under Opening Year conditions);*
- *Construct a NB left-turn lane (same improvement required under Opening Year conditions);*

- *Construct a SB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct an EB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a NB right-turn lane;*
- *Construct a SB right-turn lane with overlap phasing;*
- *Construct a WB right-turn lane with overlap phasing;*
- *Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and*
- *Construct a second SB through lane.*

4.2.28 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):

- *Construct an EB right-turn lane (same improvement required under Opening Year conditions); and*
- *Construct a second WB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.29 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a second EB through lane; and*
- *Construct a second WB through lane.*

4.2.30 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):

- *Construct a WB right-turn lane (same improvement required under Opening Year conditions); and*
- *Construct a second EB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.31 The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction:

- *Restripe the WB right-turn lane as a second through lane.*

This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions).

Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16):

- *Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.*

4.2.32 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):

- *Construct a second WB through lane (same improvement required under Existing-plus-Project conditions);*
- *Construct a third WB through lane;*
- *Construct a NB shared left/right-turn lane; and*
- *Construct a second WB left-turn lane.*

4.2.33 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct a SB left-turn lane striped as a shared left/right-turn lane;*
- *Construct a SB de facto right-turn lane striped as a dedicated right-turn lane;*
- *Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and*
- *Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.*

4.2.34 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21):

- *Install a traffic signal;*
- *Construct an EB left-turn lane;*
- *Construct a second EB through lane;*
- *Construct a WB left-turn lane; and*
- *Construct a second WB through lane.*

4.2.35 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22):

- *Install a traffic signal;*
- *Construct a NB left-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.36 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):

- *Restripe the EB right-turn lane as a shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a second WB through lane (same improvement required under Opening Year conditions); and*
- *Construct a third EB through lane.*

4.2.37 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and*
- *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.38 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions);*

- *Construct a SB right-turn lane (same improvement required under Opening Year conditions);*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions);*
- *Construct a second EB left-turn lane;*
- *Construct a WB right-turn lane;*
- *Construct a second EB through lane (same improvement required under Opening Year conditions);*
- *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

In addition to improvements to be constructed by the Project, the Project would pay requisite fees toward the completion of improvements required to mitigate the potentially significant cumulative impacts listed in previous Table 4.2-16. To these ends, the Project would contribute applicable fees through the City's DIF program, the County's TUMF program, and the Southwest RBBD program. For improvements not included under these funding mechanisms, the Project would pay fair share fees. Fees collected by the City will be deposited to a dedicated Capital Improvement Project account (or accounts), created for the express purpose of constructing the required improvements.

General Plan Buildout with Project conditions (without and with improvements) are summarized in Table 4.2-17. As indicated in Table 4.2-17, completion of the improvements identified previously under the Existing Conditions and Opening Year analysis together with additional improvements identified under Mitigation Measures 4.2.20 through 4.2.38 would achieve acceptable LOS conditions, and Project contributions to cumulative impacts under General Plan Buildout with Project conditions would, on this basis, be considered less-than-significant.

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Table 4.2-17
Summary of General Plan Buildout Intersection LOS With-Project Conditions, Without and With Recommended Improvements

ID	Intersection	Traffic Control[1]	Delay[2] (Seconds)				Level of Service			
			AM	PM	SAT	SUN	AM	PM	SAT	SUN
	Palomar Street at Corydon Road									
2*	Without improvements	TS	**37.4**	28.3	26.2	--	**D**	C	C	--
	With improvements	TS	23.4	24.1	22.2	--	C	C	C	--
	Palomar Street at Central Avenue									
3*	Without improvements	TS	**96.9**	**92.8**	**85.9**	--	**F**	**F**	**F**	--
	With improvements	TS	47.2	45.8	46.3	--	D	D	D	--
	Mission Trail at Waite Street									
6	Without improvements	CSS	19.5	**42.5**	**46.0**	--	C	**E**	**E**	--
	With improvements	TS	13.9	15.2	14.7	--	B	B	B	--
	Mission Trail at Bundy Canyon Road									
7	Without improvements	TS	**240.6**	**555.7**	**446.4**	--	**F**	**F**	**F**	--
	With improvements	TS	32.8	53.0	40.7	--	C	D	D	--
	Orchard Street at Bundy Canyon Road									
8	Without improvements	CSS	**	**	**	--	**F**	**F**	**F**	--
	With improvements	TS	26.7	34.4	27.8	--	C	C	C	--
	Almond Street at Bundy Canyon Road									
9	Without improvements	AWS	**165.2**	**356.1**	**195.7**	--	**F**	**F**	**F**	--
	With improvements	TS	23.7	24.3	21.7	--	C	C	C	--
	Orange Street at Bundy Canyon Road									
10	Without improvements	TS	**115.3**	**220.5**	**98.8**	--	**F**	**F**	**F**	--
	With improvements	TS	30.4	45.1	28.5	--	C	D	C	--
	Orange Street at Canyon Drive									
11	Without improvements	AWS	**210.2**	**308.2**	**125.9**	--	**F**	**F**	**F**	--
	With improvements	TS	34.9	31.7	27.7	--	C	C	C	--
	I-15 SB Ramps at Bundy Canyon Road									
12	Without improvements	TS	**219.4**	**503.4**	**227.5**	**236.5**	**F**	**F**	**F**	**F**
	With improvements	TS	30.1	37.8	26.6	19.0	C	D	C	B
	I-15 SB Ramps at Baxter Road									
13	Without improvements	AWS	**482.0**	**435.7**	**242.1**	**171.1**	**F**	**F**	**F**	**F**
	With improvements	TS	32.8	19.7	21.1	22.3	C	B	C	C
	I-15 NB Ramps at Bundy Canyon Road									
14	Without Improvements	TS	**166.8**	**291.4**	**203.7**	**213.9**	**F**	**F**	**F**	**F**
	With Improvements	TS	27.2	36.1	23.5	20.9	C	D	C	C
	I-15 NB Ramps at Baxter Road									
15	Without improvements	AWS	**213.7**	**382.1**	**57.2**	**388.6**	**F**	**F**	**F**	**F**
	With improvements	TS	26.8	38.1	23.7	28.2	C	D	C	C
	Sellers Road at Bundy Canyon Road									
16*	Without improvements	CSS/TS	**256.4**	**255.3**	**231.4**	**139.8**	**F**	**F**	**F**	**F**
	With improvements	TS	35.9	44.5	46.1	46.6	D	D	D	D
17*	Monte Vista Drive at Bundy Canyon Road									
	Without improvements	CSS/TS	**127.4**	**242.6**	**115.1**	49.7	**F**	**F**	**F**	D

Table 4.2-17
Summary of General Plan Buildout Intersection LOS With-Project Conditions, Without and With Recommended Improvements

ID	Intersection	Traffic Control[1]	Delay[2] (Seconds)				Level of Service			
			AM	PM	SAT	SUN	AM	PM	SAT	SUN
	With improvements	TS	23.8	29.2	22.4	23.0	C	C	C	C
	Monte Vista Drive at Baxter Road									
20	Without improvements	CSS	****	**1292.0**	**654.9**	****	**F**	**F**	**F**	**F**
	With improvements	TS	42.6	38.3	22.0	44.2	D	D	C	D
	George Avenue at La Estrella Road									
21	Without improvements	AWS	**122.9**	**322.8**	**223.3**	--	**F**	**F**	**F**	--
	With improvements	TS	37.1	43.2	35.3	--	D	D	D	--
	Iodine Springs Road at La Estrella Road									
22	Without improvements	CSS	24.3	**472.7**	19.8	--	C	**F**	C	--
	With improvements	TS	19.5	25.2	18.1	--	B	C	B	--
	The Farm Road at Bundy Canyon Road									
23	Without improvements	TS	**99.3**	**70.2**	**35.3**	--	**F**	**F**	**D**	--
	With improvements	TS	11.3	12.6	12.1	--	B	B	B	--
	Harvest Way West at Bundy Canyon Road									
24	Without improvements	CSS	**4551.0**	**9115.0**	**2009.0**	--	**F**	**F**	**F**	--
	With improvements	TS	22.4	24.2	21.3	--	C	C	C	--
	Harvest Way East at Bundy Canyon Road									
25	Without improvements	CSS	**2912.7**	**6367.0**	**643.9**	--	**F**	**F**	**F**	--
	With improvements	TS	23.9	25.2	23.0	--	C	C	C	--
	Murrieta Road at Scott Road									
26	Without improvements	AWS	**774.0**	**1252.7**	**881.6**	--	**F**	**F**	**F**	--
	With improvements	TS	27.3	41.8	36.2	--	C	D	D	--

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Bold, shaded text indicates locations with unacceptable levels of service.
[1] TS = Traffic Signal; CSS = Cross-street stop; AWS = All-way stop.
* Project-specific impacts are less-than-significant. Improved condition reflects completion of all improvements necessary to achieve acceptable LOS under cumulative traffic conditions.

Level of Significance After Mitigation: Cumulatively Significant and Unavoidable. Notwithstanding the previous considerations, payment of fees does not ensure timely completion of required improvements; and pending completion of the required improvements, impacts at the affected locations are considered cumulatively significant and unavoidable.

Improvements required to mitigate potentially significant cumulative impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through the jurisdictional capital improvements programs. In these regards,

the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and implementation of required improvements under their control.

Project proportional responsibilities for construction of necessary improvements is addressed through fee payments noted previously. However, depending on jurisdictional improvements priorities and coordination with broader transportation planning objectives, timing of these off-site improvements may or may not coincide with construction and opening of the Project.

Further, within areas that are extra-jurisdictional to the City, or are under shared jurisdictional control, neither the Lead Agency nor the Project Applicant can autonomously construct improvements. Thus, while the physical improvements identified at these extra-jurisdictional or shared-jurisdictional locations may be capable of mitigating potentially significant impacts, these improvements cannot be feasibly implemented or assured by the Project Applicant or the City of Wildomar, nor can their timely completion be assured. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Wildomar does not have an existing agreement with any of these jurisdictions regarding the improvement or timing of improvement of these intersections. ***Therefore, pending completion of required improvements, Project impacts under General Plan Buildout with Project conditions are recognized as cumulatively significant and unavoidable at the following Study Area intersections:***

- Intersection 2, Palomar Street at Corydon Road;
- Intersection 3, Palomar Street at Central Avenue;
- Intersection 6, Mission Trail at Waite Street;
- Intersection 7, Mission Trail at Bundy Canyon Road;
- Intersection 8, Orchard Street at Bundy Canyon Road;
- Intersection 9, Almond Street at Bundy Canyon Road;

- Intersection 10, Orange Street at Bundy Canyon Road;
- Intersection 11, Orange Street at Canyon Drive;
- Intersection 12, I-15 SB Ramps at Bundy Canyon Road;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 14, I-15 NB Ramps at Bundy Canyon Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 21, George Avenue at La Estrella Road;
- Intersection 22, Iodine Springs Road at La Estrella Road;
- Intersection 23, The Farm Road at Bundy Canyon Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

FREEWAY RAMP PROGRESSION ANALYSIS, GENERAL PLAN BUILDOUT CONDITIONS

The queue length analysis performed for General Plan Buildout conditions found that at the following location, potential ramp queues would exceed the ramp length and resulting in a potential for periodic spill back onto I-15 mainline segments.

- I-15 SB Off-Ramp at Baxter Road (SB shared left-turn, through, right-turn exceeds storage pocket length during weekday morning peak hour period).

This impact would occur with or without the addition of Project traffic, as seen in Table 4.2-18. All other freeway ramps within the Study Area would operate acceptably and would not experience unacceptable queue lengths.

Table 4.2-18
General Plan Buildout Without Project and With Project
Off-Ramp Queue Length Summary

Intersection/Movement[1]	Stacking Distance	95th Percentile Stacking Distance Required (feet)				Acceptable?[2]			
		AM	PM	SAT	SUN	AM	PM	SAT	SUN
WITHOUT PROJECT									
I-15 SB Off-Ramp at Baxter Road									
SBL/T/R	1,165	**1,375**	180	135	60	**No**	Yes	Yes	Yes
WITH PROJECT									
I-15 SB Off-Ramp at Baxter Road									
SBL/T/R	1,165	**1,407**	212	143	66	**No**	Yes	Yes	Yes

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Report (*Urban Crossroads, Inc.) June 10, 2014.

Bold, shaded text indicates locations with unacceptable levels of service.

[1] SBL = southbound left-turn; SBT/R = southbound through/right-turn; NBL = northbound left-turn; NBT/R = northbound through/right-turn; SBL/T/R = southbound left-turn/through/right-turn; NBL/T/R = northbound left-turn/through/right-turn.

[2] Stacking distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

MAINLINE FREEWAY SEGMENT ANALYSIS, GENERAL PLAN BUILDOUT CONDITIONS

General Plan Buildout freeway mainline deficiencies in the Study Area are summarized in Table 4.2-19. As indicated, unacceptable levels of service (i.e., at LOS "E" or worse) would occur during peak hour periods without or with the Project.

FREEWAY MERGE/DIVERGE ANALYSIS, GENERAL PLAN BUILDOUT CONDITIONS

Freeway ramp merge and diverge operations were also evaluated for General Plan Buildout without Project and with Project conditions under all peak hour periods. As seen in Table 4.2-20, the majority of the Study Area merge and diverge locations would operate at unacceptable levels of service with or without the addition of Project-related traffic.

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Table 4.2-19
General Plan Buildout Mainline Freeway Segment Analysis

ID	I-15 Mainline Segment	Lanes	Density				Level of Service			
			AM	PM	SAT	SUN	AM	PM	SAT	SUN
WITHOUT PROJECT										
SB										
1	North of Bundy Canyon Road	3	31.1	--	--	38.9	E	**F**	**F**	**E**
2	Bundy Canyon Road to Baxter Road	3	**41.3**	--	--	--	**E**	**F**	**F**	**F**
3	South of Baxter Road	3	**43.2**	--	--	--	**E**	**F**	**F**	**F**
NB										
4	North of Bundy Canyon Road	3	--	--	--	33.9	**F**	**F**	**F**	D
5	Bundy Canyon Road to Baxter Road	3	--	--	--	33.1	**F**	**F**	**F**	D
6	South of Baxter Road	3	--	--	--	33.1	**F**	**F**	**F**	D
WITH PROJECT										
SB										
1	North of Bundy Canyon Road	3	31.3	--	--	**39.6**	E	**F**	**F**	**E**
2	Bundy Canyon Road to Baxter Road	3	**41.3**	--	--	--	**E**	**F**	**F**	**F**
3	South of Baxter Road	3	**43.5**	--	--	--	**E**	**F**	**F**	**F**
NB										
4	North of Bundy Canyon Road	3	--	--	--	34.5	**F**	**F**	**F**	D
5	Bundy Canyon Road to Baxter Road	3	--	--	--	33.1	**F**	**F**	**F**	D
6	South of Baxter Road	3	--	--	--	33.5	**F**	**F**	**F**	D

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Notes:
Bold, shaded text indicates locations with unacceptable levels of service.
Number of lanes are in the specified direction and reflect existing conditions.
Density is measured by passenger cars per mile per lane (pc/mi/ln).

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Table 4.2-20
General Plan Buildout Freeway Merge/Diverge Ramp Junction Analysis

ID	I-15 Ramp	Lanes on Freeway	Weekday AM		Weekday PM		Saturday Peak		Sunday Peak	
			Density	LOS	Density	LOS	Density	LOS	Density[1]	LOS
WITHOUT PROJECT										
SB										
1	Off-Ramp at Bundy Canyon Road	3	34.2	D	**48.9**	**F**	**50.5**	**F**	**37.0**	**E**
2	On-Ramp at Bundy Canyon Road	3	**38.1**	**E**	**47.5**	**F**	**51.3**	**F**	**40.2**	**F**
3	Off-Ramp at Baxter Road	3	**38.0**	**E**	**53.3**	**F**	**57.4**	**F**	**43.6**	**F**
4	On-Ramp at Baxter Road	3	**35.7**	**E**	**50.3**	**F**	**53.1**	**F**	**44.6**	**F**
NB										
5	On-Ramp at Bundy Canyon Road	3	**45.0**	**F**	**37.9**	**F**	**36.9**	**F**	32.2	D
6	Off-Ramp at Bundy Canyon Road	3	**49.2**	**F**	**47.2**	**F**	**41.1**	**F**	34.8	D
7	On-Ramp at Baxter Road	3	**44.1**	**F**	**42.4**	**F**	**36.8**	**F**	31.3	D
8	Off-Ramp at Baxter Road	3	**48.1**	**F**	**47.3**	**F**	**40.0**	**F**	34.3	D
WITH PROJECT										
SB										
1	Off-Ramp at Bundy Canyon Road	3	34.3	D	**49.3**	**F**	**51.0**	**F**	**37.3**	**E**
2	On-Ramp at Bundy Canyon Road	3	**38.1**	**E**	**47.5**	**F**	**51.3**	**F**	**40.2**	**F**
3	Off-Ramp at Baxter Road	3	**38.0**	**E**	**53.3**	**F**	**57.4**	**F**	**43.6**	**F**
4	On-Ramp at Baxter Road	3	**35.8**	**E**	**50.6**	**F**	**53.4**	**F**	**45.0**	**F**
NB										
5	On-Ramp at Bundy Canyon Road	3	**45.2**	**F**	**38.3**	**F**	**37.4**	**D**	32.6	D
6	Off-Ramp at Bundy Canyon Road	3	**49.2**	**F**	**47.2**	**F**	**41.1**	**E**	34.8	D
7	On-Ramp at Baxter Road	3	**44.1**	**F**	**42.4**	**F**	**36.8**	**D**	31.3	D
8	Off-Ramp at Baxter Road	3	**48.3**	**F**	**47.7**	**F**	**40.4**	**E**	34.6	D

Sources: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* and *Wildomar Walmart Supplemental Traffic Analysis* (Urban Crossroads, Inc.) June 10, 2014.
Notes:
Bold, shaded text indicates locations with unacceptable levels of service.
Number of lanes are in the specified direction and based on existing conditions.
Density is measured by passenger cars per mile per lane (pc/mi/ln).

Level of Significance: Potentially Significant.

Mitigation:

Caltrans Improvements to Address Deficiencies Affecting Freeway Facilities

Based on consultation with Caltrans District 8 staff, long-range future plans for the I-15 Freeway include the addition of one High-Occupancy Vehicle (HOV) lane in each direction of travel between the I-15/I-215 Freeway interchange and Central Avenue (SR-74) and one mixed-flow lane in each direction south of the Bundy Canyon interchange per the route concept report for the I-15 Freeway. The I-15 Freeway segments north of Bundy Canyon Road, which are not planned to be improved beyond the one additional HOV lane, are anticipated to continue to operate at LOS "F" or worse under either weekday AM, PM, or Saturday mid-day peak hours for General Plan Buildout with Project traffic conditions.

Similarly, the I-15 Freeway SB on-ramp and off-ramp at Bundy Canyon Road and the I-15 Freeway NB on-ramp at Bundy Canyon Road, which are not planned to be improved beyond the one additional HOV lane on the I-15 Freeway, are anticipated to continue to operate at LOS "F" or worse under either weekday AM, PM, or Saturday mid-day peak hours for General Plan Buildout with Project traffic conditions. No additional improvements have been recommended to address the I-15 Freeway deficiencies beyond those planned by Caltrans.

While it is possible that improvements to I-15 in the Project vicinity would be completed prior to General Plan Buildout, this cannot currently be assured. There is also the potential for reduced future freeway traffic volumes due to reduced growth, availability of other suitable transportation modes, or reduced traffic volumes through implementation of effective areawide transportation demand strategies. However, such assumptions are not employed within the analyses of this EIR.

In order to provide a reasonably conservative analysis, it is acknowledged that timely completion of freeway improvements under future year scenarios cannot be definitively

assured. Further, neither the Lead Agency nor the Project Applicant have the jurisdictional authority or purview to adopt or enforce mitigation measures requiring freeway segment improvements under the jurisdiction of Caltrans, nor to implement areawide transportation systems or transportation demand strategies that would effectively reduce freeway traffic volumes.

On this basis, potential ramp queuing, freeway segment LOS and vehicle density impacts, and merge/diverge impacts under General Plan buildout conditions with the Project are considered cumulatively significant and unavoidable.

Level of Significance After Mitigation: ***Cumulatively significant and unavoidable.***

Potential Policy Consistency Impacts

The Project is subject to plans, policies, guidelines, and regulations established by the City of Wildomar. As indicated in Table 4.2-21, the Project is consistent with, and appropriately responds to applicable Land Use and Transportation Goals and Policies, and the circulation objectives included in the City's General Plan.

Table 4.2-21
General Plan Circulation Goals and Policies Consistency

Policies	Applicability/Consistency
Land Use Policies	
LU 12.1 Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	**Consistent.** Riverside Transit Authority (RTA) is a public transit agency serves the unincorporated Riverside County region near the City of Wildomar. RTA does not currently provide service within one-quarter mile of the Project site, and patrons/employees accessing to the Project site via existing RTA service routes is considered unlikely. Notwithstanding, transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use and new development (such as the Project) can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. It is recommended that the Applicant work in conjunction with the City of Wildomar and RTA to determine the feasibility of providing future bus service within walking distance (approximately ¼ mile or less) of the Project site.

Table 4.2-21
General Plan Circulation Goals and Policies Consistency

Policies	Applicability/Consistency
	Site adjacent and internal sidewalks would be constructed as part of the Project. In order to encourage pedestrian access from nearby residential areas, and consistent with City requirements, the Project would install signalized crosswalks on Bundy Canyon Road at the primary Project driveway, and at the Project driveway accessing Monte Vista Drive. Securable bicycle racks and lockers would be provided on-site consistent with City requirements, thereby facilitating and encouraging use of bicycles. B Lockers provided for employees would allow for additional secured storage of helmets and biking gear. Pedestrian and bicycle improvements, including sidewalks and bicycle racks, would be designed and constructed consistent with City development standards. Project consistency with design/development standards is implemented through the City's Site Plan and Building Permit review processes.
LU 12.2 Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	**Consistent.** The Project's location adjacent to the Interstate 15 interchange with Bundy Canyon Road was selected to facilitate access to the Project's planned commercial uses.
LU 12.6 Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.	**Consistent.** Prior to the first Certificate of Occupancy, site-adjacent improvements would be completed ensuring that there is adequate and appropriate access to the Project site. The Project TIA has examined the adequacy of existing and proposed circulation off-site facilities, and identified mitigation, to reduce the effects cumulative impacts that are found to be potentially significant. The Project Applicant would pay requisite fees in support of improvements necessary to address potentially significant cumulative traffic impacts within the Study Area.

Table 4.2-21
General Plan Circulation Goals and Policies Consistency

Policies	Applicability/Consistency
Circulation Policies	
C 2.1 Maintain the following countywide target Levels of Service: • LOS "C" along all County-maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. • LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.	**Consistent.** Please refer to remarks provided at Policy LU 12.6.
C 2.3 Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.	**Consistent.** The Project TIA has been prepared pursuant to the City's requirement for the evaluation of potential traffic impacts. This Draft EIR identifies all potentially significant impacts, along with mitigation to reduce the effects of any impacts that are found to be potentially significant.
C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service standards.	**Consistent.** The Project TIA has identified direct Project-related impacts, and this EIR has identified improvements necessary to mitigate these impacts.
C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.	**Consistent.** The preceding discussions of impacts and mitigation included in this Draft EIR identify applicable TUMF, DIF and RBBD fees to be paid by the Project Applicant, in order to ensure that the Project's significant cumulative traffic impacts are addressed.
C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent.** Transportation improvements to be implemented by the Project support this policy. Project implementation would not conflict with future transportation network expansion, or with the development of alternative travel modes.

Source: *Wildomar General Plan*, Land Use and Circulation Elements, and Applied Planning.

As outlined above, the Project would be implemented consistent with applicable provisions of the City's General Plan. Prior to the issuance of building permits, the City will review the final Project site plan and circulation designs to ensure consistency with applicable standards, design guidelines, and Municipal Code requirements. Based on the preceding analysis, the potential for the Project to conflict with any applicable circulation plan, policy, or regulation is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *The Project would conflict with an applicable congestion management program, including, but not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.*

Impact Analysis: Interstate 15 (I-15) is the only facility within the Study Area that is a designated Riverside County Congestion Management Plan (CMP) component. The Riverside County Transportation Commission (RCTC) has adopted LOS "E" as the minimum standard along the CMP System of Highways and Roadways within the Study Area. Notwithstanding, and for the purposes of this analysis, the more stringent LOS "D" threshold employed by Caltrans for I-15 Freeway facilities within the Study Area is considered to be the limit of acceptable traffic operations. The Project's CMP impacts are coincident with the potentially significant I-15 Freeway facilities impacts summarized herein; as is mitigation of these impacts, also summarized herein.

Level of Significance: Potentially Significant.

Mitigation Measures: Please refer to Mitigation Measures 4.2.1, 4.2.2, 4.2.13, 4.2.14, and 4.2-28 through 4.2-30.

Level of Significance After Mitigation: Cumulatively significant and unavoidable.
The Project would pay all requisite fees for improvements at Study Area CMP facilities. However, timely completion of improvements required for mitigation of cumulatively

significant impacts at CMP facilities within the Study Area cannot be assured. Pending completion of required improvements, Project contributions to impacts affecting Study Area CMP facilities are considered cumulatively considerable.

Potential Impact: *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.*

Impact Analysis: To ensure appropriate design and implementation of all Project circulation improvements, the final design of the Project site plan, to include locations and design of proposed driveways, shall be reviewed and approved by the City Traffic Engineer. In addition, representatives of the City's Police and Fire Departments will review the Project's plans in regard to emergency access. Efficient and safe operations of the Project are provided by on-site and localized circulation and intersection improvements included as components of the Project. These roadway and intersection improvements, also included in Draft EIR Section 3.0, "Project Description," are restated below and illustrated in Figure 4.2-8.

Roadway Improvements

Bundy Canyon Road

Bundy Canyon Road is an east-west oriented roadway located along the Project's northern boundary. The Project would construct Bundy Canyon Road at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. Improvements along the Project's frontage would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

Monte Vista Drive

Monte Vista Drive is a north-south oriented roadway located along the Project's eastern boundary. Construct Monte Vista Drive at its ultimate half-section width as a Modified Secondary Highway (standard is 100-foot right-of-way/64-foot curb-to-curb, modified to

80-foot right-of-way) from Bundy Canyon Road to Canyon Drive. Improvements along the Project's frontage (west side of Monte Vista Drive) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

Wherever necessary, roadways adjacent to the Project, site access points and site-adjacent intersections will be constructed to be consistent with or within the recommended roadway classifications and respective cross-sections in the City of Wildomar General Plan Circulation Element.

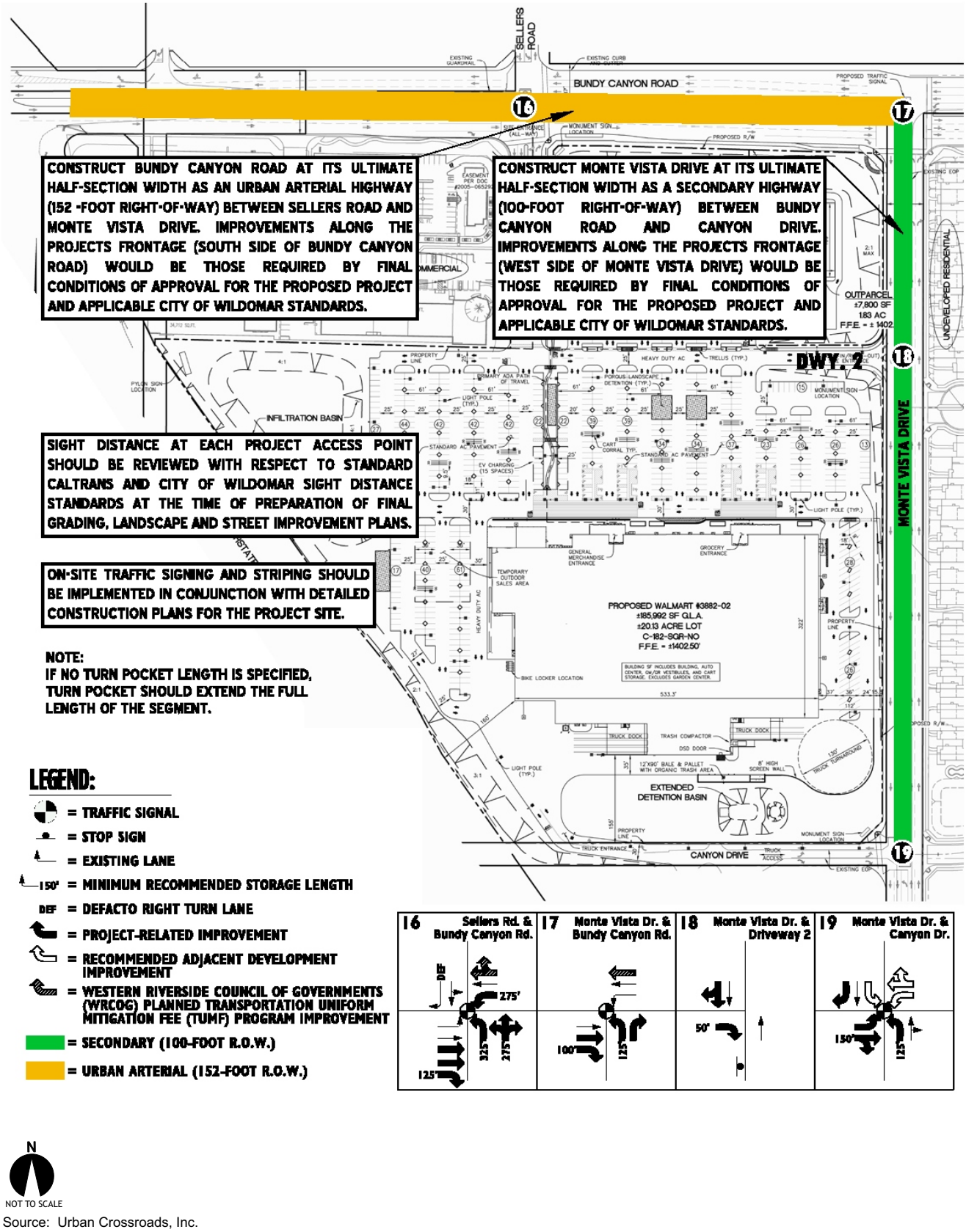
Intersection Improvements

Sellers Road at Bundy Canyon Road (Study Area Intersection 16)
Install a traffic signal and construct the intersection with the following geometrics.

- NB Approach: One left-turn lane and one shared left/through/right-turn lane.
- SB Approach: One shared through/left-turn lane and one right-turn lane.
- EB Approach: One left-turn lane, three through lanes, and one right-turn lane.
- WB Approach: One left-turn lane, one through lane, and one shared through/right-turn lane.

Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17)
Install a traffic signal and construct the intersection with the following geometrics.

- NB Approach: One left-turn lane and one right-turn lane.
- SB Approach: N/A
- EB Approach: Two through lanes and one right-turn lane.
- WB Approach: One left-turn lane and two through lanes.



Source: Urban Crossroads, Inc.

Figure 4.2-8
On-Site and Adjacent Roadway Improvements

The Project would construct its half of Bundy Canyon Road to its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive, the half section pavement width of Bundy Canyon Road fronting the Project site would be constructed to allow for an additional EB through lane as Bundy Canyon Road is improved in the future to provide three (3) through lanes in both EB and WB directions.

Monte Vista Drive at Driveway 2 (Study Area Intersection 18)
Install a stop control on the EB approach and construct the intersection with the following geometrics.

- NB Approach: One through lane.
- SB Approach: One through lane and one shared through/right-turn lane.
- EB Approach: One right-turn lane.
- WB Approach: N/A

Monte Vista Drive at Canyon Drive (Study Area Intersection 19)
Install a traffic signal and construct the intersection with the following geometrics.

- NB Approach: One left-turn lane and one shared through/right-turn lane.
- SB Approach: One left-turn lane, one through lane, and one right-turn lane.
- EB Approach: One left-turn lane and one shared through/right-turn lane.
- WB Approach: One left-turn lane and one shared through/right-turn lane.

On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project site. Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Wildomar sight distance standards at the time of preparation of final grading, landscape and street improvement plans. Based on the preceding, the implemented Project inclusive of the above design features would not substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. These interim and transient impacts are considered potentially significant for the duration of Project construction activities. Management and control of construction traffic would be addressed through the preparation and submittal of a construction area traffic management plan, to be reviewed and approved by City prior to or concurrent with Project building plan review(s). The Project Construction Area Traffic Management Plan (Plan), required by Mitigation Measure 4.2.39, would identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

Level of Significance: Potentially Significant.

Mitigation Measure:

4.2.39 *The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan shall identify traffic controls, any street closures and/or detours, or other disruption to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be provided to all contractors as one component of building plan/contract document packages.*

Level of Significance After Mitigation: Less-Than-Significant.

4.3 AIR QUALITY

4.3 AIR QUALITY

Abstract

This Section identifies and addresses potential air quality impacts that may result from construction and implementation of the Project. More specifically, the air quality analysis evaluates the potential for the Project to result in the following impacts:

- *Conflict with or obstruct implementation of the applicable air quality plan;*
- *Violate any air quality standard or contribute substantially to an existing or projected air quality violation;*
- *Expose sensitive receptors to substantial pollutant concentrations;*
- *Create objectionable odors affecting a substantial number of people;*
- *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, including releasing emissions which exceed quantitative thresholds for ozone precursors;*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or*
- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

On the basis of the analysis presented herein, even after the application of all feasible mitigation measures, the Project will result in operational emissions of oxides of nitrogen (NO_x) and Volatile Organic Compounds (VOCs) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are significant individual and cumulative air quality impacts. Moreover, the Project is located within an ozone non-attainment area (NO_x and VOCs are ozone precursors). Project operational NO_x and VOC emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.

Other potential air quality impacts of the Project are either less-than-significant or can be reduced to levels that are less-than-significant with application of the mitigation measures described herein.

4.3.1 INTRODUCTION

This Section presents existing air quality conditions and identifies potential air quality impacts resulting from construction and operations of the Project. Local and regional climate, meteorology and air quality are discussed, as well as existing federal, state and regional air quality regulations. The information presented in this Section is summarized from the *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014; *Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014; *and Wildomar Walmart Air Toxics Health Risk Assessment, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014. The Project Air Quality Reports, including all supporting air quality modeling data, are presented in their entirety at Draft EIR Appendix D.

4.3.2 AIR QUALITY FUNDAMENTALS

Air pollution comprises many substances generated from a variety of sources, both man-made and natural. Since the rapid industrialization of the twentieth century, almost every human endeavor, especially those relying on the burning of fossil fuels, creates air pollution. Most contaminants are actually wasted energy in the form of

unburned fuels or by-products of the combustion process. Motor vehicles are by far the most significant source of air pollutants in urban areas, emitting photochemically reactive hydrocarbons (unburned fuel), carbon monoxide, and oxides of nitrogen. These primary pollutants chemically react in the atmosphere with sunlight and the passage of time to form secondary pollutants such as ozone.

Although substantive air quality improvements have been made in California over the past twenty years, Southern California still experiences severe air pollution problems. As discussed in greater detail in the following paragraphs, oxidants and suspended particulates represent the major air quality problems within the South Coast Air Basin (SCAB, Basin) encompassing the Project site.

Air pollutants are generally classified as either primary or secondary pollutants. Primary pollutants are generated daily and emitted directly from the source, whereas secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. Examples of primary pollutants include carbon monoxide (CO), oxides of nitrogen (NO_2 and NO), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and various hydrocarbons (Volatile Organic Compounds" [VOCs]/Reactive Organic Gases [ROGs]).[1] Examples of secondary pollutants include ozone (O_3), which is a product of the reaction between NO_x and ROG in the presence of sunlight. Other secondary pollutants include photochemical aerosols.

4.3.2.1 Criteria Air Pollutants

Criteria air pollutants are those air contaminants for which air quality standards currently exist. Currently, state and federal air quality standards exist for ozone, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), suspended particulate matter (PM_{10} and $PM_{2.5}$), and lead. California has also set standards for visibility, sulfates, hydrogen sulfide, and vinyl chloride. Evaluated criteria air

[1] SCAQMD employs the terms "Volatile Organic Compounds" (VOCs) and "Reactive Organic Gases" (ROGs) interchangeably; and for the purposes of the analyses and presented here, VOCs and ROGs are considered equivalent.

contaminants, or their precursors, typically also include reactive organic gases (ROG), oxides of nitrogen (NO_x), sulfur oxides (SO_x), and respirable particulate matter (PM_{10}, $PM_{2.5}$). Pollutant characteristics, mechanisms of pollutant origination and potential health effects of air pollutants are described below.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, toxic gas formed by incomplete combustion of fossil fuels. CO levels tend to be highest during the winter mornings, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest CO concentrations are generally found near congested transportation corridors and intersections. Other sources include aircraft, off-road vehicles, stationary equipment (e.g., fuel-fired furnaces, gas water heaters, fireplaces, gas stoves, gas dryers, charcoal grills), and landscape maintenance equipment such as lawnmowers and leaf blowers.

A consistent association between increased ambient CO levels and higher-than-average rates of hospital admissions for heart diseases (such as congestive heart failure) has been observed. Carbon monoxide can cause decreased exercise capacity, and adversely affects conditions with an increased demand for oxygen supply (fetal development, chronic hypoxemia, anemia, and diseases involving the heart and blood vessels). Exposure to CO can cause impairment of time interval estimation and visual function.

Ozone

Ozone (O_3) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x), which are 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 the pollutant.

Short-term exposure to ozone can cause a decline in pulmonary function in healthy individuals including breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and immunological changes. Additionally, an increase in the frequency of asthma attacks, cough, chest discomfort and headache can result.

A correlation has been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality as a result of long-term ozone exposure. A risk to public health implied by altered connective tissue metabolism and host defense in animals has also been reported.

Oxides of Nitrogen

Oxides of nitrogen (NO_x) serve as integral participants in the process of photochemical smog production. During combustion, oxygen reacts with nitrogen to produce NO_x. Two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). Natural causal sources or originators of NO_x include lightning, soils, wildfires, stratospheric intrusion, and the oceans. Natural sources accounted for approximately seven percent of 1990 emissions of NO_x for the United States (EPA 1997). Atmospheric deposition of NO_x occurs when atmospheric or airborne nitrogen is transferred to water, vegetation, soil, or other materials. Acid deposition involves the deposition of nitrogen and/or sulfur acidic compounds that can harm natural resources and materials. The major source of NO_x in the Basin is on-road vehicles. Stationary commercial and service source fuel combustion are other contributors.

Exposure to NO_x may alter sensory responses or impair pulmonary function, and may increase incidence of acute respiratory disease including infections and respiratory symptoms in children. Difficulty in breathing in healthy individuals as well as bronchitic groups may also occur. NO_x is also an ozone precursor. Health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 ppm, SO_2 has a strong odor. Sulfuric acid is formed from sulfur dioxide, which is an aerosol particle component that affects acid deposition. Anthropogenic, or human-caused, sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. SO_2 is a precursor to sulfates and PM_{10}.

Health effects of SO_2 include higher frequencies of acute respiratory symptoms (including airway constriction in some asthmatics and reduction in breathing capacity leading to severe difficulties) and diminished ventilatory function in children. Very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Lead

Lead (Pb) is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. It was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until the mid-1970's, when it began to be phased out of use. The exclusion of lead from gasoline helped to decrease emissions of lead in the United States from 219,000 to 4,000 short tons per year between the 1970's and 1997. Lead-ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources are from dust from soils contaminated with lead-based paint and solid waste disposal.

Lead adversely affects the development and function of the central nervous system, leading to learning disorders, distractibility, lower IQ and increased blood pressure. An increase in blood lead levels may impair or decrease hemoglobin synthesis. Lead poisoning can cause anemia, lethargy, seizures, and death.

Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Lead is no longer a gasoline additive, primarily accounting for reductions in airborne lead concentrations. Because airborne lead concentrations are currently nominal, and airborne lead is not a pollutant of concern within the Basin, lead is not discussed further in this Section.

Particulate Matter

Particulate matter is a generic term that defines a broad group of chemically and physically different particles (either liquid droplets or solids) that can exist over a wide range of sizes. Examples of atmospheric particles include those produced from combustion (diesel soot or fly ash), light produced (urban haze), sea spray produced (salt particles), and soil-like particles from re-suspended dust. Fugitive dust is defined as any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of humans (Rule 403, Fugitive Dust, SCAQMD).

Particulate Matter 10 Microns or Less in Diameter (PM_{10}); Particulate Matter 2.5 microns or less in diameter ($PM_{2.5}$)

Within air quality analyses, particulate matter is categorized by diameter: PM_{10} and $PM_{2.5}$. Particulate matter originates from a variety of stationary and mobile sources. Stationary sources include: fuel combustion for electric utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal and recycling. Mobile or transportation-related sources include particulate matter from highway vehicles and non-road vehicles and fugitive dust from paved and unpaved roads.

The size of particles can determine the residence time of the material in the atmosphere. In this regard, $PM_{2.5}$ has a longer atmospheric lifetime than PM_{10} and, therefore, can be transported over longer distances. A consistent correlation between elevated ambient

PM_{10} levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed.

Diesel Particulate Matter

Diesel Particulate Matter (DPM) is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic, including sixteen compounds that are classified as possibly carcinogenic by the International Agency for Research on Cancer. Diesel Particulate Matter includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat and lung irritation, as well as coughs, headaches, light-headedness and nausea. Diesel exhaust is a major source of ambient particulate matter pollution, and numerous studies have linked elevated particle levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. In 1998, the California Air Resources Board (CARB) identified particulate emissions from diesel-fueled engines as a Toxic Air Contaminant (TAC). Within the Basin, DPM poses the greatest cancer risk of all identified toxic air pollutants.

Reactive Organic Gases

Reactive Organic Gases (ROGs) (also termed Volatile Organic Compounds [VOCs]) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there is no state or national ambient air quality standard for ROGs because they are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formulation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The major sources of ROGs in the Basin are on-road motor vehicles and solvent evaporation. ROGs are also an ozone precursor. Health effects of ground-level ozone include: aggravated asthma; reduced lung

capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Benzene is an ROG and a known carcinogen and TAC. Typical sources of benzene emissions include: gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and oil and coal incineration. Benzene is also sometimes employed as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents, explosives, dyestuffs, and pharmaceuticals. Short-term (acute) exposure to high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure to high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells.

4.3.3 SETTING

4.3.3.1 Local and Regional Climate

The Project site is located in the SCAB within the jurisdiction of SCAQMD. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county Basin (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties), and the Riverside County portions of the Salton Sea Air Basin and Mojave Desert Air Basin. The approximately 6,745-square-mile SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is

bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

Regional climate and variations in temperature, wind, humidity, precipitation, and amount of sunshine influence air quality within the SCAB. The annual average temperatures throughout the Basin vary from the low to middle 60s (degrees Fahrenheit). 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 to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. 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 nine inches in Riverside to fourteen 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, and on the longest day of the year there are approximately 14-½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas," each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind.

Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal areas.

In the SCAB, there are two distinct temperature inversion structures that 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 NO_x and 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.

4.3.3.2 Existing Air Quality

Existing air quality is monitored and evaluated in the context of National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). 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. For further information regarding NAAQS and CAAQS currently in effect, please refer to the Project Air Quality Impact Analysis at Table 2-1, "Ambient Air Quality Standards." Current NAAQS and CAAQS are also available through CARB.[2]

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.

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, the federal and state standards were exceeded on one or more days for ozone, PM_{10}, and $PM_{2.5}$ at most monitoring locations. Attainment designations for the SCAB are provided at Table 4.3-1.

[2] California Air Resources Board. Ambient Air Quality Standards (AAQS).Web. May 17, 2014. <http://www.arb.ca.gov/research/aaqs/aaqs.htm.>

Table 4.3-1
SCAB Attainment Status

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1 hour standard	Nonattainment	No Standard
Ozone – 8 hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Nonattainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead*	Nonattainment	Nonattainment

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.
Notes: *The State and Federal nonattainment designation for lead is only applicable for the Los Angeles County portion of the SCAB. The Basin is otherwise classified as attainment for lead.

Local Air Quality

The nearest long-term air quality monitoring site in relation to the Project is the SCAQMD Lake Elsinore monitoring station (SRA 25) located approximately 4.87 miles northwesterly of the Project site. Data for Inhalable Particulates (PM_{10}) was obtained from the Perris Valley monitoring station (SRA 24) located approximately 11.24 miles northerly of the Project site. Data for Ultra-Fine Particulates ($PM_{2.5}$) was obtained from the Metropolitan Riverside County 2 monitoring station (SRA 23), located approximately 23.26 miles northwesterly of the Project site. Data from the cited Perris Valley and Riverside County monitoring stations were utilized in lieu of the Lake Elsinore monitoring station only where data was not available.

Table 4.3-2 presents the three latest years of available representative local air quality monitoring data, and shows the number of days that standards were exceeded for the study area. Data for SO_2 (Sulfur Dioxide) was omitted, since attainment standards for this pollutant are regularly met within the SCAB, and few monitoring stations continue to measure SO_2 concentrations.

Table 4.3-2
Project Area Air Quality Monitoring Summary 2011-2013

Pollutant	Standard	2011	2012	2013
Ozone (O_3)				
Maximum 1-Hour Concentration (ppm)		0.133	0.111	0.102
Maximum 8-Hour Concentration (ppm)		0.106	0.089	0.082
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	19	10	--
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	45	32	--
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	1	0	0
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	1	17	3
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	28	0	0
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration (ppm)		1.7	2.7	0.7
Maximum 8-Hour Concentration (ppm)		0.7	0.7	0.4
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding Federal/State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-Hour Concentration (ppm)		0.0503	0.048	0.038
Annual Arithmetic Mean Concentration (ppm)		0.0096	0.0102	--
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Inhalable Particulates (PM_{10})				
Maximum 24-Hour Concentration (µg/m3)		65	62	70
Annual Arithmetic Mean (µg/m3)		60	26.5	--
Number of Samples		3	60	57
Number of Samples Exceeding State Standard	> 50 µg/m3	0	1	--
Number of Samples Exceeding Federal Standard	> 150 µg/m3	65	0	0
Ultra-Fine Particulates ($PM_{2.5}$)				
Maximum 24-Hour Concentration ($\mu g/m^3$)		51.6	30.2	33.4
Annual Arithmetic Mean ($\mu g/m^3$)		11.8	11.4	11.6
Number of Samples		112	104	26
Number of Samples Exceeding Federal 24-Hour Standard	> 35 $\mu g/m^3$	2	0	0

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

4.3.4 REGULATORY BACKGROUND

4.3.4.1 Federal Regulations

The U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the NAAQS for O_3, CO, NO_x, SO_2, PM_{10}, and lead. The U.S. 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 U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resource Board (CARB).

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, the NAAQS, and specifies future dates for achieving compliance. For local areas not meeting the NAAQS, the CAA stipulates that State Implementation Plans (SIPs) be developed and implemented. These Plans must include pollution control measures that demonstrate how the NAAQS will be achieved. CAA provisions of primary relevance to the Project include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the criteria pollutants O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. 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 nitrogen oxides (NO, NO_2, NO_3) collectively referred to as NO_x.

4.3.4.2 California Regulations

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for 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. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS 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 non-attainment for each CAAQS.

Serious non-attainment areas are required 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;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District-permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

4.3.4.3 Regional Air Quality Management Planning

Currently, the NAAQS and CAAQS 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 in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Further discussion on the AQMP and Project consistency with the AQMP is provided subsequently at Section 4.3.7, "Potential Impacts and Mitigation."

4.3.5 GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

4.3.5.1 Overview

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. Many scientists believe that recent increases in greenhouse gases resulting from human activity and industrialization have accelerated and amplified GCC effects.

An individual development proposal, such as the Project considered herein, cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may contribute to the global climate change through its increment of greenhouse gases in combination with the cumulative increase in greenhouse gases from all other sources, which when taken together constitute potential influences on global climate change. This Section summarizes the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to global climate change.

4.3.5.2 Global Climate Change (GCC)

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the atmosphere, but prevent heat from escaping, thus warming the atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. According to the CARB, the climate change that is currently in effect differs from previous climate changes in both rate and magnitude (CARB, 2004, *Technical Support document for Staff Proposal Regarding Reduction of Greenhouse Gas Emissions from Motor Vehicles*).

4.3.5.3 Greenhouse Gases (GHGs)

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs). Greenhouse gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The accumulation of these gases in the atmosphere is considered to be the cause for the observed increase in the earth's temperature.

Although California's rate of growth of greenhouse gas emissions is slowing, the state is still a substantial contributor. In 2004, the state is estimated to have produced 492 million gross metric tons of carbon dioxide equivalent (CO_2e) greenhouse gas emissions. Despite a population increase of 16 percent between 1990 and 2004, California has significantly slowed the rate of growth of greenhouse gas emissions due to the implementation of energy efficiency programs as well as adoption of strict air pollutant emission controls.

For the purposes of this analysis, emissions of carbon dioxide, methane, and nitrous oxide were evaluated because these gases are the primary contributors to global climate change from development projects. 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.

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. The atmospheric lifetime and GWP of selected greenhouse gases are summarized at Table 4.3-3. As indicated at Table 4.3-3, GWPs range from 1 for carbon dioxide to 23,900 for sulfur hexafluoride.

Table 4.3-3
Global Warming Potentials and Atmospheric Lifetimes

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 (CF4)	50,000	6,500
PFC: Hexafluoroethane (C2F6)	10,000	9,200
Sulfur Hexafluoride (SF6)	3,200	23,900

Source: *Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

The following discussions summarize and describe commonly occurring greenhouse gases, their sources, and general characteristics.

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).

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.

Carbon Dioxide

Carbon dioxide (CO_2) is an odorless and colorless GHG. Outdoor levels of carbon dioxide are not high enough to result in negative health effects. Carbon dioxide is emitted from natural and manmade sources. Natural sources include: the

decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Carbon dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.

Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.

Methane

Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to other greenhouse gases. No health effects are known to occur from exposure to methane.

Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small

doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh, and in rocket engines and race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction.

Chlorofluorocarbons

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface).

CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the greenhouse gases, they are one of three groups with the highest global warming potential. Hydrofluorocarbons with the greatest largest

measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were of HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant. The U.S. EPA estimates that concentrations of HFC-23 and HFC-134a are now about 10 parts per trillion (ppt) each; and that concentrations of HFC-152a are about 1 ppt. No health effects are known to result from exposure to HFCs, which are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Not until the PFCs reach the mesosphere, about 60 kilometers above Earth, do very high-energy ultraviolet rays from the sun destroy them. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The U.S. EPA estimates that concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The U.S. EPA indicates that concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

4.3.5.4 Effects of Global Climate Change in California

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). The Climate Scenarios Report is generally instructive about the potential effects of Global Climate Change within California.

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 21st 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 climatic conditions in California under each warming range, that while uncertain, are descriptive of potential impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the State's 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.

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 upon actual future emissions of greenhouse gases 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, the following areas.

Global Climate Change Public Health Effects

As one effect of global climate change, 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 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 temperatures continue to increase, 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. How much snowpack 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 saltwater 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 fresh water supply.

Agriculture

Increased temperatures 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 O_3 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. For instance, 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.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Increased sea level elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

4.3.5.5 Greenhouse Gases Direct Health Effects

The potential health effects related directly to the emissions of greenhouse gases as they relate to development proposals such as the proposed Project are still being debated in the scientific community. Their cumulative effects to global climate change have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas (American Lung Association, 2004). Health effects of greenhouse gases individually are summarized below.

Water Vapor

There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.

Carbon Dioxide

According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of carbon dioxide can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of carbon dioxide in the earth's atmosphere are estimated to be approximately 400 ppm.[3] The actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period (NIOSH 2005).

[3] National Oceanic and Atmospheric Association (NOAA).Earth System Research Laboratory Global Monitoring Division. Web. May 15, 2014. <http://www.esrl.noaa.gov/gmd/ccgg/trends/global.html>

Methane

Methane is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Methane is also an asphyxiant and may displace oxygen in an enclosed space (Occupational Safety and Health Administration (OSHA) 2003).

Nitrous Oxide

Nitrous Oxide is often referred to as laughing gas; it is a colorless greenhouse gas. The health effects associated with exposure to elevated concentrations of nitrous oxide include dizziness, euphoria, slight hallucinations, and in extreme cases of elevated concentrations nitrous oxide can also cause brain damage (OSHA 1999).

Chlorofluorocarbons

CFCs are no longer being used; therefore, it is not likely that health effects would be experienced. Nonetheless, in confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.

Fluorinated Gases (HFCs, PFCs, SF_6)

High concentrations of fluorinated gases can also result in adverse health effects such as asphyxiation, dizziness, headache, cardiovascular disease, cardiac disorders, and in extreme cases, increased mortality (NIOSH 1989, 1997).

4.3.5.6 Global Climate Change Regulatory Setting

Western Regional Climate Action Initiative (WCI)

The Western Regional Climate Action Initiative (WCI) is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15% below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that

this would require 2007 levels to be reduced worldwide between 50% and 85% by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach.

EPA Actions and the Clean Air Act

Coinciding the 2009 meeting in Copenhagen, on December 7, 2009, the U.S. Environmental Protection Agency (EPA) issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of greenhouse gases. The Endangerment Finding notes that greenhouse gases threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the EPA has not promulgated regulations on GHG emissions, but it has already begun to develop them.

Previously, the EPA had not regulated greenhouse gases 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 greenhouse gases and the increase in global surface air temperatures. In *Massachusetts v. Environmental Protection Agency*, 549 U.S. 497 (1997), however, the U.S. Supreme Court held that greenhouse gases are pollutants under the Clean Air Act and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate greenhouse gases because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representatives and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of greenhouse gases with or without Congress.

Vehicle Standards

Other regulations have been adopted to address vehicle standards including United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) joint rulemaking for vehicle standards:

- On March 30, 2009, the NHTSA issued a final rule for model year 2011;

- On May 7, 2010, the USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles;

- On August 9, 2011 USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles. The NHSTA intends to set standards for model years 2022-2025 in a future rulemaking;

- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which applies to vehicles from model year 2014–2018.

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA, Act) was signed into law. Among other key measures, the Act would aid in the reduction of national GHG emissions, both mobile and non-mobile.

Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) Guidelines on GHG

Draft guidance prepared by the Council on Environmental Quality (CEQ) addresses consideration and evaluation of greenhouse gases and climate change within NEPA

analyses. The guidance recommends that proposed federal actions that are reasonably expected to directly emit 25,000 metric tons of CO_2e/year should prepare a quantitative and qualitative NEPA analysis of direct and indirect greenhouse gas emissions.

The draft guidance provides reporting tools and instructions on how to assess the effects of climate change. The draft guidance does not apply to land and resource management actions, nor does it propose to regulate greenhouse gases. Although CEQ has not yet issued final guidance, various NEPA documents are beginning to incorporate the approach recommended in the draft guidance.

California Title 24 Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on January 1, 2010.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission

(CBSC). The CBSC has released the 2010 California Green Building Standards Code on its web site. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

CALGreen contains both mandatory and voluntary measures, for Non-Residential land uses there are 39 mandatory measures including, but not limited to: exterior light pollution reduction, wastewater reduction by twenty percent, and commissioning of projects over 10,000 square feet. There are two tiers of voluntary measures for Non-Residential land uses for a total of 36 additional elective measures.

California Assembly Bill No. 1493 (AB 1493)

California Assembly Bill 1493 requires CARB to develop and adopt the nation's first greenhouse gas emission standards for automobiles. The Legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in California; and stated that technological solutions to reduce greenhouse gas emissions would stimulate the California economy and provide jobs.

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards in 2004. Amendments to CCR Title 13 Sections 1900 (13 CCR § 1900) and 1961 (13 CCR § 1961) and adoption of Section 1961.1 (13 CCR § 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016.

In December 2004 a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against CARB to prevent enforcement of 13 CCR § 1900 and 13 CCR § 1961 as amended by AB 1493 and 13 CCR § 1961.1 (*Central Valley Chrysler-Jeep v. Witherspoon* (2006) 456 F.Supp.2d 1160). The suit, heard in the U.S. District Court for the Eastern District of California, contended that

California's implementation of regulations that in effect regulate vehicle fuel economy violates various federal laws, regulations, and policies. In January 2007, the judge hearing the case accepted a request from the State Attorney General's office that the trial be postponed until a decision is reached by the U.S. Supreme Court on a separate case addressing greenhouse gases. As discussed above, in the Supreme Court Case, *Massachusetts v. Environmental Protection Agency*, the primary issue in question is whether the federal CAA provides authority for the EPA to regulate CO_2 emissions. In April 2007, the U.S. Supreme Court ruled in Massachusetts' favor, holding that greenhouse gases are air pollutants under the CAA. On December 11, 2007, the judge in the *Central Valley Chrysler-Jeep* case rejected each plaintiff's arguments and ruled in California's favor. On December 19, 2007, the USEPA denied California's waiver request. California filed a petition with the Ninth Circuit Court of Appeals challenging USEPA's denial on January 2, 2008.

Subsequently, the USEPA and the U.S. Department of Transportation agreed to adopt a federal program to reduce greenhouse gases and improve fuel economy, respectively, from passenger vehicles in order to achieve equivalent or greater greenhouse gas benefits as the AB 1493 regulations for the 2012–2016 model years. Manufacturers agreed to ultimately drop current and forego similar future legal challenges, including challenging a waiver grant, which occurred on June 30, 2009. The State of California committed to (1) revise its standards to allow manufacturers to demonstrate compliance with the fleet-average GHG emission standard by "pooling" California and specified State vehicle sales; (2) revise its standards for 2012–2016 model year vehicles so that compliance with USEPA-adopted GHG standards would also comply with California's standards; and (3) revise its standards, as necessary, to allow manufacturers to use emissions data from the federal Corporate Average Fuel Economy (CAFE) program to demonstrate compliance with the AB 1493 regulations. Both of these programs are aimed at light-duty auto and light-duty trucks.

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 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 also is required to 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 the CalEPA created a Climate Action Team (CAT) made up of members from various state agencies and commission. CAT 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.

California Assembly Bill 32 (AB 32)

California Assembly Bill 32 **(**AB 32), the California Climate Solutions Act of 2006, requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. As of 2012, this reduction is being accomplished through an enforceable phased statewide cap on GHG emissions. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 indicates further that regulations adopted in response to AB 1493 should address GHG emissions from vehicles. Assembly Bill 32 contingencies also include provisions 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.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons CO_2 equivalent ($MMTCO_2e$; emission sources by sector were: transportation, 35 percent; electricity generation, 26 percent; industrial, 24 percent; residential, 7 percent; agriculture, 5 percent; and commercial, 3 percent). Accordingly, 427 $MMTCO_2e$ was established as the emissions limit for 2020. In comparison, CARB's estimate for baseline GHG emissions was 473 MMT for 2000 and 532 MMT for 2010. "Business as usual" conditions (without the 28.4 percent reduction to be implemented by CARB regulations) for 2020 were projected to be 596 MMTs.

In December 2007, CARB approved a regulation for mandatory reporting and verification of GHG emissions for major sources. This regulation covered major stationary sources such as cement plants, oil refineries, electric generating facilities/providers, and co-generation facilities, which comprise 94 percent of the point source CO_2 emissions in the State.

On December 11, 2008, CARB adopted a Scoping Plan (CARB Scoping Plan, Scoping Plan) to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, as well as Voluntary Early Actions and Reductions. In order to achieve 2020 greenhouse gas

emissions reductions targets, the CARB Scoping Plan indicates that implementation of individual measures should have been initiated no later than January 1, 2012.

The Project Greenhouse Gas Analysis (included in EIR Appendix D) summarizes estimated year 2020 GHG emissions reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use changes are projected to achieve approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately two percent through land use planning, resulting in a potential GHG reduction of 2 MMTCO$_2$e (or approximately 1.2 percent of the GHG reduction target).

California Senate Bill No. 1368

In 2006, the State Legislature adopted Senate Bill 1368 (SB 1368), which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a greenhouse gas emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Coal-fired plants cannot meet this standard because such plants emit roughly twice as much carbon as combined cycle natural gas power plants.

Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California energy demand, as SB 1368 will effectively prohibit

California utilities from purchasing power from out of state producers that cannot satisfy the EPS standard required by SB 1368.

CEQA Guidelines

CEQA Guidelines Section 15064.4(a) states "A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance based standards."

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See: *CEQA Guidelines* Section 15130(f)).

Section 15064.4(b) of the *CEQA Guidelines* provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively

considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

4.3.5.7 GCC Significance Thresholds and Performance Standards

CEQA Guidelines

The *CEQA Guidelines* do not identify a threshold of significance for greenhouse gas emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Rather, the *CEQA Guidelines* call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The *CEQA Guidelines* encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The *CEQA Guidelines* also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. *CEQA Guidelines'* suggested Environmental Checklist GHG topical issues have been incorporated into the analytic discussions presented subsequently within this Section.

Executive Order S-01-07

Executive Order S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuel by at least ten percent by 2020. The Order further stipulates that a California-specific Low Carbon Fuel Standard be established for transportation fuels.

Renewables Portfolio Standard (Senate Bill 1078, Senate Bill 107, Senate Bill X1-2)

Established in 2002 under SB 1078, and accelerated in 2006 under SB 107 and again in 2011 under SBX1-2, California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. As interim measures, the RPS requires 20 percent of retail sales to be sourced from renewable energy by 2013, and 25

percent by 2016. Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly owned utilities to the entities subject to the RPS. Anticipated expansion of RPS to meet the standards in effect in 2008 is not reflected in the BAU calculation in the AB 32 Scoping Plan. That is, the Scoping Plan's 2020 business as usual does not take credit for implementation of the RPS that occurred after its adoption.

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) prescribing land use allocations in that MPO's regional transportation plan (RTP). The California Air Resources Board, 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.

Greenhouse gas emissions reduction targets will be updated every 8 years but can be updated every 4 years if advancements in emissions technologies would affect the target reduction strategies. The California Air Resources Board is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet their assigned GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

SB 375 also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) consistency with the regional transportation plan (and associated SCS or APS) is not required. However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

The Southern California Association of Governments (SCAG) is required by law to update the Southern California Regional Transportation Plan (RTP) every four years. On April 4, 2012, the Regional Council of the SCAG adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. The RTP/SCS incorporates land use and housing policies to meet the greenhouse gas emissions targets established by the CARB for 2020 (eight percent reduction) and 2035 (thirteen percent reduction).

South Coast Air Quality Management District (SCAQMD) Recommendations

In April 2008, the South Coast Air Quality Management District (SCAQMD), in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential; non-residential; industrial; etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) as a screening numerical threshold for stationary sources. More importantly it should be noted that when setting the 10,000 $MTCO_2e$ threshold, the SCAQMD did not consider mobile sources (vehicular travel), rather the threshold is based mainly on stationary source generators such as boilers, refineries, power plants, etc. Therefore, it would be misleading to apply this threshold, developed without consideration for mobile sources, to a Project where the majority of emissions are related to mobile sources. There is no adopted SCAQMD threshold that can be applied to this Project.

In September 2010, the Working Group released additional revisions which recommended a threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects. Additionally the working group identified project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable to boilers and process heaters, forestry, and manure management projects, none of which are germane to the Project considered herein.

4.3.6 STANDARDS OF SIGNIFICANCE

As identified within the *CEQA Guidelines*, and consistent with recent state directives regarding greenhouse gas emissions, air quality impacts would be considered potentially significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people;
- 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, including releasing emissions which exceed quantitative thresholds for ozone precursors;

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.3.6.1 SCAQMD Thresholds

In order to determine whether or not a given project would cause a significant effect on air quality, the impact of the project must be determined by examining the types and levels of emissions generated and their impacts on factors that affect air quality. To accomplish this determination of significance, the SCAQMD has established air pollution thresholds against which a proposed project can be evaluated and assist lead agencies in determining whether or not the impacts of a project are significant. If the project's air pollutant emissions exceed applicable SCAQMD thresholds, then the impact should be considered significant. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the State *CEQA Guidelines*, the SCAQMD recommends that its regional and local air quality thresholds for regulated pollutants (summarized below) be employed by lead agencies in determining whether criteria air pollutant emissions impacts generated by construction or operations of a given project are significant.

Regional Thresholds

The SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at Table 4.3-4. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2011) indicate that any projects in the SCAB with daily emissions that exceed applicable thresholds should be considered as having an individually and cumulatively significant air quality impact. Conversely, projects in the SCAB with daily emissions not exceeding applicable thresholds should be considered as having an individually and cumulatively less-than-significant air quality impact.

Table 4.3-4
Maximum Daily Emissions Regional Thresholds

Pollutant	Construction	Operational
NO_x	100 lbs/day	55 lbs/day
VOC	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: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Carbon Monoxide Concentrations (CO "hot spots") Thresholds

Carbon Monoxide "hot spots" are areas of CO concentrations exceeding national or state air quality standards. Carbon monoxide hotspots typically occur as a result of excessive vehicular idling, often associated with traffic backups at underperforming intersections or congested roadway links. Evaluation of potential localized CO "hot spot" impacts is recommended by SCAQMD for projects which may adversely affect roadway or intersection levels of service. Based on the SCAQMD's *CEQA Air Quality Handbook* (1993), a project's localized CO emissions impacts would be potentially significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm);
- 8-hour CO standard of 9.0 ppm.

Localized Significance Thresholds (LSTs)

The SCAQMD states that lead agencies may employ Localized Significance Thresholds (LSTs) as another indicator of significance in its air quality impact analyses to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$) are subject to LST evaluation. LSTs represent the maximum localized emissions concentrations of these pollutants that

would not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard (NAAQS or CAAQS) at the nearest residence or sensitive receptor.

Health Risk Assessment (HRA) Thresholds

Carcinogenic Risks

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased cancer risk of greater than 10 incidents per million population. Consistent with the aforementioned SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant.

Noncarcinogenic Risks

Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Noncarcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant.

4.3.6.2 Greenhouse Gas (GHG) Emissions Thresholds

To date, the SCAQMD and CARB have not established quantified GHG emissions significance thresholds for projects being evaluated under CEQA. For the purposes of this analysis, the Project's GHG emissions have been compared with a "Business as Usual" (BAU) scenario to determine whether the development is likely to be consistent with the CARB Scoping Plan which was designed to implement AB 32 in California. The Scoping Plan indicates that statewide AB 32 compliance would be achieved provided there is a minimum 28.5 percent reduction in Business As Usual GHG emissions for the time frame 1990 to 2020. Project GHG emissions levels that are consistent with state GHG emissions reductions targets would be considered compliant with AB 32, and potential Project GHG emissions/Global; Climate Change impacts would be considered less-than-significant.

4.3.7 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.3.7.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant air quality impacts, pursuant to comments received through the Notice of Preparation (NOP) process, and based on the analysis presented within this Section and included within the Initial Study prepared for the Project. All CEQA checklist considerations addressing air quality and GHG emissions were determined to have potentially significant impacts warranting further analysis, and are discussed below. Please also refer to Initial Study Checklist Items III. "Air Quality," and VII. "Greenhouse Gas Emissions."

4.3.7.2 Impact Statements

Following is an analysis of potential air quality impacts (inclusive of greenhouse gas emissions impacts) that are expected to occur as a result of the Project. Potential emissions are considered for Project construction and operation. For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.3.6, "Standards of Significance."

Potential Impact: ***Conflict with or obstruct implementation of the applicable air quality plan.***

Impact Analysis: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 12,000-square-mile area consisting of the four-county 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 SCAG, county transportation commissions, and local governments, as well as 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 Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) outlining strategies to achieve state and federal ambient air quality standards. AQMPs are periodically updated to reflect technological advances, recognize new or pending regulations, more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

AQMP Consistency

The AQMP was last updated in 2012; it incorporates the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. Air quality conditions and trends presented in the 2012 AQMP assume that regional development will occur in accordance with population growth projections identified by SCAG in its 2012 RTP.

The SCAG 2012 RTP derives its assumptions, in part, from general plans of cities located within the SCAG region. Accordingly, if a project is consistent with the development and growth projections reflected in the adopted general plan, it is considered consistent with the growth assumptions in the 2012 AQMP. The 2012 AQMP further assumes that development projects within the region will implement appropriate strategies to reduce air pollutant emissions, thereby promoting timely implementation of the AQMP.

Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's *CEQA Air Quality Handbook* (1993), as listed below. Project consistency with, and support of these criteria is presented subsequently.

- Criterion No. 1: The project under consideration 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.

- Criterion No. 2: The project under consideration will not exceed the assumptions in the AQMP in 2011 or increments based on the years of Project build-out phase.

Criterion No. 1

The violations that Criterion No. 1 refers to are the CAAQS and NAAQS. The CAAQS and NAAQS comprise, and are reflected in, the SCAQMD Localized Significance Thresholds (LSTs) described previously in this Section. It is noted here that the CAAQS and NAAQS are not equivalent to SCAQMD regional emissions thresholds. The first AQMP consistency criterion specifically inquires whether or not a project would "result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations . . ." The only way to effectively answer this question is to determine if the NAAQS or CAAQS are exceeded – both of which are concentration-based thresholds, as opposed to the regional burden emissions "pounds per day" thresholds established by the SCAQMD. The SCAQMD employs these regional thresholds to allow for and establish uniform mitigation requirements for all projects. However, evaluating whether a project would generate emissions exceeding SCAQMD regional thresholds does not answer first criterion question since these regional thresholds are not tied back to the CAAQS/NAAQS.

The Project LST analysis substantiates that Project construction-source emissions and operational-source emissions would not exceed applicable LSTs. The Project would also therefore not violate the CAAQS or the NAAQS. It is noted and clarified here that the CAAQS and NAAQS are not equivalent to the SCAQMD regional thresholds. Further, the Project would implement applicable BACMs, and would comply with applicable SCAQMD rules, acting to further reduce its already less-than-significant air pollutant emissions. Moreover, urban location of the Project proximate to local and regional transportation facilities acts to reduce vehicle miles traveled (VMT) and associated mobile-source (vehicular) emissions. Additionally, Project incorporation of

contemporary energy-efficient technologies and operational programs; and compliance with SCAQMD emissions reductions and control requirements act to reduce stationary-source air emissions. These Project attributes and features are consistent with and support AQMP air pollution reduction strategies and promote timely attainment of AQMP air quality standards.

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

Criterion No. 2

Criterion No. 2 addresses consistency (or inconsistency) of a given project with approved local and regional land use plans, and associated potential AQMP implications. That is, AQMP emissions models and emissions control strategies are based in part on land use data provided by local general plan documentation; and regional plans, which reflect and incorporate local general plan information. Projects that propose general plan amendments may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a given project is consistent with and does not otherwise exceed the growth projections in the applicable local general plan, then that project would be considered consistent with the growth assumptions in the AQMP. The Project does not propose or require a change in General Plan Land Use designations. Nor would the Project otherwise increase the development intensity for the subject property beyond that currently anticipated under the General Plan. Because the land use proposed by the Project is consistent with the City General Plan, the Project is in compliance with Consistency Criterion No. 2.

Since the Project satisfies both of the two aforementioned criterion for determining consistency, the Project is deemed consistent with the AQMP.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation.***

Impact Analysis: The latest SCAQMD/California Air Pollution Control Officers Association (CAPCOA)-approved version of the California Emissions Estimator Model (CalEEMod, v2013.2.2) was utilized to estimate Project-related air pollutant emissions levels. Project emissions levels were then compared to applicable SCAQMD thresholds in order to determine if air quality standards would be violated; or if Project emissions would contribute substantially to existing or projected air quality violations. Unless otherwise noted, CalEEMod default values and assumptions were applied throughout.

The potential for the Project to violate an applicable air quality standard is evaluated below under the general headings of Regional Impacts and Localized Impacts. "Regional Impacts" considerations include construction-source and operational-source air pollutant emissions that may have potential Basin-wide impacts. These potential impacts are evaluated in the context of applicable SCAQMD Regional Thresholds.

"Localized Impacts" considerations include construction-source and operational-source air pollutant emissions with localized pollutant concentrations that could violate CAAQS, NAAQS, or could otherwise result in potentially significant health risks. Localized impacts are evaluated in the context of the Project LST analysis, CO "Hot Spot" analysis, and Health Risk Assessment.

REGIONAL IMPACTS

Construction-Source Air Pollutant Emissions

Project construction is expected to commence in June 2015 and would last through January 2016. Typical Project construction activities (listed below) would generate emissions of CO, VOC, NO_x, SOx, PM_{10}, and $PM_{2.5}$.

- Demolition
- Mass Grading

- Building Construction
- Paving
- Architectural Coatings

Modeled construction-source emissions levels reflect all-on-site construction activities and also account for construction worker commutes and vendor deliveries. Estimated maximum daily Project construction-source emissions are summarized at Table 4.3-5.

Table 4.3-5
Maximum Daily Construction-Source Emissions (lbs/day)

Year	Pollutants					
	VOC	**NO_x**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
2015	12.15	156.63	100.93	0.20	24.66	13.45
2016	62.34	62.60	56.71	0.10	6.84	4.19
Maximum Daily Emissions	**62.34**	**156.63**	**100.93**	**0.20**	**24.66**	**13.45**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	**YES**	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

As indicated at Table 4.3-5, Project construction-source air pollutant emissions would exceed the applicable SCAQMD regional threshold for NO_x. This is a potentially significant impact.

Level of Significance: Potentially Significant.

Mitigation Measures:

4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:

- *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;*

- *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*

- *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*

4.3.2 *Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.*

4.3.3 *During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.*

Level of Significance After Mitigation: Less-Than-Significant. Table 4.3-6 summarizes mitigated Project construction-source emissions levels.

Table 4.3-6
Maximum Daily Construction-Source Emissions (lbs/day)–With Mitigation

Year	VOC	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
2015	8.72	92.60	81.58	0.20	12.10	6.39
2016	62.34	62.60	56.71	0.10	6.84	4.19
Maximum Daily Emissions	**62.34**	**92.60**	**81.58**	**0.20**	**12.10**	**6.39**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Operational-Source Air Pollutant Emissions

Project operational activities associated with the proposed Project would 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:

- Mobile Sources;
- Fugitive dust related to vehicular travel;
- Combustion emissions associated with natural gas and electricity use;
- Landscape maintenance equipment;
- Emissions from consumer products; and
- Architectural coatings.

Each of these operational emissions sources are described in the following paragraphs, and the estimated emissions from each source are summarized subsequently. Unless otherwise noted CalEEMod default parameters were employed.

Mobile Sources

Mobile source (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 impacts derive primarily from vehicle trips generated by the Project. Trip characteristics available from the Project Traffic Impact Analysis (TIA, presented at EIR Appendix C) were utilized in this analysis.

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.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every development project. Criteria pollutants are emitted through the generation of electricity and the consumption of natural gas. Because electrical generating facilities for the Project area are located either

outside the region, are separately evaluated under their own environmental analyses, and/or are offset through the use of pollution credits for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity have been excluded from the analysis presented here.

Landscape Maintenance Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

Consumer Products

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. In the case of the commercial/retail uses proposed by the Project, no substantive on-site use of consumer products is anticipated.

Architectural Coatings

Over time, maintenance of Project facilities would require exterior application of architectural coatings. Such facility maintenance would generate air pollutant emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.

Operational Emissions Summary

Maximum daily Project operational-source air pollutant emissions are summarized at Table 4.3-7. Applicable SCAQMD regional significance thresholds are also indicated.

Table 4.3-7
Operational-Source Emissions Summary
Maximum Daily Winter/Summer (lbs/day)

Emissions Sources	Pollutants					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.05	0.42	0.35	2.51e-3	0.03	0.03
Mobile Sources	46.93	107.56	396.12	0.83	56.60	16.03
Maximum Daily Emissions	**60.01**	**107.98**	**396.59**	**0.83**	**56.63**	**16.06**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 1.16e-3 = 1.16 $x10^{-3}$ = 1.16 x 0.001 = 0.00116.

Level of Significance: Potentially Significant. As indicated at Table 4.3-7, Project operational-source emissions would exceed the applicable SCAQMD regional thresholds for NO_x and VOCs. These are potentially significant impacts. The following mitigation measures are incorporated, acting to reduce the Project's operational-source NO_x and VOC threshold exceedances. The mitigation measures listed would also broadly reduce the Project's other (already less-than-significant) operational-source air pollutant emissions.[4]

4.3.4 Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City.

[4] Certain GHG emissions reductions inputs available under CalEEMod also provide operational-source criteria pollutant emissions reductions, and are incorporated here as operational-source criteria pollutant emissions mitigation measures. No specific "GHG emissions" mitigation is required because the Project's GHG emissions impacts are demonstrated to be less-than-significant.

Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- *Increase in insulation such that heat transfer and thermal bridging is minimized;*
- *Limit air leakage through the structure and/or within the heating and cooling distribution system;*
- *Use of energy-efficient space heating and cooling equipment;*
- *Installation of electrical hook-ups at loading dock areas;*
- *Installation of dual-paned or other energy efficient windows;*
- *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;*
- *Installation of automatic devices to turn off lights where they are not needed;*
- *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;*
- *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;*
- *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.*

4.3.5 *Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare and implement a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy).*[5] *The Project Water Conservation Strategy shall be subject to review and approval by the City.*

[5] A reduction of 20% indoor water use shall be achieved consistent with the current CalGreen Code for residential and non-residential land uses. Per CalGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

The Project shall also implement the following:

- *Landscaping palette emphasizing drought tolerant plants;*
- *Use of water-efficient irrigation techniques;*
- *U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.*

Level of Significance After Mitigation: Significant. Mitigated Project operational-source emissions are summarized at Table 4.3-8. Even with the application of mitigation, Project operational-source NO_x and VOC emissions would exceed applicable SCAQMD regional thresholds for NO_x and VOC. ***These are significant impacts.***

Table 4.3-8
Operational-Source Emissions Summary–With Mitigation
Maximum Daily Winter/Summer (lbs/day)

Emissions Sources	Pollutants					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.04	0.35	0.29	2.09e-3	0.03	0.03
Mobile Sources	45.91	98.29	367.92	0.74	50.44	14.29
Maximum Daily Emissions	**58.97**	**98.64**	**368.33**	**0.75**	**50.47**	**14.32**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 1.16e-3 = 1.16 $x10^{-3}$ = 1.16 x 0.001 = 0.00116.

Regional Air Quality Impact Summary

As substantiated in the preceding discussions, mitigated Project construction-source emissions would not exceed applicable SCAQMD regional thresholds. Mitigated Project construction-source emissions would not violate a regional air quality standard and would therefore be less-than-significant.

However, even with the application of mitigation, Project operational-source NO_x and VOC emissions would exceed applicable SCAQMD thresholds. Project operational-source NO_x and VOC exceedances would therefore violate a regional air quality standard and would be considered significant.

LOCALIZED IMPACTS

Localized Significance Threshold (LST) Analysis

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, the NAAQS/CAAQS establish LSTs.

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs establish maximum localized emissions concentrations of CO, NO_2, PM_{10} $PM_{2.5}$ that would not cause or contribute to an exceedance of the most stringent federal or state ambient air quality standard at the nearest sensitive receptor. Though not required, lead agencies may employ LSTs as another indicator of significance in its air quality impact analyses.

Emissions Considered/Methodology

LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The Project's Air Quality Impact Analysis employs the methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (SCAQMD, June 2003). SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs." Therefore, for purposes of the Project LST analysis, only emissions included in the CalEEMod "on-site" emissions output were considered.

Receptors

Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. The sensitive receptor land uses listed below are graphically identified at Figure 4.3-1.

- R1: Located approximately 760 feet easterly of the Project site, across Monte Vista Drive, location R1 represents residential land uses at the southerly end of Autumn Sage Court.

- R2: Location R2 represents residential land uses located approximately 320 feet northerly of the Project Site, across Bundy Canyon Road.

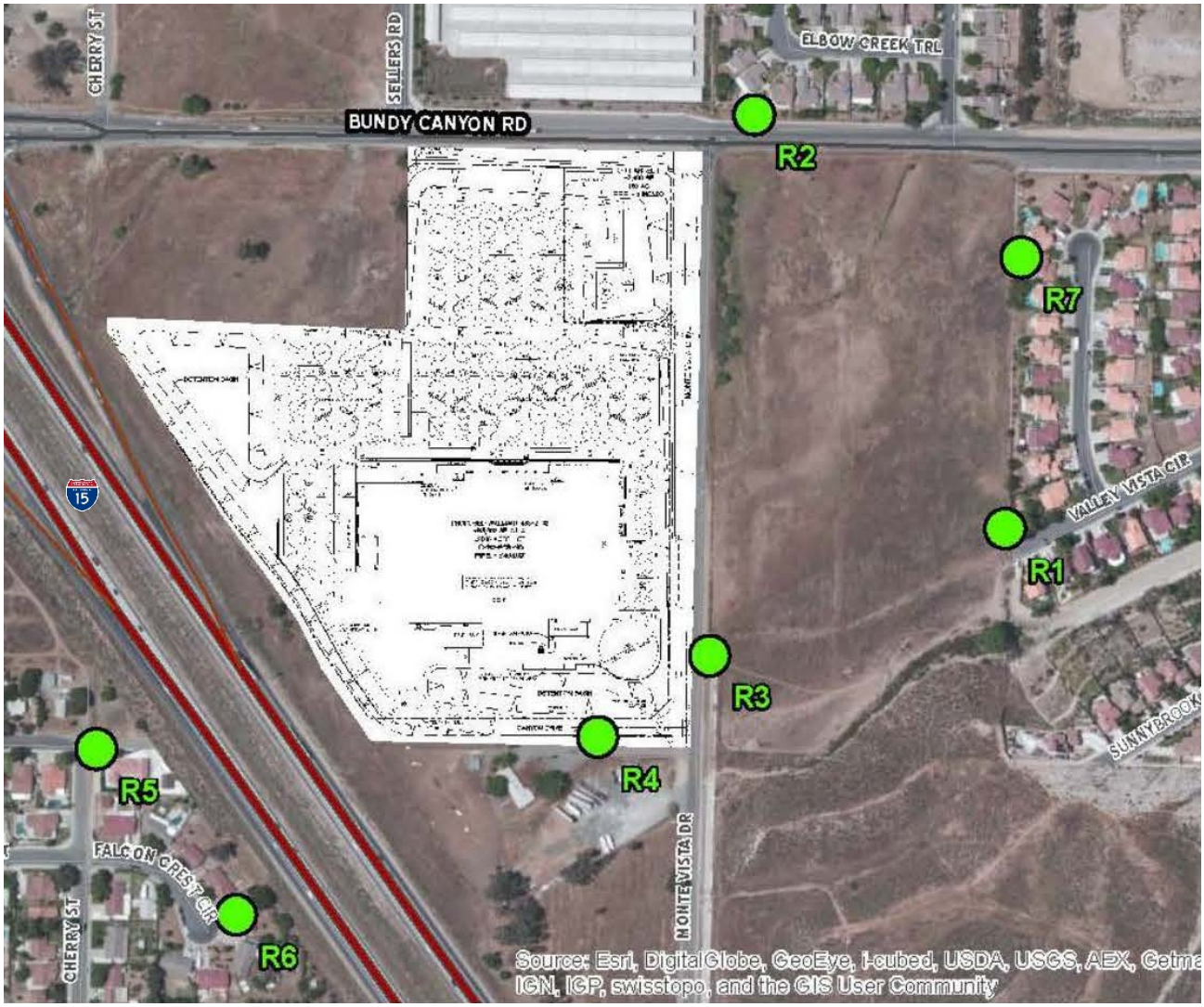
- R3: Location R3 represents approved but not yet constructed residential land uses located approximately 100 feet easterly of the Project site.

- R4: The residential land use at location R4, approximately 70 feet southerly of the Project site, represents the sensitive receptor nearest the Project site.

- R5: At a distance of 570 westerly of the Project site, location R5 represents residential land uses located across the I-15 Freeway.

- R6: Location R6 also represents residential land uses located across the I-15 Freeway, and is approximately 560 feet south westerly of the Project site, at the terminus of Falcon Crest Circle.

- R7: Located approximately 760 feet easterly of the Project site across Monte Vista Drive, location R7 represents residential land uses at the northerly end of Autumn Sage Court.



LEGEND:

Sensitive Receptor Locations

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 4.3-1
Sensitive Receptor Locations

Construction-Source Emissions LST Analysis

The Project LST analysis of construction-source emissions employs the SCAQMD LST "mass rate lookup tables." In summary, the "lookup tables" establish allowable emissions (lbs/day) as a function of receptor distance (meters) from a construction site boundary. Related, the SCAQMD has issued guidance on applying CalEEMod to LST analyses employing the lookup tables. In this regard, CalEEMod calculates construction emissions (off-road exhaust and fugitive dust) based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the LST lookup tables, LST analyses should contain the following descriptors/parameters:

- The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions;

- The maximum number of acres disturbed on the peak day using the equipment list from above and reflecting CalEEMod equipment use/acreage disturbance rates;

- Any emission control devices added onto off-road equipment;

- Any specific dust suppression techniques used on the day of construction activity with maximum emissions.

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, the information at Table 4.3-9 is used to determine the maximum daily disturbed-acreage for comparison to LSTs. To ensure consistency with LST modeling of construction-source emissions provided herein, maximum use of Project construction equipment types and their hours of operation (during grading activity) would be limited through Mitigation Measure 4.3.3, and as indicated at Table 4.3-9.

Table 4.3-9
Construction-Source Emissions
LST Analysis - Site Disturbance

Equipment Type	Quantity	Operating Hours (each piece of equipment) per Day	Acres Disturbed (each piece of equipment) per 8 Hour Period	Total Acres Disturbed (equipment type) per Day
Tractors	2	8	0.5	1
Graders	2	8	0.5	1
Rubber Tired Dozers	2	8	0.5	1
Scrapers	2	8	1.0	2
Total Acres Disturbed per Day (all equipment)				5
Applicable LST Mass Rate Look-up Table				5 Acres

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Table 4.3-10 summarizes maximum daily localized construction-source emissions impacts at the nearest sensitive receptor. As indicated, maximum daily construction-source emissions would exceed applicable LSTs for PM_{10} and $PM_{2.5}$. This is a potentially significant impact.

Table 4.3-10
Maximum Localized Construction-Source Emissions Impacts (pounds per day)

	Pollutants			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction-Source Emissions	104.30	66.80	20.48	11.67
SCAQMD Localized Threshold	371	1,965	13	8
Threshold Exceeded?	NO	NO	**YES**	**YES**

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Level of Significance: Potentially Significant.

Mitigation Measures: Please refer to previous Mitigation Measures 4.3.1 through 4.3.3.

Table 4.3-11
Localized Construction-Source Emissions Summary–With Mitigation
Maximum Daily (lbs/day)

	Pollutants			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction-Source Emissions	40.27	47.44	7.92	4.60
SCAQMD Localized Threshold	371	1,965	13	21
Threshold Exceeded?	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Level of Significance After Mitigation: Less-Than-Significant. With the implementation of Mitigation Measures 4.3.1 through 4.3.3, maximum-daily construction-source emissions would not exceed applicable SCAQMD LSTs. Table 4.3-11 identifies the maximum daily localized construction-source emissions impacts at the nearest receptor, as mitigated.

Operational-Source Emissions LST Analysis

The LST analysis includes on-site sources only and includes all on-site Project-related stationary (area) sources, and conservatively assumes an on-site travel distance for each Project car and truck trip of approximately 1 mile or 5,280 feet.[6] Modeling based on these assumptions demonstrates that Project operational-source emissions would not exceed applicable LSTs. Project operational-source localized emissions impacts are summarized at Table 4.3-12.

Level of Significance: Less-Than-Significant.

[6] The Wildomar Walmart Project site measures less than one-half mile along its longest (northerly-to-southerly) axis. Internal trips lengths would therefore be substantively less than the one-mile distance assumed in the LST analysis.

Table 4.3-12
Maximum Localized Operational-Source Emissions Impacts (lbs/day)

	Pollutants			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Operational-Source Emissions	5.81	20.28	2.86	0.83
SCAQMD Localized Threshold	371	1,965	4	2
Threshold Exceeded?	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

CO "Hot Spot" Analysis

Overview

It has long been recognized that adverse localized CO concentrations ("hot spots") are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/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 increasingly sophisticated and efficient emissions control technologies, CO concentrations in the Project vicinity have declined over time, and have not violated applicable AAQS in the last three years of record. Please refer to Table 4.3-2, "Project Area Air Quality Monitoring Summary 2011-2013."

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. When the SCAQMD *CEQA Air Quality Handbook* was first prepared in 1993, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO concentration exceedances in the SCAB. CO Attainment for CO was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003

AQMP)[7]and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).[8] As discussed in the 1992 CO Plan, peak CO concentrations in the SCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections (2003 AQMP Appendix V, pg. V-4-32). 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 CO hot spot analysis was conducted for four busy intersections in Los Angeles at 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 in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA)[9] evaluated the level of service (LOS) in the vicinity of the Wilshire Boulevard /Veteran Avenue intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic (MTA, Exhibit 2-5 and 2-6).

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[7] SCAQMD. *2003 Air Quality Management Plan*, August 1, 2003. Web. May 19, 2014. <http://www.aqmd.gov/aqmp/AQMPintro.htm>

[8] *Revision to the 1992 Carbon Monoxide Attainment Plan* (SCAQMD) September 1994.

[9] Metropolitan Transportation Authority, *2004 Congestion Management Plan for Los Angeles County*, Adopted July 22, 2004.Web. May 19, 2014. <http://www.metro.net/images_/cmp2004.pdf>

Potential Project-Related CO Hot Spots

The Project would not produce maximum peak hour traffic volumes traffic exceeding those at the intersections modeled in the 2003 AQMP (please refer to Table 4.3-13). Nor would there be any reason unique to area meteorological conditions to conclude that the intersections considered would yield higher CO concentrations if modeled in detail. Therefore, CO hotspots are not an environmental impact of concern for the Project.

Level of Significance: Less-Than-Significant.

Table 4.3-13
TIA Study Area Intersection Maximum Peak Hour Traffic Volumes

Intersection Location	Northbound (AM/PM/ Saturday Mid-Day)	Southbound (AM/PM/SMD)	Eastbound (AM/PM/SMD)	Westbound (AM/PM/SMD)	Total (AM/PM/SMD)
Orange Street & Bundy Canyon Road	149/268/169	424/248/316	1,489/1,528/1,360	761/1,009/949	2,823/3,053/2,794
I-15 SB Ramps & Bundy Canyon Road	--/--/--	935/709/698	1,165/1,584/1,189	1,231/1,441/1,267	3,331/3,734/3,154
I-15 NB Ramps & Bundy Canyon Road	634/421/436	--/--/--	1,041/1,905/1,216	1,447/1,292 /1,162	3,122/3,618/2,814
Murrieta Road & Scott Road	586/848 /243	--/--/--	1,166/1,186/506	1,033/1,071/557	2,785/3,105/1,306

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Toxic Air Contaminants (TAC) Health Risk Analysis (HRA)

TACs of primary concern for the Project would be Diesel Particulate Matter (DPM) emissions generated by delivery trucks accessing the Project site. To a lesser extent, Project food/restaurant uses could generate TACs associated the charbroiling of meat. Project TAC sources are discussed below. Potential health risks of Project-related TAC emissions are described and evaluated subsequently.

Diesel Particulate Matter (DPM) Emissions

The Project would generate truck traffic (primarily delivery and service vehicles) a portion of which may be diesel-powered. Diesel emissions and DPM are known carcinogens and could increase area health risks. Accordingly, an analysis of potential long-term diesel exposure health risks is provided. The Project Health Risk Assessment (HRA) (*Wildomar Walmart Air Toxics Health Risk Assessment, City of Wildomar* [Urban Crossroads, Inc.] April 3, 2014; (EIR Appendix D) characterizes and quantifies potential diesel emissions generated by, and health risk exposure resulting from, Project operations.

The average number of trucks accessing the Project site on a weekly basis is summarized at Table 4.3-14. Trucks accessing the Project would include 2-axle (small) delivery trucks, and larger semi-trailer trucks, with and without Transport Refrigeration Units (TRUs). On-site truck idling and associated generation of DPM would occur as trucks enter and travel through the facility.

Table 4.3-14
Average Weekly Truck Deliveries-By Category

Description	Deliveries per Week
2-axle delivery trucks	55
Semi-trailer w/TRU	18
Semi-trailer w/o TRU	29
Total Truck Deliveries/Week:	**102**

Source: *Wildomar Walmart Air Toxics Health Risk Assessment City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

The Project is required to comply with CARB's on-site truck idling limit of 5 minutes, SCAQMD staff recommends that HRA's assume a minimum of 15 minutes of on-site truck idling (trucks without TRUs), which would take into account potential protracted on-site idling which could occur at loading/unloading areas, or other areas or instances where on-site truck traffic movements may be impeded or delayed. Consistent with

SCAQMD recommendations, the Project HRA analysis assumed on-site truck idling (other than for trucks with TRUs) for a period of 15 minutes.

As indicated above, some of the trucks accessing the site would have TRUs. Emission factors for, and total on-site DPM emissions generated by, trucks with TRUs are greater than for trucks without TRUs. This is because of increased energy demands of the refrigeration units, and requirements to keep items refrigerated throughout delivery and unloading processes. TRU emission factors were obtained from CARB's Staff Report: *Initial Statement of Reasons for Proposed Rulemaking 2011 Amendments for the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate.* Each TRU accessing the site was estimated to idle for 30 minutes with an average of 34 horsepower and 0.53 load factor consistent with CARB guidance.

Charbroiling Cooking Emissions

The cooking of meat creates fine particulate matter and volatile organic carbon emissions. Polycyclic Aromatic Hydrocarbons (PAHs), a group of over 100 chemicals, are key TACs from cooking operations. PAHs are formed by the incomplete combustion of coal, oil, petrol, wood, tobacco, charbroiled meats, garbage, or other organic materials. Exposure to PAHs usually occurs by breathing air contaminated by wild fires or coal tar, or by eating foods that have been grilled. Cancer is the major concern from exposure to PAH. Epidemiological studies have reported an increase in lung cancer in humans exposed to coke oven emissions, roofing tar emissions, and cigarette smoke; all of these mixtures contain PAH compounds. Two primary components of PAH are benzo[a]pyrene and naphthalene. Animal studies have reported respiratory tract tumors from inhalation exposure to benzo[a]pyrene and fore-stomach tumors, leukemia, and lung tumors from oral exposure to benzo[a]pyrene. Naphthalene is also a component of cooking emissions which can impact respiratory functions.

As summarized in the Project Description, a fast-food use may be incorporated in the proposed Walmart Store, and a fast-food with drive-through could comprise one-half

the Project's outparcel tenancy. However, the exact type of restaurant(s) or food use(s), menu items and/or cooking methods have yet-to-be determined. Accordingly, the Project HRA considered and evaluated TAC emissions generated by cooking of varying menu items (beef, poultry with skin, poultry without skin, and pork); and employing a range of cooking methods (charbroilers, under-fired broilers, and griddles). Charbroiling emissions rates and emission pollutant categories are available from *Guidance for Air Dispersion Modeling* (San Joaquin Valley Air Pollution Control District, 2006). The *Guidance's* "Facility type 3" was selected and modeled since it represents the greatest emission rate and would establish a likely maximum impact condition. Please refer to the Project HRA (Draft EIR Appendix D) for more detailed calculations and methodology information.

Carcinogenic and Chronic Illness Impacts

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased cancer risk of greater than 10 incidents per million population. Consistent with the aforementioned SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant. Also germane to the Project HRA, specific guidance in determining health risks from diesel emissions is provided in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

Health risks associated with exposure to carcinogenic compounds are defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of carcinogenic potential of a chemical when a dose is received through the inhalation pathway, and represents an upper-bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu g/m^3$) over a 70-year lifetime.

The URFs utilized in this analysis were obtained from the California Environmental Protection Agency, Office of Environmental Health Hazard (OEHHA). Please refer also to the Project HRA, presented at EIR Appendix D, for greater detail regarding calculated TAC exposures and resulting health TAC-source cancer risks.

Consistent with OEHHA guidance and SCAQMD HRA protocols, Project-related TAC-source cancer risks were evaluated under three exposure scenarios: "Residential," "Worker" and "School Site/School Child." OEHHA recommended exposure parameters for each scenario are summarized at Table 4.3-15.

Table 4.3-15
OEHHA Recommended Exposure Scenario Parameters

Exposure Parameter	Units	Residential	Worker	School Site/Child
Frequency	days/year	350	245	180
Duration	years	70	40	9
Inhalation Rate	m^3/day	21.14	10.43	40.67
Body Weight	kilograms	70	70	18
Averaging Time	days	25,550	25,550	25,550
Exposure Time	hours/day	24	12	10

Source: Wildomar *Walmart Air Toxics Health Risk Assessment City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Carcinogenic Risk Exposure: Quantification Results

The Project HRA results for residential, worker, and school site carcinogenic risk exposures are summarized below. Please refer also to the Project HRA (EIR Appendix D) for detailed exposure modeling inputs and results.

Residential Exposures

For the Residential Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted residential land use. That is, at the maximally exposed individual receptor (MEIR), the maximum risk is estimated to be 3.01 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

Worker Exposures

For the Worker Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted worker location. That is, for the maximally exposed individual worker (MEIW), the maximum risk is estimated to be 0.30 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

School Site Exposures

For the School Child Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted school site. That is, for the maximally exposed individual school child (MEISC), the maximum risk is estimated to be 0.02 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

Non-Carcinogenic Risk

An evaluation of the potential non-carcinogenic effects of chronic exposure to TACs was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). RELs employed in the Project HRA were obtained from the California Environmental Protection Agency, Office of Environmental Health Hazard (OEHHA).[10] Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Noncarcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant.

Non-Carcinogenic Risk Exposure: Quantification Results

TAC non-carcinogenic risk exposures were quantified consistent with applicable SCAQMD methodology, and are expressed relative to Hazard Index threshold of 1.0. As noted above, non-carcinogenic Hazard Indices calculated to be less than 1.0 are

[10] Office of Environmental Health Hazard. OEHHA Toxicity Criteria Database. Web. May 19, 2014. <http://www.oehha.org/risk/chemicaldb/index.asp.>

considered less-than-significant. The Project HRA results for residential, worker, and school non-carcinogenic risk exposures are summarized below.

Residential Exposures

At the MEIR, the calculated HI is estimated to be 0.002, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

Worker Exposures

At the MEIW, the calculated HI is estimated to be 0.0004, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

School Site Exposures

At the MEISC, the calculated HI is estimated to be 0.0001, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

Cumulative TAC Impact Analysis

Background

The South Coast Air Quality Management District (SCAQMD)[11] has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the South Coast Air Basin (Basin). This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.[12] *MATES-III* estimates that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately

[11] SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

[12] Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

1,200 incidents per one million population. Related, *MATES-III* estimates the cumulative TAC-source cancer risk for the localized area encompassing the Project site at 327 incidents per million population.[13] Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6%) of the total risk shown in *MATES-III*.

Ambient TAC Impacts Presumed Cumulatively Significant

The SCAQMD *has* established a significance threshold for incremental *project-level* TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD *has not*, however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of Wildomar (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, *MATES-III* estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized area encompassing the Project site the risk is estimated at 327 incidents per

[13] South Coast Air Quality Management District. SCAQMD 2008, MATES III Carcinogenic Interactive Map. Web. May 19, 2014. <http://www3.aqmd.gov/webappl/matesiii/> Note: Localized background TAC-source cancer risk estimates are extrapolated from TAC monitoring data collected at ten fixed sites within the South Coast Air Basin. MATES III extrapolates cancer risk levels throughout the Basin at 1.25 mile by 1.25 mile grids.

million population. Either of these existing cumulative TAC-source cancer risk levels (327 incidents per million locally, or 1,200 incidents per million Basin-wide) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

Comparing the ambient cumulative TAC-source cancer risk (327 per million locally; or 1,200 per million Basin-wide) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 32.7 to 120 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 32.7 to 120 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant.

Related Projects Contribution to Cumulative TAC Impacts

In addition to the MATES-III cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the MATES-III study.

In consultation with the Lead Agency, related TAC-generating projects located within a one-quarter mile radius of the Project were identified and are reflected in this cumulative TAC analysis. These related projects include:

- Orange Bundy (TPM 30522, APN: 367-100-024, 367-100-026) (79,497 square feet of retail, 1,500 square feet of fast food w/drive thru, 6 vehicle fueling point (VFP) gas station w/market).

- Bundy Canyon Plaza (City Case No. 08-0179, TPM 32257, APN: 367-100-019) (33,800 square feet of retail, 6,200 square feet of fast food w/drive thru, 12 VFP gas station w/market).

These related projects are located within one-quarter mile of the proposed Wildomar Walmart Project considered herein, and TACs generated by these related projects could potentially contribute to, or interact with, the Project's TAC emissions.

TAC emissions and sources associated with these two related projects would include DPM emissions generated by commercial delivery trucks; charbroiling emissions from restaurant uses; and fuel emissions from gas station activities.

The City of Wildomar adopted Mitigated Negative Declarations (MNDs) for both of the above-noted related projects. Both MNDs conclude that the respective projects would not generate any impacts related to TACs that could affect sensitive receptors. However, neither document provides a quantified analysis of TAC emissions, nor potential related TAC-source health impacts. It can be inferred however, that given the limited scope of these projects, and the "no impact" conclusions of respective MNDs regarding hazardous emissions health risks, that these related projects would generate negligible quantities or concentrations of TACs, and would have no discernible effect at off-site receptors.

Project Contribution to Cumulative TAC Impacts

Project-source TACs would incrementally increase the background cancer risk by a maximum of 3.01 incidents per million population. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts is 10 incidents per million population.

Similarly, SCAQMD significance thresholds state that Project contributions to cumulative TAC-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 3.01 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

Summary and Conclusions

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related projects identified herein, were added to the total background risk derived by the MATES-III study, yielding a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated at Table 4.3-16, the maximum potential cumulative cancer risk within the Study Area is estimated at 330.01.

Table 4.3-16
Study Area Cumulative Cancer Risk

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	327	---	---	**327**
Cumulative Impact With Project	327	---	3.01	**330.01**
Cumulative Impact With Project and Related Projects	327	negligible	3.01	**330.01**

Source: Wildomar *Walmart Air Toxics Health Risk Assessment City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.
Notes: Background TAC risk from: MATES-III Carcinogenic Risk Interactive Map **(**http://www2.aqmd.gov/webappl/matesiii/) (SCAQMD 2008).

The MATES-III ambient cumulative TAC impact represents approximately 99 percent of the total cumulative impact identified at Table 4.3-16; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant. The Project would incrementally contribute to this presumably significant cumulative impact. However, the Project's incremental contribution of 3.01

incidents per million population does not exceed, or even approach the established SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, the Project TAC emissions impacts are not considered cumulatively considerable. Please refer also to the discussion of cumulative air quality impacts presented at EIR Section 5.0, "Other CEQA Considerations."

Localized Air Quality Impact Analysis Summary

As substantiated by the preceding discussions, maximum Project construction-source and operational-source emissions would not exceed applicable SCAQMD LSTs at the nearest sensitive receptor. Nor would the Project create or result in localized CO hot spots. Further, Project TACs would not result in or cause potentially significant health risks, either at the project-level or cumulatively. On this basis, the potential for the Project's localized emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Expose sensitive receptors to substantial pollutant concentrations.***

Impact Analysis: Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Air Quality Impacts, the sensitive receptors nearest the Project site would not be subject to emissions exceeding SCAQMD LSTs. Nor would the Project create or result in localized CO hot spots. The Project HRA, summarized herein, substantiates that the Project would not generate or result in localized concentrations of TACs that would create or result in potentially significant health risks. On this basis, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Create objectionable odors affecting a substantial number of people.***

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

- Agricultural uses (livestock and farming);
- Wastewater treatment plants;
- Food processing plants;
- Chemical plants;
- Composting operations;
- Refineries;
- Landfills;
- Dairies; and
- Fiberglass molding facilities.

The Project does not propose land uses or activities typically associated with emitting objectionable odors. The Project may, however, generate localized odors due to construction equipment exhaust, application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse).

Standard construction materials use storage and disposal requirements would minimize odor impacts from construction. Moreover, any construction-source odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction.

With regard to Project operations, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City solid waste regulations. Further, any other odors that may be generated during Project operations would disperse rapidly and would likely be limited to the immediate vicinity of the

odor source. The Project would also be required to comply with SCAQMD Rule 402, acting to minimize potential occurrences of public nuisance odors.

As supported by the preceding discussion, the potential for the Project to create objectionable odors affecting a substantial number of people is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***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, including releasing emissions which exceed quantitative thresholds for ozone precursors.***

Impact Analysis: The Project area is designated as an extreme non-attainment area for ozone, a serious non-attainment area for PM_{10}, and a non-attainment area for $PM_{2.5}$. Germane to these regional non-attainment conditions, the Project-specific evaluation of emissions presented previously demonstrates that the Project's construction-source emissions would not exceed regional significance thresholds with implementation of Mitigation Measures 4.3.1 through 4.3.3. Project construction-source emissions would therefore not contribute to a cumulatively considerable net increase for in PM_{10}, $PM_{2.5}$, or the ozone precursors VOC and NO_x within the encompassing non-attainment areas.

However, even after application of all feasible mitigation, Project operational-source NO_x and VOC emissions would exceed applicable SCAQMD regional thresholds. The fact that the Project generates long-term emissions of the ozone precursors NO_x and VOC in excess of applicable SCAQMD thresholds indicates that the Project impact is significant on an individual basis and would therefore contribute to cumulatively significant air quality impacts within the encompassing ozone non-attainment area. On this basis, operational-source emissions of NO_x and VOC in exceedance of SCAQMD regional thresholds would result in a cumulatively considerable net increase of in

criteria pollutants within a non-attainment area. This is a potentially significant air quality impact. Please refer also to the discussion of cumulative air quality impacts presented at EIR Section 5.0, "Other CEQA Considerations."

Level of Significance: Potentially Significant.

Mitigation Measures: Please refer to Mitigation Measures 4.3.4, 4.3.5

Level of Significance After Mitigation: ***Significant.*** Mitigation Measures 4.3.4 and 4.3.5 would reduce Project operational-source NO_x and VOC emissions to the extent feasible. Operational-source NO_x and VOC emission exceedances would persist however, and would remain significant even with the application of mitigation. Please refer also to previous discussions regarding Project operational-source emissions.

Potential Impact: ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.***

Impact Analysis:

<u>California Emissions Estimator Mode (CalEEMod) Employed to Estimate GHG Emissions</u>

CEQA Guidelines 15064.4 (b) (1) states that a Lead Agency may employ a model or methodology of its choice to quantify greenhouse gas emissions associated with a project. The SCAQMD-approved California Emissions Estimator Model (CalEEMod, Model) is accepted by the Lead Agency for modeling of greenhouse gas (GHG) emissions, and was employed in the analysis of Project GHG emissions impacts. CalEEMod calculates air pollutant/GHG emissions from direct and indirect sources, and quantifies pollutant/GHG emissions reductions achieved from mitigation measures. The Model includes and evaluates GHG emissions from the following source categories:

construction, area, energy, mobile, waste, water. Considerations applicable to each of these categories are addressed briefly in the following paragraphs.

Construction-Source GHG Emissions

Project construction activities would generate the GHG emissions of CO_2 and CH_4. Construction-source GHG emissions are quantified and amortized over the life of the Project. To this end, and consistent with SCAQMD-recommended methodology, greenhouse gas emissions generated by Project construction activities were totaled and then divided by 30, reflecting an assumed 30-year Project life. The resulting quotient was then summed with annual operational phase GHG emissions under the "Business As Usual" and Project scenarios presented below.

Operational-Source GHG Emissions

Operational activities associated with the proposed Project will generate CO_2, CH_4, and N_2O emissions due to area sources; building energy use; water supply, treatment and distribution (water use); solid waste management; and mobile-sources (vehicular) energy consumption.

Area Sources

Area Sources (generalized activities associated with landscape and building maintenance) would generate GHG emissions over the life of the Project.

Building Energy Use

Greenhouse gases are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other greenhouse gases directly into the atmosphere; these emissions are considered direct emissions associated with a building. greenhouse gases are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by building energy use.

Water Supply, Treatment and Distribution (Water Use)

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water is determined by the volume of water used, as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by water supply, treatment and distribution activities and processes.

Solid Waste Management

Commercial land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by solid waste management activities and processes.

Mobile-Source Emissions

GHG emissions would also be generated by Project-related mobile sources. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and customers. Project mobile source emissions are dependent on overall daily vehicle trip generation. Trip characteristics available from the Project TIA (EIR Appendix C) were utilized in this analysis.

The SCAQMD recommends analysis of direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate. SCAQMD further recognizes that the science and methodology to calculate life cycle emissions is not yet established or well-defined, therefore SCAQMD has not recommended, and is not requiring, life-cycle emissions analyses.

Project Greenhouse Gas Emissions

Project construction activities and Project operations would generate greenhouse gas emissions. Construction-source GHG emissions are quantified and amortized over the estimated 30-year life of the Project. Amortized annual construction-source GHG emissions were then summed with annual operational phase GHG emissions under the "Business As Usual" and Project scenarios presented below.

GHG Emission Reduction Targets

The CARB Scoping Plan Business As Usual (BAU) Scenario reflects development of the Project site absent design features, operational programs, mitigation measures, and state requirements established by AB 32 which would collectively act to reduce GHG emissions. The CARB Scoping Plan considers statewide GHG emissions, and indicates that statewide AB 32 compliance would be achieved provided there is a minimum 28.5 percent reduction in statewide BAU GHG emissions, when considering the time frame 1990 to 2020.

Project GHG emissions levels that are consistent with the above-noted CARB Scoping Plan GHG emissions target of a 28.5 percent reduction from BAU would be considered compliant with AB 32, and potential Project GHG emissions/Global Climate Change impacts would be considered less-than-significant.

Annual GHG emissions that would be generated by the Project under BAU Scenario assumptions, and that would result pursuant to GHG emissions reductions achieved through the Project design and operational programs in combination with state policies and requirements (Project Scenario) are summarized at Table 4.3-17. Detailed reductions by source and GHG reduction measures are presented at Table 4.3-18.

Table 4.3-17
GHG Emissions Summary
BAU Scenario vs. Project Scenario

Emission Source	Annual Emissions (CO_2e-metric tons per year)	
	BAU Scenario	Project Scenario
Construction-source emissions; annual, amortized over 30 years	30.41	30.41
Area Sources	0.03	0.03
Energy Consumption	1,214.72	733.76
Mobile Sources	11,527.67	7,381.25
Solid Waste Management	413.59	413.59
Water Use	110.91	66.48
Totals	**13,297.33**	**8,625.51**
Project Scenario Reduction in BAU GHG Emissions	**(4,671.82)/35.13%**	

Source: *Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Table 4.3-18
GHG Emissions Reductions by Source and Reduction Measure
BAU Scenario vs. Project Scenario

GHG Source	GHG Emissions (CO_2e-Metric Tons per Year)				
	BAU GHG Emissions	GHG Reduction resulting from *State Measures*	GHG Reduction resulting from *Project Design, and EIR AQ Mitigation Measures*	Total GHG Reduction	Net Project GHG Emissions Reduction vs. BAU Scenario
Construction	30.41	0.00	0.00	0.00	30.41
Area Sources	0.03	0.00	0.00	0.00	0.03
Energy Use	1,214.72	336.83 *- Renewable Portfolio Standards* *- 2013 Title 24 Requirements*	144.128 *- MM 4.3.4 (Exceed Title 24 by 5%)*	480.96	733.76
Mobile Sources (Traffic)	11,527.67	3293.26 *- Pavley Fuel Efficiency Standards (AB 1493)* *- Title 17 California Code of Regulations (Low Carbon Fuel Standard)*	853.16 *- Project Design Features (Increase Diversity / Implement a Pedestrian Network)*	4,146.42	7,381.25

Table 4.3-18
GHG Emissions Reductions by Source and Reduction Measure
BAU Scenario vs. Project Scenario

GHG Source	GHG Emissions (CO_2e-Metric Tons per Year)				
	BAU GHG Emissions	**GHG Reduction resulting from *State Measures***	**GHG Reduction resulting from *Project Design, and EIR AQ Mitigation Measures***	**Total GHG Reduction**	**Net Project GHG Emissions Reduction vs. BAU Scenario**
Solid Waste Management	413.59	0.00	0.00	0.00	413.59
Water Use	110.91	23.48 *- Renewable Portfolio Standards*	20.95 *- MM 4.3.5 (reduction of water use 20% indoor / 30% outdoor)*	44.43	66.48
Total	**13,297.33**	**3,653.57**	**1,018.24**	**4,671.81**	**8,625.52**

Source: *Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

Summary and Conclusions

Project is Consistent with and Supports AB 32 and CARB Scoping Plan

The analysis demonstrates that the Project is consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB Scoping Plan. The Scoping Plan establishes strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the CARB Scoping Plan calls for an approximately 28.5 percent reduction in GHG emissions when compared to BAU conditions. As substantiated herein, Project GHG emissions would be reduced by approximately 35.13 percent when compared to the BAU scenario. This reduction is consistent with the target reduction percentage of 28.5 percent based on CARB's AB 32 analysis, and supports the conclusion that Project GHG emissions would not directly or indirectly have a significant impact on the environment.

Project GHG/GCC Impacts are Less-Than-Significant

As supported by the preceding discussions, the potential for the Project to: conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or; generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment is considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.4 NOISE

4.4 NOISE

Abstract

This Section assesses whether the Project would substantially increase ambient noise levels, or expose land uses to noise, groundborne noise, or groundborne vibration levels exceeding established standards. In this regard, potential impacts considered within this Section include:

- *Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

- *A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

- *A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

- *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.*

As presented in the following analyses, even after compliance with regulations and application mitigation measures, the Project's construction source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, construction noise impacts affecting these adjacent properties are recognized as significant. Notwithstanding, it is also recognized that Project construction noise, as noted, will be temporary and intermittent. These noise levels will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities. All other potential noise impacts

of the Project are determined to be less-than-significant, or can be mitigated to levels that are less-than-significant.

4.4.1 INTRODUCTION

This Section presents the noise setting, methodology, standards of significance, and potential noise impacts associated with the Project. Where impacts are determined to be potentially significant, mitigation measures are proposed to avoid or reduce the severity of impacts. The information presented herein has been summarized from the *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014 (Project Noise Study). The Project Noise Study in its entirety is presented at EIR Appendix E.

4.4.2 SETTING

The following are discussions of noise fundamentals applicable to the Project, together with assessments of existing ambient noise levels and noise sources in the Project vicinity.

4.4.2.1 Fundamentals of Noise

Noise levels are measured on a logarithmic scale in decibels which are then weighted and added over a 24-hour period to reflect not only the magnitude of the sound, but also its duration, frequency, and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed, including: equivalent sound levels (Leq), day-night average sound levels (Ldn) and community noise equivalent levels (CNEL).

"A-weighted" decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. The decibel scale has a value of 0.0 dBA at the threshold of hearing and 120 dBA at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. Thus, a 1.0 decibel increase is just audible,

whereas a 10 decibel increase means the sound is perceived as being twice as loud as before. Examples of the decibel level of various noise sources are provided in the following Figure 4.4-1.

Noise Rating Schemes

Equivalent sound levels are not measured directly but, rather, are calculated from sound pressure levels typically measured in dBA. The equivalent sound level (Leq) is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

Day-night average sound levels (Ldn) are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leq over a 24-hour time period with an increased weighting factor applied to the nighttime period between 10:00 p.m. and 7:00 a.m. This noise rating scheme takes into account those subjectively more annoying noise events which occur during normal sleep hours.

Community noise equivalent levels (CNEL) also carry a weighting penalty for noise that occurs during the nighttime hours. In addition, CNEL levels include a penalty for noise events that occur during the evening hours between 10:00 p.m. and 7:00 a.m. Because of the weighting factors applied, CNEL values at a given location will always be larger than Ldn values, which in turn will exceed Leq values. However, CNEL values are typically within one decibel of the Ldn value.

TYPICAL NOISE LEVELS AND THEIR SUBJECTIVE LOUDNESS AND EFFECTS

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: NOISE TECHNICAL SUPPLEMENT BY CALTRANS

Source: Urban Crossroads, Inc.

Figure 4.4-1
Typical Noise Levels

Sound Propagation

For a "line source" of noise such as a heavily traveled roadway, the noise level drops off by a nominal value of 3.0 decibels for each doubling of distance between the noise source and the noise receiver. The nominal value of 3.0 dBA with doubling applies to sound propagation from a line source: (1) over the top of a barrier greater than three meters in height; or (2) where there is a clear unobstructed view of the highway, the ground is hard, no intervening structures exist and the line-of-sight between the noise source and receiver averages more than three meters above the ground.

Notwithstanding, environmental factors such as wind conditions, temperature gradients, characteristics of the ground (hard or soft) and the air (relative humidity), and the presence of vegetation combine to typically increase the attenuation achieved outside laboratory conditions to approximately 4.5 decibels per doubling of distance. The increase in noise attenuation in exterior environments is particularly true: (1) for freeways with an elevated or depressed profile or exhibiting expanses of intervening buildings or topography; (2) where the view of a roadway is interrupted by isolated buildings, clumps of bushes, scattered trees; (3) when the intervening ground is soft or covered with vegetation; or (4) where the source or receiver is located more than three meters above the ground.

In an area which is relatively flat and free of barriers, the sound level resulting from a single "point source" of noise drops by six decibels for each doubling of distance or 20 decibels for each factor of ten in distance. This applies to fixed noise sources and mobile noise sources which are temporarily stationary, such as an idling truck or other heavy duty equipment operating within a confined area (such as industrial processes or construction).

Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source.

Vibration

According to the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. The vibration velocity level is denoted as VdB in this document. Vibration impacts are generally associated with activities such as train operations, construction and heavy truck movements.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

4.4.2.2 Factors Affecting Motor Vehicle Noise

According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance, provided by the Federal Highway Administration (FHWA), the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle

mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft site and hard site conditions. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. The Project Noise Study indicates that, generally, soft site conditions better reflect the predicted noise levels. In addition, Caltrans' research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

4.4.2.3 Community Responses to Noise

Approximately ten percent of the population has a very low tolerance for noise, and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another 25 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments. A 3.0 dBA increase may be perceptible outside of the laboratory. An increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e., complaints) would be expected.

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon each individual's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Noise receptor's perception that they are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Receptor's belief that the noise source can be controlled.

Recent studies have shown that changes in long-term noise levels are noticeable, and are responded to by people. For example, about ten percent of the people exposed to traffic noise of 60 Ldn will report being highly annoyed with the noise, and each increase of one Ldn is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 Ldn or aircraft noise exceeds 55 Ldn, people begin complaining. Group or legal actions to stop the noise should be expected to begin at traffic noise levels near 70 Ldn and aircraft noise levels near 65 Ldn.

4.4.2.4 Land Use Compatibility With Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or liveability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

4.4.2.5 Sensitive Receptors

Land uses classified as noise-sensitive by the State of California include: schools, hospitals, rest homes, long-term care centers, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, libraries, and recreation areas to be noise-sensitive. Moderately noise-

sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Land uses which are considered relatively insensitive to noise include business, commercial, and professional/office developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Sensitive receptors in the vicinity of the Project site include the single-family residential development tracts located approximately 760 feet east of the Project site, 320 feet northeast of the Project site and 570 feet southwest of the Project site. Additionally, a single residential home is located 70 feet to the south of the Project site and an approved single family residential project (TTM No. 31409) is located approximately 100 feet to the east across Monte Vista Drive. It is noted that Cornerstone Christian School is located approximately 1,800 feet (0.3 mile) southeast of the Project site; however at this distance, this use is not considered subject to significant Project-generated noise. Sensitive receptors in the vicinity are illustrated in Figure 4.4-2.



N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 4.4-2
Nearest Sensitive Receptors

4.4.2.6 Current Noise Exposure

To assess existing noise levels in the Project vicinity, four long-term measurements were taken at locations throughout the Project vicinity. These locations are presented at Figure 4.4-3, and are representative of sites that may be affected by Project-generated noise. The long-term noise level measurements were positioned at the nearest noise sensitive uses, to assess the existing ambient hourly noise levels surrounding the Project site. Noise measurement locations included the following:

- Located approximately 760 feet east of the planned Wildomar Walmart development, location L1 represents the off-site unmitigated exterior noise levels at the backyard noise barrier for the residential homes on Autumn Sage Court.
- Location L2 represents the unmitigated noise levels at a distance of roughly 320 feet northeast of the Project site across Bundy Canyon Road.
- Location L3 represents the vacant land (approved residential) located approximately 100 feet east of the proposed loading docks.
- Located approximately 70 feet south of the proposed Walmart loading docks, behind the eight-foot high screen wall, location L4 represents the existing residential homes across Canyon Drive.

The results of the noise level measurements are presented in Table 4.4-1, which identifies the hourly daytime (7 a.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) noise levels at each noise level measurement location.



L1 = Ambient Noise Measurement Location

N

NOT TO SCALE

Source: Google Earth; Urban Crossroads; Applied Planning, Inc.

Figure 4.4-3
Ambient Noise Measurement Locations

Table 4.4-1
Existing Long-Term (Ambient) Noise Level Measurements[1]

Observer Location	Distance from Project Site	Description	Hourly Noise Levels (Leq dBA)[1]		CNEL
			Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)	
L1	760′	East of the Project site, near the residential community located on Autumn Sage Court	53.3	55.5	61.7
L2	320′	North of Bundy Canyon Road, near the fence line for homes on Elbow Creek Trail	72.0	69.6	76.7
L3	100′	East of the Project site, across Monte Vista Drive	66.0	64.0	71.1
L4	70′	East of the I-15 Freeway, south of the Project site, across Canyon Drive	60.8	63.7	70.1

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.
[1] Energy (logarithmic) average hourly levels.

4.4.3 EXISTING POLICIES AND REGULATIONS

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

4.4.3.1 State of California

Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according

to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to "limit the exposure of the community to excessive noise levels." In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

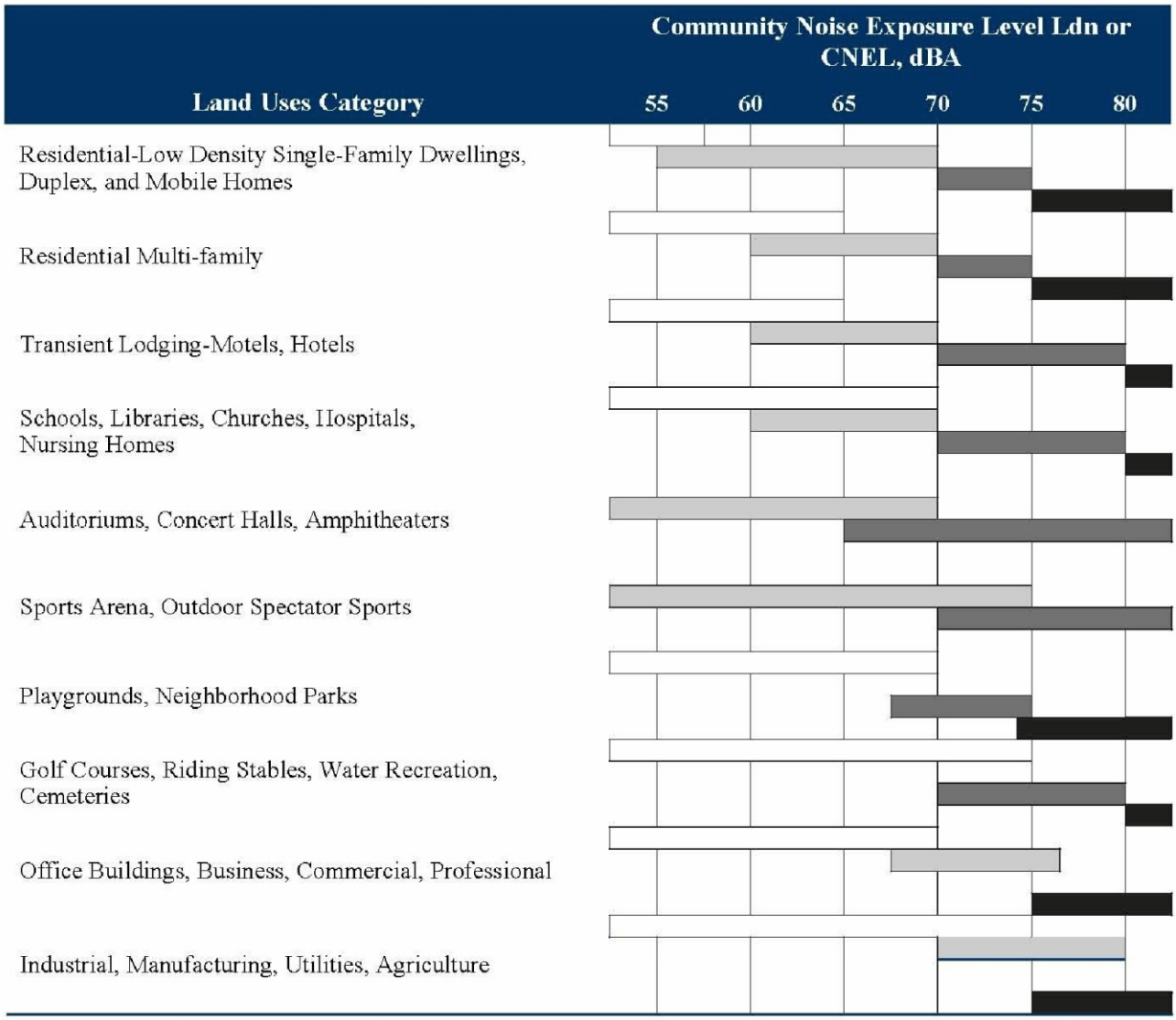
California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

4.4.3.2 City of Wildomar Noise Standards

Wildomar General Plan

The City of Wildomar Noise Element identifies a Noise Compatibility Matrix that provides the City with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. As illustrated at Figure 4.4-4, the Noise Compatibility Matrix describes categories of compatibility and not specific noise standards. The Land Use Compatibility for Community Noise Exposure indicates that the Wildomar Walmart commercial land use is considered normally acceptable with unmitigated exterior noise levels of less than 70 dBA CNEL.



Explanatory Notes

Normally Acceptable:
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable:
New construction or development should generally not be undertaken. Construction cost to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Source: California Office of Noise Control; Urban Crossroads, Inc.

For the residential land uses located near the Project site, a community noise exposure level of less than 60 dBA CNEL is considered *normally acceptable*, with *conditionally acceptable* exterior noise levels approaching 70 dBA CNEL, *normally unacceptable* noise levels ranging from 70 to 75 dBA CNEL and noise levels above 75 dBA considered as *clearly unacceptable*. For noise levels that are considered *normally unacceptable*, the General Plan Land Use Compatibility for Community Noise Exposure suggests that new development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with the needed noise insulation features included in the design.

Municipal Code Standards

The most effective method to control community noise impacts from non-transportation stationary noise sources (such as loading docks, roof-top air condenser units, shopping cart corrals, parking lot, trash compactors and drive-thru speakerphones) is through the application of a noise control ordinance. To analyze noise impacts originating from a designated location or private property such as the Project site, area source (stationary source) noise such as the construction activities are typically evaluated against standards established under the City's Municipal Code, as presented below.

Construction Noise Standards

To control noise impacts associated with the construction of the Project, the City has established limits to the hours of operation. Section 9.48.020 of the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile of an inhabited dwelling, are exempted from the provisions of the noise ordinance. The exemption requires that construction activities do not occur between the hours of 6 p.m. to 6 a.m. during the month of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May. The City of Wildomar has not identified or adopted any specific construction noise standards to assess direct project construction noise level impacts. For the purpose of this analysis, construction noise levels will be evaluated against the (operational) stationary source standards established under the City's Municipal Code (Section 9.48.040) that establishes the exterior noise level criteria for residential

properties. For residential properties the exterior noise level shall not exceed 55 dBA Leq during daytime hours (7 a.m. to 10 p.m.) and 45 dBA Leq during the nighttime hours (10 p.m. to 7 a.m.).

Operational Noise Standards

The City of Wildomar Noise Ordinance including the Municipal Code (Chapter 9.48) establishes the maximum permissible noise level that may intrude into a neighbor's property. The Noise Ordinance (Section 9.48.040) establishes the exterior noise level criteria for residential properties affected by operational (stationary) noise sources. For residential properties the exterior noise level shall not exceed 55 dBA Leq during daytime hours (7 a.m. to 10 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10 p.m. to 7 a.m.).

Vibration Standards

The City of Wildomar has not identified or adopted vibration standards. However, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep.

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. The FTA guidelines of 80 VdB for sensitive land uses provide the basis for determining the relative significance of potential Project-related vibration impacts.

4.4.4 STANDARDS OF SIGNIFICANCE

Based on the noise criteria presented above, and direction provided within the *CEQA Guidelines* as implemented by the City of Wildomar, Project noise impacts would be

considered potentially significant if the Project is determined to result in or cause the following conditions:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; or

- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

4.4.4.1 Stationary-Source Noise Standards

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development:

- If Project-related construction or operational activities cause noise levels at residential uses to exceed the maximum noise levels of 55 dBA Leq during daytime hours (7 a.m. to 10 p.m.) or exceed 45 dBA Leq during the nighttime hours (10 p.m. to 7 a.m.) (City of Wildomar Noise Ordinance Section 9.48.040).

- If Project-related construction activities occur on any weekday between the hours of 6 p.m. to 6 a.m. during the month of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.

- If short-term Project generated construction source vibration levels could exceed the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) at noise sensitive receiver locations.

4.4.4.2 Mobile-Source Noise Standards

The level of significance attributed to a cumulative project impact is based on the noise levels with and without the project. The significance of cumulative noise impacts varies depending on the condition of the environment and the project related noise level increases. For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur even though the noise criteria might not be exceeded. Therefore, for the purpose of this analysis, a "readily perceptible" 5 dBA or greater project related noise level increase is considered a significant impact.

The City of Wildomar does not specify noise standards for mobile sources, so guidance provided by the Environmental Protection Agency (EPA) is used in this analysis. According to the EPA, in areas where the "without project" noise levels range from 60 to 65 dBA and noise level impacts become noticeable at some value of greater than 1 dBA, and a 3 dBA "barely perceptible" noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact since it likely contributes to an existing noise deficiency. Table 4.4-2, below, provides a summary of the cumulative noise impact significance criteria.

Table 4.4-2

Significance of Cumulative Noise Impacts

Without Project Noise Level (CNEL)	Project-Related Significant Impact
<60 dBA	5 dBA or more
60-65 dBA	3 dBA or more
>65 dBA	1.5 dBA or more

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads) March 4, 2014.

4.4.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.4.5.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant noise/vibration impacts, based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A). Of the CEQA threshold considerations identified above at 4.4.4, and as substantiated in the Initial Study, the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further discussed in this Section:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

Please refer also to Appendix A, Initial Study and NOP Responses; Initial Study Checklist Item XII., "Noise."

4.4.5.2 Impact Statements

Following is an analysis of potential noise impacts that are expected to occur as a result of the Project. Noise levels will change both on-site and off-site if the Project is approved and implemented. As with all other analyses presented herein, assessment of the Project's potential noise impacts assumes 24-hour operations. The discussion of potential noise impacts is organized to reflect categories or types of noise sources, including:

- Construction Source Noise;
- Vehicular Source Noise;
- Operational/Area Source Noise; and
- Vibration.

For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.4.4, "Standards of Significance."

CONSTRUCTION SOURCE NOISE

Potential Impact: *Would Project construction activities and associated noise result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Impact Analysis: Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels. Project construction is expected to occur in four stages:

- Site Preparation;
- Grading;
- Building; and
- Curb, gutter, flatwork and parking lot.

In January 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM) that includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. The usage factor is a key input variable of the RCNM noise prediction model that is used to calculate the average Leq noise levels using the Lmax noise levels measured at a distance of 50 feet.

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor.

Using the stationary-source RCNM noise prediction model, calculations of the Project construction noise level impacts at seven noise receiver locations in the immediate vicinity of the Project site were completed. Figure 4.4-5 illustrates the noise receiver locations. Anticipated noise levels are presented at Table 4.4-3.

Table 4.4-3

Construction Equipment Noise Levels

Noise Receiver	Construction Phase Hourly Noise Level (dBA Leq)				
	Site Preparation	Grading	Building	Curb, Gutter, Flatwork, Lot	Peak
R1	64.6	59.3	57.2	59.6	64.6
R2	72.1	66.8	64.7	67.2	72.1
R3	82.2	76.9	74.8	77.3	82.2
R4	85.3	80.0	77.9	80.4	85.3
R5	67.1	61.8	59.7	62.1	67.1
R6	67.3	61.9	59.9	62.3	67.3
R7	64.3	59.0	56.9	59.3	64.3

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads) March 4, 2014.

Summary

As previously discussed, Section 9.48.020(H)(I) of the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile or more from an inhabited dwelling, are exempted from the provisions of the noise ordinance. The exemption requires that said activities do not occur between the hours of 6 p.m. to 6 a.m. during the month of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.

Notwithstanding the City Noise Ordinance exemption, noise levels are still expected to reach high levels when construction equipment operates near the perimeter of the Project site. As indicated in the preceding discussion, the unmitigated noise levels associated with the various phases of Project construction are expected to range from 56.9 to 85.3 dBA Leq. These levels exceed the standard of 55dBA used for this analysis; therefore, this is a potentially significant impact.



R1 = Noise Receiver Location

N

NOT TO SCALE

Source: Google Earth; Urban Crossroads; Applied Planning, Inc.

Figure 4.4-5
Noise Receiver Locations

Level of Significance: Potentially Significant.

Mitigation Measures:

4.4.1 *Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 6 p.m. to 6 a.m. during the month of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.*

4.4.2 *During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. It is noted that stationary equipment is transitory to the site and is located based on a given construction task or phase, however noise emitting construction equipment that may be employed in various temporary fixed positions throughout the Project site shall be oriented to direct noise away from the nearest noise sensitive receptor(s).*

4.4.3 *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction. A review of the Project site and the location of nearby noise sensitive receptors indicate that construction equipment staging shall be concentrated in the northern portion of the site near Bundy Canyon Road and away from the residential land use located south of Canyon Drive.*

4.4.4 *The construction contractor shall limit haul truck deliveries to the same hours specified for the operation of construction equipment.*

Level of Significance After Mitigation: Significant and Unavoidable. Even after the implementation of the above mitigation, noise levels are still expected to reach high levels when construction equipment operates near the perimeter of the Project site. This is considered a significant and unavoidable impact of the Project. It is noted that construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts.

Potential Impact: *Would Project construction activities and associated noise result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact Analysis: Construction noise is not considered a source of permanent noise increases, and associated threshold questions are not germane.

Level of Significance: Less-Than-Significant.

Potential Impact: *Would Project construction activities and associated noise result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact Analysis: As indicated previously, unmitigated noise levels associated with Project construction are expected to range from 56.9 to 85.3 dBA Leq. It is recognized that Project construction noise will be temporary and intermittent. These noise levels will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities.

Short-term construction noise level impacts are expected to exceed the 55 dBA Leq daytime noise level threshold at receiver locations during peak activity near the property line. Therefore, the construction noise impacts represent a significant short-term impact.

Level of Significance: Potentially Significant.

Mitigation Measures: Please refer to Mitigation Measures 4.4.1 through 4.4.4, presented previously.

Level of Significance After Mitigation: Significant and Unavoidable. Even after the implementation of mitigation, noise levels are still expected to reach high levels when construction equipment operates near the perimeter of the Project site. This is

considered a significant and unavoidable impact of the Project. It is noted that construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts.

VEHICULAR SOURCE NOISE

Potential Impact: *Would Project vehicular source noise result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance, or other applicable standards of other agencies?*

Impact Analysis: To assess impacts resulting from Project-related vehicular source noise, the Project Noise Study developed contours for 25 roadway segments in the Project vicinity based on roadway average daily trip (ADT) estimates, Project trip generation, and distribution as presented in *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads) December 20, 2013 (Project TIA, EIR Appendix C).

The noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. Based on the mobile-source noise impact significance criteria described in Section 4.4.4, a significant off-site traffic noise impact occurs when:

- The Without Project noise levels are less than 60 dBA and the Project creates a "readily perceptible" 5 dBA or greater Project-related noise level increase; or

- The Without Project noise levels range from 60 to 65 dBA and the Project creates a "barely perceptible" 3 dBA or greater Project noise level increase; or

- The Without Project noise levels already exceed 65 dBA, and the Project creates a community noise level impact of greater than 1.5 dBA.

Noise contours were developed for all 25 roadway segments under the following traffic scenarios:

- Existing Without/With Project: This scenario refers to the present-day ambient noise conditions without the Project and with the construction of the Project.

- Year (2016) Without/With Project: This scenario refers to the background noise conditions at future Year 2016 with and without the proposed Project. This scenario corresponds to 2016 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.

- Year (2035) Without/With Project: This scenario refers to the background noise conditions at future Year 2035 with and without the proposed Project. This scenario corresponds to 2035 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.

Table 4.4-4 presents a comparison of the Without and With Project noise levels under existing conditions.

Table 4.4-4
Existing Without/With Project-Related Traffic Noise

	Road	Segment	CNEL at 100 feet (dBA)			Potential Significant Impact
			Without Project	With Project	Project Addition	
1	Grand Ave.	n/o Corydon St.	62.9	63.0	0.1	No
2	Grand Ave.	s/o Corydon St.	59.9	60.0	0.1	No
3	Mission Trail	n/o Corydon St.	64.1	64.2	0.1	No
4	Mission Trail	n/o Bundy Cyn Rd.	63.1	63.7	0.6	No
5	Mission Trail	s/o Bundy Cyn Rd.	60.9	61.1	0.2	No
6	Palomar St.	n/o Central St.	62.2	62.3	0.1	No
7	Palomar St.	s/o Central St.	60.9	61.1	0.2	No
8	Monte Vista Dr.	s/o Bundy Cyn Rd.	52.2	56.3	4.1	No
9	Murrieta Rd.	n/o Bundy Cyn Rd.	60.6	60.8	0.2	No
10	Corydon St.	e/o Grand Ave.	62.0	62.2	0.2	No

Table 4.4-4

Existing Without/With Project-Related Traffic Noise

	Road	Segment	CNEL at 100 feet (dBA)			Potential Significant Impact
			Without Project	With Project	Project Addition	
11	Corydon St.	w/o Mission Trail	64.0	64.3	0.3	No
12	Bundy Cyn. Rd.	e/o Mission Trail	63.2	64.1	0.9	No
13	Bundy Cyn. Rd.	e/o Orchard St.	63.5	64.4	0.9	No
14	Bundy Cyn. Rd.	e/o Almond St.	63.7	64.8	1.1	No
15	Bundy Cyn. Rd.	w/o I-15 Fwy.	66.4	67.1	0.7	No
16	Bundy Cyn. Rd.	e/o I-15 Fwy.	66.7	67.6	0.9	No
17	Bundy Cyn. Rd.	e/o of Monte Vista Dr.	66.1	66.4	0.3	No
18	Bundy Cyn. Rd.	w/o The Farm Road	65.4	65.8	0.4	No
19	Bundy Cyn. Rd.	e/o The Farm Road	65.1	65.4	0.3	No
20	Bundy Cyn. Rd.	w/o Murrieta Rd.	64.5	64.8	0.3	No
21	Bundy Cyn. Rd.	e/o Murrieta Rd.	64.0	64.1	0.1	No
22	Central St.	w/o Palomar St.	59.8	60.0	0.2	No
23	Central St.	e/o Palomar St.	62.6	63.0	0.4	No
24	Baxter Rd.	w/o I-15 Fwy.	63.2	63.6	0.4	No
25	Baxter Rd.	e/o I-15 Fwy.	57.4	59.0	1.6	No

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads) March 4, 2014.

As shown above, the Without Project noise levels are expected to range from 52.2 to 66.7 dBA CNEL, while the With Project noise level contours are expected to range from 56.3 to 67.6 dBA CNEL. The Project's contribution to existing noise levels is generally less than 1.6 dBA CNEL. However, the segment of Monte Vista Drive south of Bundy Canyon Road is expected to experience a noise level increase of 4.1 dBA CNEL. For existing conditions, this increase is considered less-than-significant, since the Without Project noise levels are less than 60 dBA and the Project does not produce a "readily perceptible" 5 dBA or greater Project-related noise level increase. The Project would not result in significant traffic-related noise impacts under existing conditions.

Table 4.4-5 presents a comparison of the Year 2016 Without and With Project noise levels.

Table 4.4-5

Year 2016 Without/With Project-Related Traffic Noise

	Road	Segment	CNEL at 100 feet (dBA)			Potential Significant Impact
			Without Project	With Project	Project Addition	
1	Grand Ave.	n/o Corydon St.	63.4	63.5	0.1	No
2	Grand Ave.	s/o Corydon St.	60.6	60.7	0.1	No
3	Mission Trail	n/o Corydon St.	65.6	65.7	0.1	No
4	Mission Trail	n/o Bundy Cyn Rd.	65.0	65.3	0.3	No
5	Mission Trail	s/o Bundy Cyn Rd.	63.3	63.4	0.1	No
6	Palomar St.	n/o Central St.	64.0	64.0	0.0	No
7	Palomar St.	s/o Central St.	63.1	63.2	0.1	No
8	Monte Vista Dr.	s/o Bundy Cyn Rd.	56.7	58.6	1.9	No
9	Murrieta Rd.	n/o Bundy Cyn Rd.	64.3	64.4	0.1	No
10	Corydon St.	e/o Grand Ave.	62.4	62.6	0.2	No
11	Corydon St.	w/o Mission Trail	64.4	64.7	0.3	No
12	Bundy Cyn. Rd.	e/o Mission Trail	64.0	64.7	0.7	No
13	Bundy Cyn. Rd.	e/o Orchard St.	66.3	66.8	0.5	No
14	Bundy Cyn. Rd.	e/o Almond St.	66.7	67.2	0.5	No
15	Bundy Cyn. Rd.	w/o I-15 Fwy.	68.4	68.9	0.5	No
16	Bundy Cyn. Rd.	e/o I-15 Fwy.	68.7	69.2	0.5	No
17	Bundy Cyn. Rd.	e/o of Monte Vista Dr.	68.0	68.3	0.3	No
18	Bundy Cyn. Rd.	w/o The Farm Road	68.5	68.7	0.2	No
19	Bundy Cyn. Rd.	e/o The Farm Road	68.3	68.5	0.2	No
20	Bundy Cyn. Rd.	w/o Murrieta Rd.	67.9	68.0	0.1	No
21	Bundy Cyn. Rd.	e/o Murrieta Rd.	67.9	68.0	0.1	No
22	Central St.	w/o Palomar St.	60.4	60.6	0.2	No
23	Central St.	e/o Palomar St.	63.2	63.5	0.3	No
24	Baxter Rd.	w/o I-15 Fwy.	65.0	65.2	0.2	No
25	Baxter Rd.	e/o I-15 Fwy.	60.8	61.6	0.8	No

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads) March 4, 2014.

As shown, the Project is expected to generate an unmitigated exterior noise level increase of up to 1.9 dBA CNEL. Based on the mobile-source noise impact significance criteria described in Section 4.4.4, the Project will create a less-than-significant off-site traffic noise level impact on all study area roadway segments for Year 2016 conditions.

Table 4.4-6 presents a comparison of the Year 2035 Without and With Project noise levels.

Table 4.4-6
Year 2035 Without/With Project-Related Traffic Noise

	Road	Segment	CNEL at 100 feet (dBA)			Potential Significant Impact
			Without Project	With Project	Project Addition	
1	Grand Ave.	n/o Corydon St.	64.9	64.9	0.0	No
2	Grand Ave.	s/o Corydon St.	61.1	61.2	0.1	No
3	Mission Trail	n/o Corydon St.	67.5	67.6	0.1	No
4	Mission Trail	n/o Bundy Cyn Rd.	66.3	66.6	0.3	No
5	Mission Trail	s/o Bundy Cyn Rd.	65.5	65.6	0.1	No
6	Palomar St.	n/o Central St.	67.4	67.5	0.1	No
7	Palomar St.	s/o Central St.	67.0	67.1	0.1	No
8	Monte Vista Dr.	s/o Bundy Cyn Rd.	62.2	62.8	0.6	No
9	Murrieta Rd.	n/o Bundy Cyn Rd.	64.6	64.7	0.1	No
10	Corydon St.	e/o Grand Ave.	64.3	64.4	0.1	No
11	Corydon St.	w/o Mission Trail	65.1	65.3	0.2	No
12	Bundy Cyn. Rd.	e/o Mission Trail	69.6	69.8	0.2	No
13	Bundy Cyn. Rd.	e/o Orchard St.	68.6	68.9	0.3	No
14	Bundy Cyn. Rd.	e/o Almond St.	69.1	69.4	0.3	No
15	Bundy Cyn. Rd.	w/o I-15 Fwy.	70.3	70.6	0.3	No
16	Bundy Cyn. Rd.	e/o I-15 Fwy.	69.3	69.8	0.5	No
17	Bundy Cyn. Rd.	e/o of Monte Vista Dr.	68.9	69.1	0.2	No
18	Bundy Cyn. Rd.	w/o The Farm Road	68.5	68.7	0.2	No
19	Bundy Cyn. Rd.	e/o The Farm Road	68.3	68.5	0.2	No
20	Bundy Cyn. Rd.	w/o Murrieta Rd.	68.3	68.4	0.1	No
21	Bundy Cyn. Rd.	e/o Murrieta Rd.	69.1	69.2	0.1	No
22	Central St.	w/o Palomar St.	60.6	60.8	0.2	No
23	Central St.	e/o Palomar St.	64.2	64.4	0.2	No
24	Baxter Rd.	w/o I-15 Fwy.	67.0	67.2	0.2	No
25	Baxter Rd.	e/o I-15 Fwy.	63.8	64.2	0.4	No

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads) March 4, 2014.

As shown at Table 4.4-6, the Project is expected to generate an unmitigated exterior noise level increase of up to 0.6 dBA CNEL. Based on the mobile-source noise impact significance criteria described in Section 4.4.4, the Project will create a less-than-significant off-site traffic noise level impact on all study area roadway segments for Year 2035 conditions.

Summary

The cumulative traffic noise analysis indicates that the Project's contributions to roadway noise levels will not cause any significant impacts to any existing or future sensitive noise receptors. On this basis, Project mobile source noise would not result in noise levels in excess of standards established in a General Plan, Noise Ordinance, or other applicable standards of other agencies.

It is noted that the off-site cumulative traffic noise analysis shows that the Existing With Project cumulative noise impact of up to 4.1 dBA CNEL is expected to decrease to a maximum of 1.9 dBA CNEL by Year 2016, and to 0.6 dBA CNEL by Year 2035 conditions. In effect, the Project's incremental traffic-related cumulative noise impacts at land uses adjacent to roadways conveying Project traffic will diminish. This occurs as the background traffic on the study area roadway increases and the Project represents a smaller percentage of the overall traffic volume.

Level of Significance: Less-Than-Significant.

Potential Impact: *Would Project vehicular source noise result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact Analysis: Vehicular source noise is addressed as a permanent source of noise, rather than a temporary or periodic source of noise increases. As such, associated threshold questions are not germane.

Level of Significance: Less-Than-Significant.

Potential Impact: *Would Project vehicular source noise result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact Analysis: At all roadway segments within the Study Area, Project-related mobile-source noise will not exceed the significance thresholds presented at Section 4.4.4. As such, the Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Level of Significance: Less-Than-Significant.

OPERATIONAL/AREA SOURCE NOISE

Potential Impact: *Would Project operational noise result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance?*

The operational noise impacts associated with the proposed Project are expected to include loading docks, roof-top air condenser units, shopping cart corrals, parking lot, trash compactors and drive-thru speakerphone activities.

While additional peak noise events such as parking lot sweepers, trash trucks and landscape maintenance activities may occur onsite throughout the day, these individual noise events do not represent the typical daytime or nighttime noise conditions. Since the City of Wildomar maintains an hourly average (dBA Leq) noise level standard, these individual peak hour noise events will be substantially reduced and represent a less-than-significant noise level impact when they are expressed over a period of one hour.

The Noise Ordinance included in the City of Wildomar Municipal Code provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary noise source impacts from operations at private properties. Section 9.48.040 of the Municipal Code establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential

properties, the exterior noise level shall not exceed 55 dBA Leq during daytime hours (7 a.m. to 10 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10 p.m. to 7 a.m.).

Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of uses/activities to represent the noise levels expected with the operation of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 4.4-7 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading docks, roof-top air condenser units, shopping cart corrals, parking lot, trash compactors and drive-thru speakerphones activities all operating simultaneously. In reality, these noise level impacts will vary throughout the day.

Table 4.4-7
Reference Noise Level Measurements

Noise Sources	Duration[1]	Distance From Source (Feet)	Noise Source Height (Feet)	Hourly Activity (Minutes)	Noise Level (Leq dBA)
Loading Dock Activities	1:00	20	8	18	77.3
Air Condenser	1:00	5	5	30	81.9
Shopping Cart Corral	0:16	5	3	20	72.9
Parking Lot Activity	15:00	5	4	60	60.1
Trash Compactor	2:22	5	5	20	75.5
Drive-Thru Speakerphones	16:56	6	4	30	62.1

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.
[1] Duration (minutes within the hour) of noise activity during peak hourly conditions.

Loading Docks

As part of its operations, the proposed Wildomar Walmart development will include truck doors and loading facilities at the rear of the store. Loading docks will be located along the store's southerly (rear) elevation to accommodate truck and vendor deliveries. Truck deliveries may occur 24 hours per day, and would consist of both semi-trucks

(larger deliveries would be accomplished by way of 3+ axle tractor-trailer combinations with trailers up to 53 feet in length), and small to medium size (two-axle) trucks.

As reflected in the Project Description (at Section 3.4.6), the loading docks would be constructed to allow trailers to seal to the docks, thereby directing the unloading noise into the store, rather than onto neighboring uses. The loading dock areas would also be screened by an eight-foot high wall to be located along the site's southerly perimeter. In order to evaluate the noise impacts associated with the delivery truck tractor trailer unloading/loading activities, reference noise level measurements were taken at the Huntington Beach Walmart located at the southwest corner of Goldenwest Street and Edinger Avenue by Urban Crossroads Inc. on April 14, 2011.

The primary noise generated by tractor trailer unloading is the noise of the truck arriving, backing into the dock area, detaching the cab, attaching the cab to the empty trailer, and exiting the loading dock. Because the trailer seals to the loading dock, employees unload the tractor trailer from the inside of the store. The receiving crew places a 20 foot long rolling conveyor assembly inside the trailer to roll merchandise (on pallets or in boxes) into the store. The unmitigated noise level was measured at 77.3 dBA Leq at a distance of 20 feet from the tractor trailer. Delivery truck delivery activities will last an average of three to six minutes per truck, depending on whether or not the loading bay is empty at the time of arrival. In the event idling does occur, idling time would be limited to no more than five minutes under California State law (13 CCR § 2485). Delivery trucks are generally equipped with an engine shutdown system that automatically turns off the engine after five minutes of idling. In order to analyze a worst-case condition for noise impacts related to delivery, it is assumed that there would be a maximum of three delivery trucks coming to the loading docks and completing delivery activities within a one hour period for both daytime and nighttime hours. For the purpose of this noise analysis, a maximum average delivery time of six minutes per delivery is used for a total of 18 minutes of activity during the peak noise hour.

Air Condenser Units

In order to assess the impacts created by roof-top air conditioning units, reference noise levels measurements were taken at the Rancho Cordova Walmart on October 13, 2010. Located at 10655 Folsom Boulevard in the City of Rancho Cordova, the noise level measurements describe a cluster of mechanical rooftop condensers. The cluster consists of two Krack MXE-04 4-fan units and one MXE-02 2-fan unit. At a distance of five feet for the cluster of rooftop condensers, the exterior noise levels were measured at 81.9 dBA Leq. For the purpose of this noise analysis, the air condenser units were placed on the roof at a noise elevation of 25 feet and are estimated to operate for approximately 30 minutes during typical daytime and nighttime conditions. The potential noise attenuation provided by a parapet wall was not included as part of this analysis.

Shopping Cart Corrals

To evaluate the noise level impacts from shopping carts placed by customers into assigned shopping cart areas, Urban Crossroads collected noise level measurements at the Aliso Viejo Walmart on May 30, 2012. At a distance of five feet from the noise source, the noise associated with the placement of the shopping carts into the corral was measured at 72.9 dBA Leq. The noise impacts are mainly due to the metal shopping carts crashing into other carts already placed in the corral as well as striking the side rails. This noise is expected to last for approximately 20 minutes an hour for the typical daytime and nighttime conditions.

Parking Lot Activity

To determine the peak noise level impacts associated with parking lot noise, Urban Crossroads collected reference noise level measurements at the Aliso Viejo Walmart on May 30, 2012. The 15 minute noise level measurement indicates that the parking lot activity generates a noise level of 60.1 dBA Leq at a distance of five feet. The parking lot noise levels are mainly due to cars pulling in and out of spaces, car alarms sounding, and customers moving shopping carts. Noise associated with parking lot activity is expected during the typical daytime and nighttime conditions for the entire hour (60 minutes).

Trash Compactors

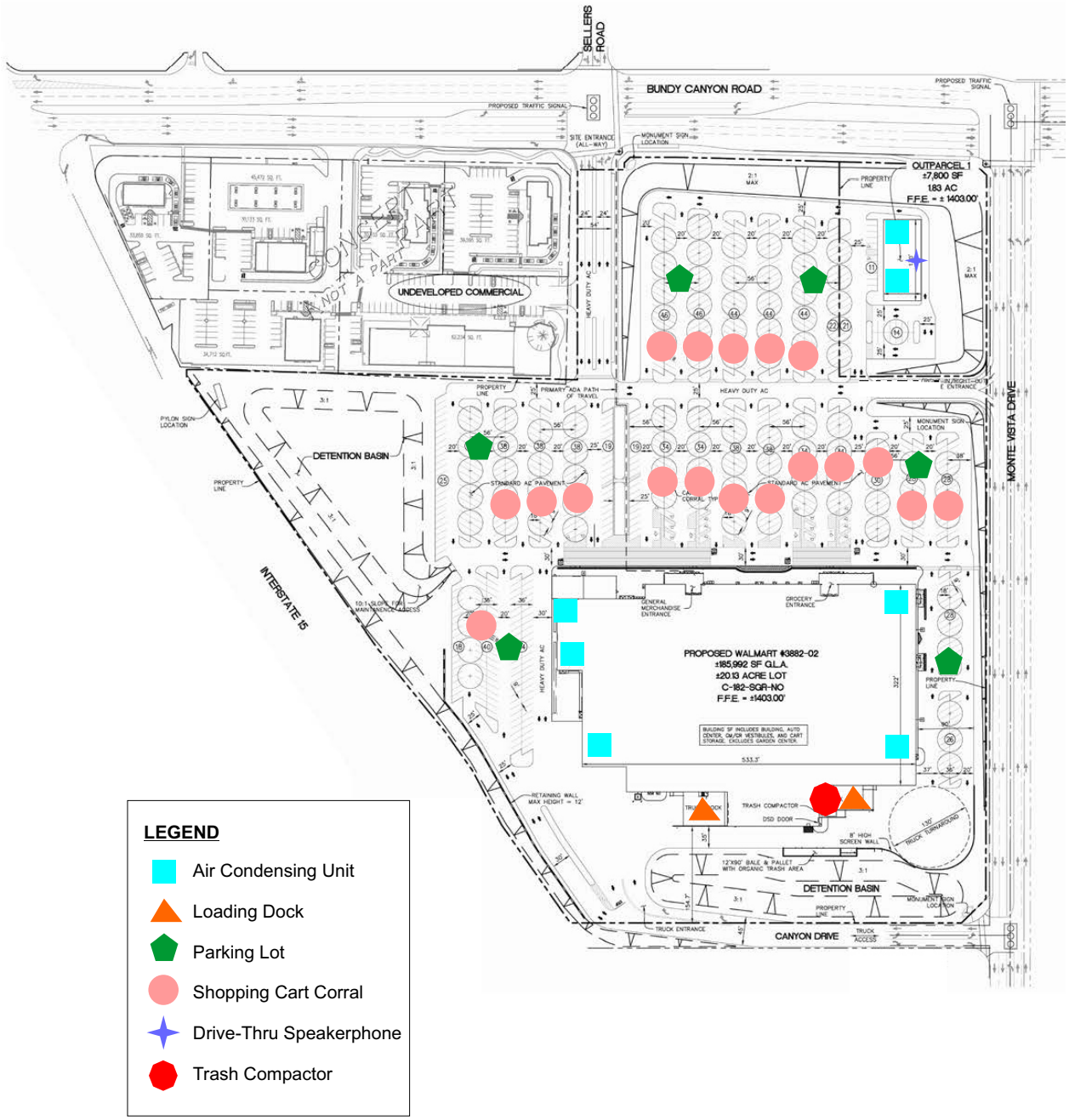
In order to assess the impacts created by trash compactors, reference noise levels were gathered from the Irvine Walmart Supercenter, by Urban Crossroads Inc. on January 23, 2014. The unmitigated exterior noise levels were measured at 75.5 dBA Leq at a distance of five feet from the compactor. It is expected that the trash compactor will operate for a maximum of 20 minutes during typical daytime and nighttime conditions.

Drive-Thru Speakerphones

To describe the potential noise level impacts associated with drive-thru speakerphones, a reference noise level measurement was collected on November 19th, 2013 at a McDonald's fast food restaurant located at 612 East Redlands Boulevard in the City of Redlands. The reference noise levels collected at the McDonald's restaurant are expected to reflect the drive-thru speakerphone noise level activities that may be associated with the Project. At a distance of six feet from the speakerphone, a reference noise level of 62.1 dBA Leq was measured. The drive-thru speakerphone activities are estimated to operate for 30 minutes during the peak hour conditions.

Project-Only Stationary Source Noise Levels

The locations of the Project's operational stationary noise sources are illustrated at Figure 4.4-6. Based upon the reference noise levels, the Project operational source noise levels at each of the seven noise receiver locations were estimated. Table 4.4-8 presents the unmitigated exterior noise levels associated with the Wildomar Walmart at the receiver locations.



Source: Nasland Engineering

Figure 4.4-6
Operational Noise Source Locations

Table 4.4-8

Operational Noise Level Projections at Receiver Locations[1]

Noise Source	R1	R2	R3	R4	R5	R6	R7
Loading Dock Activities	38.7	-[2]	44.0	45.6	39.9	40.4	36.3
Air Condenser	33.9	41.0	44.5	43.5	35.8	35.1	33.8
Shopping Cart Corral	23.8	25.4	27.5	-[2]	25.3	23.1	23.1
Parking Lot Activity	16.2	19.8	25.1	21.5	17.7	15.8	15.0
Trash Compactor	24.4	-[2]	28.8	31.6	24.5	25.4	22.5
Drive-Thru Speakerphone	14.3	22.9	15.4	-[2]	-[2]	-[2]	16.0
Combined Noise Levels	*40.2*	*41.2*	*47.4*	*47.8*	*41.5*	*41.7*	*38.5*

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.

[1] Noise projections include the noise attenuation provided by the proposed eight foot high screen wall.

[2] Receiver locations are not exposed to the noise source.

Table 4.4-8 indicates that the hourly noise levels are associated with the Wildomar Walmart operations are expected to range from 38.5 dBA Leq at receiver location R7 to 47.8 dBA Leq at receiver location R4.

To describe the cumulative Project operational noise level impacts, the Project only operational noise levels were combined with the existing ambient noise levels measurements. The difference between the combined Project only and ambient noise levels describe the Project noise level contributions. To assess the cumulative Project operational noise level impacts, the Project contributions and combined Project only and ambient noise levels are compared with the cumulative significance criteria for the daytime and nighttime periods. Table 4.4-9 presents daytime off-site operational noise level impact analysis.

Table 4.4-9

Daytime (7 a.m. to 10 p.m.) Operational Noise Impacts[1]

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Cumulative Significant Impact
R1	40.2	L1	53.3	53.5	0.2	No
R2	41.2	L2	72.0	72.0	0.0	No
R3	47.4	L3	66.0	66.1	0.1	No
R4	47.8	L4	60.8	61.0	0.2	No
R5	41.5	L4	60.8	60.9	0.1	No
R6	41.7	L4	60.8	60.9	0.1	No
R7	38.5	L1	53.3	53.4	0.1	No

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.

[1] Noise projections include the noise attenuation provided by the proposed eight foot high screen wall.

As shown above, the unmitigated Project only daytime operational noise levels will range from 38.5 to 47.8 dBA Leq, which will not exceed the City of Wildomar 55 dBA Leq noise criteria within the nearby residential land uses during the daytime hours (7 a.m. to 10 p.m.). As such, the Project will create a less-than-significant direct operational noise level impact.

The cumulative noise analysis shows that the Project will contribute a daytime operational noise level impact of up to 0.2 dBA Leq at the nearby receiver locations. The Project contribution at the individual receiver locations will vary depending on the background noise conditions at each location. The significance criteria presented in Section 4.4.4 recognizes that the significance of cumulative noise impacts varies depending on the condition of the environment and the project related noise level increases. As shown on Table 4.4-9, all receiver locations will experience a less-than-significant cumulative Project noise impact during the daytime hours (7 a.m. to 10 p.m.).

Table 4.4-10 presents nighttime off-site operational noise level impact analysis.

Table 4.4-10

Nighttime (10 p.m. to 7 a.m.) Operational Noise Impacts[1]

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Contribution	Cumulative Significant Impact
R1	40.2	L1	55.5	55.6	0.1	No
R2	41.2	L2	69.6	69.6	0.0	No
R3	47.4	L3	64.0	64.1	0.1	No
R4	47.8	L4	63.7	63.8	0.1	No
R5	41.5	L4	63.7	63.7	0.0	No
R6	41.7	L4	63.7	63.7	0.0	No
R7	38.5	L1	55.5	55.6	0.1	No

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.

[1] Noise projections include the noise attenuation provided by the proposed eight foot high screen wall.

As shown above, when all activities occur at the same time during the peak hour conditions, the Project operational noise levels will range from 38.5 to 47.8 dBA Leq. The unmitigated exterior operational noise impact analysis indicates that receiver locations R3 and R4 may exceed the City of Wildomar 45 dBA Leq residential criteria during the noise sensitive nighttime hours (10 p.m. to 7 a.m.).

However, it important to consider that the ambient noise levels already exceeds the 45 dBA Leq nighttime standard. With the planned eight-foot high screen wall, the noise levels at the closest receiving residential land uses (R3 and R4) will range from 63.7 to 64.0 dBA Leq, resulting in a less than audible Project noise level contribution of 0.1 dBA Leq. Based on the significance criteria presented in Section 4.4.4, all receiver locations will experience a less-than-significant cumulative Project noise impact during the nighttime hours.

Summary

Based on the preceding analysis, Project operations would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.

Level of Significance: Less-Than-Significant. Notwithstanding, the following mitigation measures will act to further reduce the Project's already less-than-significant noise levels.

Mitigation Measures:

4.4.5 *All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.*

4.4.6 *Maintain quality pavement conditions that are free of bumps to minimize truck noise.*

4.4.7 *The truck access points and loading docks within the truck court on the Project site shall be posted with signs which state:*

- *Truck drivers shall turn off engines when not in use;*
- *Trucks servicing the Project shall not idle for more than five (5) minutes; and*
- *Telephone numbers of the building facilities manager to report violations.*

Potential Impact: *Would Project operational noise result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact Analysis: As discussed above, noise levels attributable to ongoing Project activities and operations would not exceed City Noise Ordinance Standards. As such, temporary and periodic peak noise events generated by Project operations and area/site sources would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Would Project operational noise result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Impact Analysis: Evaluation of the potential for Project operational/area source noise to substantially and permanently increase ambient noise levels is reflected by relative change in average day/night conditions due to Project operations/site activities.

As discussed in the preceding analysis, unmitigated noise levels generated by Project operations and area sources would not exceed City standards, and thus would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts in this regard would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Would the Project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise?*

Impact Analysis: The following discussions address the Project's potential to generate groundborne vibration, also referred to as groundborne noise, resulting from Project construction and operations.

Construction

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy

equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated using data published by the Federal Transit Administration (FTA). Construction activities that would occur within the Project site are expected to include grading and excavation, which would have the potential to generate low levels of groundborne vibration. Using the vibration source level of construction equipment provided by the FTA, it is possible to estimate the Project vibration impacts. Table 4.4-11 presents the expected Project-related vibration levels at each of the seven sensitive receiver locations.

Table 4.4-11
Construction Equipment Vibration Levels

Receiver	Distance to Property Line (feet)	Receiver Vibration Levels (VdB)					Significant Impact
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	760	13.5	34.5	41.5	42.5	42.5	No
R2	320	24.8	45.8	52.8	53.8	53.8	No
R3	100	39.9	60.9	67.9	68.9	68.9	No
R4	70	44.6	65.6	72.6	73.6	73.6	No
R5	570	17.3	38.3	45.3	46.3	46.3	No
R6	560	17.5	38.5	45.5	46.5	46.5	No
R7	790	13.0	34.0	41.0	42.0	42.0	No

Source: *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014.

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 87 VdB at a distance of 25 feet. At distances ranging from 70 to 790 feet from the Project site, construction vibration levels are expected to range from 13.0 to 73.6 VdB. Using the construction vibration assessment methods provided by the FTA, construction of the Project will not include nor require equipment, facilities, or activities that would result in a perceptible human response (annoyance).

Based on the preceding, Project construction is not expected to generate vibration levels exceeding the FTA maximum acceptable vibration standard of 80 VdB. Further, impacts at the closest sensitive receptor are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating proximate to the Project site perimeter. Given the site's proximity to I-15 and Bundy Canyon Road, any construction truck traffic through residential neighborhoods would be minimal. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during the sensitive nighttime hours.

Operations

Delivery trucks accessing the site could result in some level of vibration. Truck vibration levels are dependent on vehicle characteristics, load, speed and pavement condition. Although the human threshold of perception for vibration is around 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB.

Even at normal traffic speeds, vibration levels for heavy trucks do not typically exceed 65 VdB. Since, delivery trucks entering/exiting the Project site will be travelling at very low speeds, it is anticipated vibration will not approach 65 VdB. Additionally, given the site's proximity to I-15 and Bundy Canyon Road, any delivery truck traffic through residential neighborhoods would be minimal.

Commercial developments, such as the Project, typically do not operate machinery on-site that could create significant long-term vibration impacts.

Summary

Since the nearest receivers are located over 70 feet from the nearest point of construction activities, impacts from construction-related groundborne vibration are anticipated to be less-than-significant.

Similarly, operational activities that would result from Project implementation would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Based on the preceding discussion, the potential for the Project to result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise is less-than-significant.

Level of Significance: Less-Than-Significant.

4.5 PUBLIC SERVICES

4.5 PUBLIC SERVICES& UTILITIES

Abstract

This Section of the EIR addresses the Project's potential impacts to public services. Specifically, the public services and utilities analysis examines whether the Project would:

- *Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.*

- *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

- *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

- *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.*

- *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

As supported by the discussion presented in this Section, the potential for the Project to adversely affect public services and utilities; or to result in potentially adverse environmental impacts due to the construction or expansion of service facilities or systems is less-than-significant.

4.5.1 INTRODUCTION

For each of the public services discussed, existing service conditions are described, any improvements required to accommodate the proposed development are identified, and any resulting or associated impacts and required mitigation are discussed. The analysis is based on physical and operational attributes presented in the Project Description (EIR Section 3.0); information presented in the City of Wildomar General Plan; and information provided by or available through the City of Wildomar and County of Riverside.

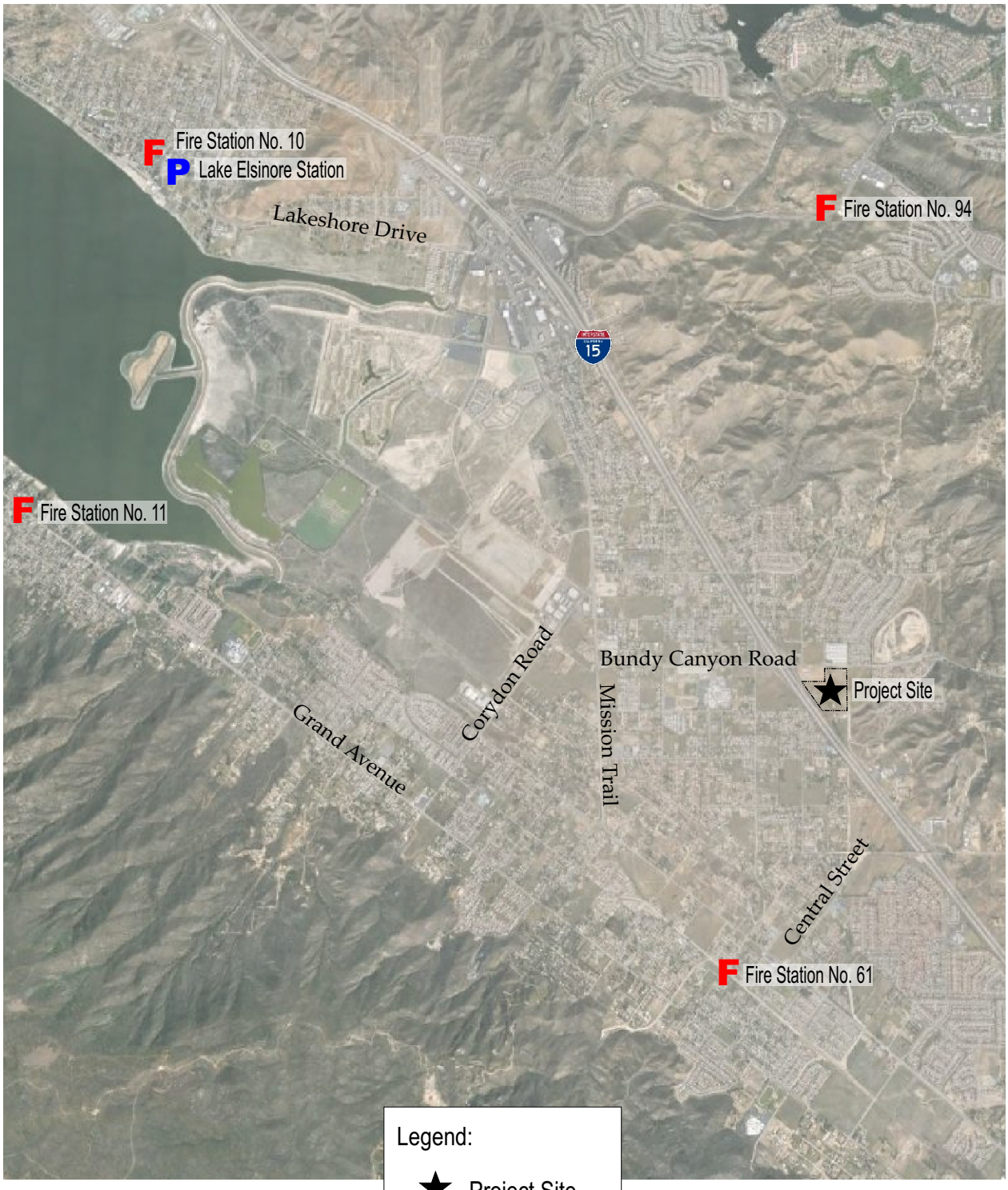
4.5.2 EXISTING CONDITIONS

4.5.2.1 Fire Protection and Emergency Services

Fire suppression and emergency response services are provided to the City of Wildomar, including the Project site, by the Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection (CAL FIRE).

Within a 7,004-square-mile service area, the Department provides fire protection services and responds to varied emergencies and service requests including, but not limited to firefighting, emergency medical services and support, and hazardous materials emergencies. The Fire Department employs approximately 952 career firefighters, as well as about 1,000 volunteers.

The Department's service area is organized into eight divisions and staffed by 17 battalions. The City of Wildomar is located within the Southwest Division and is serviced by Battalions 2, 13, and 15. Table 4.5-1 provides a listing of the fire stations within a five mile radius of the Project site. The locations of these stations are also illustrated at Figure 4.5-1.



Source: Google Earth; Applied Planning, Inc.

Figure 4.5-1
Fire and Police Facility Locations

Table 4.5-1
Fire Stations in the Project Vicinity

Station	Battalion	Address	Distance to Project Site
Station 61 Wildomar	2	32637 Gruwell Street Wildomar, CA 92595	1.5 miles
Station 94 Canyon Hills	2	22770 Railroad Canyon Road Lake Elsinore, CA 92532	2.5 miles
Station 11 Lakeland Village	2	33020 Maiden Lane Lake Elsinore, CA 92530	4.7 miles
Station 10 Elsinore	2	410 West Graham Avenue Lake Elsinore, CA 92530	4.7 miles

Source: http://www.rvcfire.org/

4.5.2.2 Police Protection Services

The Riverside County Sheriff's Department currently provides police protection services to the Project site. The Riverside Sheriff's Department is the second-largest sheriff's office in California, operating 10 stations, managing 5 correctional facilities, performing coroner-public administrator duties, and providing court services.

The Lake Elsinore Station, located at 333 Limited Avenue, Lake Elsinore, CA 92530, serves the City of Wildomar, including the Project site. The Lake Elsinore Station is located approximately 4.5 miles from the Project site and has a staff of approximately 137 sworn personnel. The location of the Station is illustrated at Figure 4.5-1.

4.5.2.3 Water Service and Supplies

Water is supplied to the City by the Elsinore Valley Municipal Water District (EVMWD), through the Metropolitan Water District of Southern California (MWD). EVMWD obtains its potable water from the following sources:

- **Groundwater.** EVMWD pumps groundwater from wells in its Elsinore and Temescal divisions.

- **Surface Water.** Surface waters from Canyon Lake and Lee Lake provide another source of water for EVMWD.

- **Imported Water.** EVMWD purchases imported water from the Western Municipal Water District of Riverside County, a member agency of MWD. Primary sources of imported water include the Colorado River Aqueduct and State Water Project. Other sources include treated water from Lake Skinner, Lake Matthews, and the Lee Lake Water District. Imported water accounts for approximately half of EVMWD's water supply.

4.5.2.4 Wastewater Treatment

EVMWD also provides wastewater services to the City. EVMWD operates 310 miles of sewer pipeline, which collects and conveys wastewater generated within its service area to one of three tertiary level treatment facilities. Wastewater from the Project site would be conveyed to the EVMWD wastewater treatment facility located in the City of Lake Elsinore. This treatment plant has a capacity of 8 million gallons per day (mgd), however capacity will ultimately be increased to 30 mgd. The current average dry weather flow at the treatment plant is 5 mgd.

4.5.2.5 Solid Waste Facilities

Three (3) landfills serve most of western Riverside County: El Sobrante, Badlands, and Lamb Canyon, as summarized at Table 4.5-2.

Table 4.5-2
Proximate Riverside County Landfills

Name	Location	Size (acres)	Permitted Daily Throughput (tons)	Average Daily Throughput (tons)[1]	Remaining Capacity	Projected Closure Date
El Sobrante Landfill	Corona	1,322	16,000	6,460.65	145 million tons	2045
Badlands Landfill	Moreno Valley	246	4,000	1,980.38	14.7 million cubic yards	2024
Lamb Canyon Landfill	Beaumont	353	3,000	1,827.61	18.9 million cubic yards	2021

Source: http://www.calrecycle.ca.gov

[1] Average 2013 daily throughput provided by County of Riverside Waste Management Department

4.5.3 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, public services impacts resulting from implementation of the Project could be considered potentially significant if they caused or resulted in any of the following:

- Substantial adverse physical effects from the construction of new or altered government facilities needed to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection services, schools, parks, or other public facilities.

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

- 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.

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

- Comply with federal, state, and local statutes and regulations related to solid waste.

4.5.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.5.4.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant public services impacts, based on the analysis presented within this Section and included within the NOP Initial Study (EIR Appendix A).

That is, as substantiated in the Initial Study, the Project could result in potentially significant impacts to certain public services and utilities; however, it would not result in potentially significant impacts related to the provision of new or physically altered schools, parks, or other public facilities; exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, or conflict with federal, state, and local statutes and regulations related to solid waste.

The Project's potential to impact remaining public services and utilities concerns are discussed below. Please refer also to the NOP Initial Study Checklist Items XIV., "Public Services" and XVII., "Utilities and Service Systems."

4.5.4.2 Impact Statements

Potential Impact: *Would the Project result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services?*

Impact Analysis:

Fire Protection Services

Fire protection/suppression and emergency medical response services for the Project would be provided by the Riverside County Fire Department, in cooperation with CAL FIRE. Wildomar Fire Station 61, located approximately 1.5 miles southwesterly of the site, would likely provide initial response to the Project site based on its proximity.

The Project includes a number of roadway improvements that will serve to improve general traffic flows into the site while facilitating emergency vehicle response times. The Project will provide signalization and site access/circulation improvements, as discussed at EIR Section 4.2, "Traffic and Circulation." Further, prior to issuance of building permits, the Project site plan and design of proposed structures will be reviewed by the City and the Riverside County Fire Department to ensure compliance with Fire Department Conditions of Approval to include emergency access and fire flow requirements, along with any fire prevention, protection, and/or suppression requirements as specified under existing City/County Ordinances and applicable Building Code and Fire Code provisions.

The Project will be designed, constructed, and operated consistent with applicable General Plan Goals and Policies. Moreover, the Project is required to comply with agency-specific criteria outlined in the Project Conditions of Approval. To this end, the Riverside County Fire Department is expected to provide Project Conditions of Approval through the City's final site plan and plan check/building permit review processes. The Project will comply with these Conditions of Approval and subsequent requirements of the Fire Department, should they be identified. Compliance with these requirements acts to further reduce potential demands for, and impacts upon, fire department and emergency medical services.

It is also noted that development impact fees and CFD 2013-1 Services tax assessed for the Project, as well as tax revenues generated by the proposal, will provide supplemental funding available to expand or enhance current fire protection services

available to the Project and vicinity. More specifically, based on development impact fees currently assessed by the City of Wildomar, the Project would be required to pay $61,080.73 toward the provision and enhancement of fire protection services.[1] The City of Wildomar and the Riverside County Fire Department will ultimately determine the most effective use of revenues generated by the Project, and how they will be employed for the provision and enhancement of fire protection services.

Police Protection Services

The introduction of new buildings, vehicles, and people (employees and customers) to the Project site would be accompanied by a demand for onsite police protection services. Actual crime occurrence cannot be accurately predicted; however, the types of crime that are likely to occur would primarily be considered property crimes, including shoplifting, fraud, car theft, and other crimes that generally occur with commercial uses. Thus, a demand for law enforcement and police services would be generated by the Project.

Law enforcement services for the Project site and vicinity properties are currently provided by the Riverside County Sheriff's Department. The demand for police services generated by the Project could lead to the diversion of police officers from other areas of the City and to an incremental increase in response times for police services.

The Project site plan and proposed facilities designs will be reviewed by the City Planning Department, City Building Department, and the Riverside County Sheriff's Department to ensure the incorporation of appropriate safety and security elements throughout the Project, e.g., appropriate building and parking lot security and alarm systems, adequate outdoor lighting, and provision of defensible spaces. Concept designs of the Project presented at EIR Section 3.0, Project Description, illustrate site features such as area lighting, perimeter fencing/walls, and parking area landscaping that support security and act to reduce potential demands on law enforcement resources.

[1] *City of Wildomar Impact Fee Study Report* (Colgan Consulting Corporation) January 16, 2014. Please refer to Table 5.3: Impact Fees per Unit of Development – Fire Protection.

For commercial facilities such as those proposed by the Project, provision and maintenance of adequate police protection services is typically realized through a combination of:

- Site and facility designs that incorporate appropriate safety and security elements; and

- Adequate law enforcement funding and staffing.

It is further noted that development impact fees, CFD 2013-1 Services tax, and sales tax revenues generated by the Project will provide supplemental funding available to expand or enhance current police protection services available to the Project and vicinity. More specifically, based on development impact fees currently assessed by the City of Wildomar, the Project would be required to pay $31,544.04 toward the provision and enhancement of police protection services.[2] The City of Wildomar and the Riverside County Sheriff's Department will ultimately determine the most effective use of revenues generated by the Project, and how they will be employed for the provision and enhancement of police protection services.

Summary

Development of the Project would result in an incremental increase in demands for fire protection and/or police protection services, which could result in additional staffing or equipment requirements. However, based on the availability of existing facilities and services, the potential for the Project to result in the need or requirement for new physical facilities, the construction of which would result in potentially significant environmental impacts is considered less-than-significant.

The Project is not anticipated to significantly affect emergency services response times or service ratios. In this regard, development fees and sales tax generated by the Project, in combination with other funding sources (e.g., City general fund, grant monies)

[2] *City of Wildomar Impact Fee Study Report* (Colgan Consulting Corporation) January 16, 2014. Please refer to Table 4.4: Impact Fees per Unit of Development – Police Facilities.

would be available to support fire and police protection services consistent with demands for those services accruing from new development. The City of Wildomar, in coordination and consultation with the Riverside County Sheriff's Department and the Riverside County Fire Department, will ultimately determine the most effective use of revenues generated by the Project, and how these funds will be employed for the provision and enhancement of fire and police protection services.

Further, the Project represents buildout of the site consistent with land uses envisioned by the General Plan. The EIR prepared for the General Plan notes at Section 4.15.1, "Fire Protection" and at Section 4.15.2, "Sheriff Protection," that future development consistent with the General Plan would have less-than-significant effects on fire protection services and sheriff protection services.

Level of Significance: Less-Than-Significant.

Potential Impact: *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Impact Analysis: As detailed within Section 4.6, "Hydrology and Water Quality," the Project incorporates all necessary drainage and storm water management systems, and will comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other agencies, such as the San Diego Regional Water Quality Control Board (SDRWQCB) and California Department of Water Resources. In combination, the Project's storm water management components, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts.

At present, storm waters sheet flow across the Project site in a north-to-south direction, and are directed to existing 24-inch and 30-inch storm drains located beneath Interstate 15. The Project drainage concept will maintain the site's primary drainage patterns, and

will implement drainage systems and on-site basins to accept developed storm water discharges from the Project site and off-site sources. Although a significant increase in downstream runoff could be presumed due to the fact that the site is being transformed from undeveloped land to a developed commercial site, the Project Drainage Study (EIR Appendix F) indicates that the infiltration and detention basins to be implemented by the Project would act to reduce post-development downstream storm water runoff to pre-development conditions.

Under post-development conditions, storm water flows would be collected by porous landscape detention (PLD) areas with sub-surface drainage systems, an on-site infiltration basin located along the Project site's westerly boundary, adjacent to Interstate 15, and an extended detention basin located in the southernmost portion of the Project site, behind the proposed Walmart store. The generally northeast to southwest flows currently affecting the Project site will be replicated.

The westerly infiltration basin is 1.44 acres in size, with a maximum depth of approximately nine feet. The proposed on-site basins are primarily intended to provide for filtration of developed storm waters, and thereby avoid or substantively reduce potential water quality impacts associated with storm water discharges. Notwithstanding, the infiltration basin would also provide for groundwater recharge, and, when combined with the extended detention basin, attenuate developed storm water flows such that that post-development peak flows will be unchanged or reduced from current (pre-development) peak flows. Please refer also to storm water modeling and analyses presented in the Project Drainage Study, EIR Appendix F.

The Project storm water management system will be developed and operated in compliance with City/SDRWQCB regulations and water quality standards. The City of Wildomar is required to comply with a Municipal Separate Storm Sewer System (MS4) Permit by the SDRWQCB. This MS4 Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Design, configuration, and

locations of proposed drainage system improvements will be reviewed and approved by the City/SDRWQCB prior to, or concurrent with, application for grading permits.

Based on the preceding discussion, the Project incorporates all necessary drainage and storm water management systems and the Project's potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Impact Analysis: As previously discussed, water would be provided to the Project by EVMWD. The Project would connect to one or more of the water service lines located in road rights-of-ways adjacent to the Project site. Existing water service lines and their locations include:

- Ten-inch PVC water line, located 18 feet north of the Bundy Canyon Road centerline;
- Twelve-inch PVC water line, located seven feet west of the Monte Vista Drive centerline; and
- Six-inch PVC water line, located 15 feet north of the Canyon Drive centerline.

The Project will install recycled water distribution system for landscaping and connect to the EVMWD recycled water system when available to the Project site, reducing Project potable water demand with recycled, non-potable water.

Based on the wastewater generation of a prototypical Walmart building, the wastewater generation of the Project has been estimated, as presented at Table 4.5-3.

Table 4.5-3
Projected Water Demand

Rate	Calculation	Average Daily Demand	Average Annual Demand
25 gallons/1,000 sq. ft.	(207,800 sq. ft.) x (0.025 gallons/sq. ft./day)	5,195 gallons	1.9 million gallons (6 acre-feet)[1]

Source: Nasland Engineering; Applied Planning, Inc.

[1] 1 acre-foot = 325,851.43 gallons.

As shown above, the Project would consume approximately six acre-feet of water annually. The Project site is located within the EVMWD's Elsinore Division. EVMWD supplies approximately 23,820 acre-feet of water annually to the Elsinore Division. The Project's annual demand represents 0.03 percent of EVMWD's total annual water supply to the Elsinore Division, and EVMWD has verified that they have adequate capacity to serve the site.[3]

Forecasts for MWD's long-range water supply project a demand of 2.3 million acre-feet of imported water its member agencies in 2020. Based on existing water supplies, MWD has indicated that it will be able to meet 100 percent of its member agencies demands over the next 20 years in average and wet years, over the next 15 years in multiple dry years, and over the next 10 years in single dry years. With the addition of future planned water supplies, MWD will be able to meet 100 percent of demand over the next 20 years, even under a repeat of the worst drought; while providing a 15-to-20 percent reserve supply and making sufficient water deliveries for the replenishment of local and regional storage.

Water demands of the site have been anticipated in water demand projections and MWD has indicated that it has adequate imported water supplies to meet all member agency demands under all scenarios. It is noted that forecasts of future water demands are based on zoning designations. Because the Project site is currently zoned for residential uses, the Project includes a zone change to accommodate the proposed

[3]Telephone communication with Pete Ritchey of Nasland Engineering and representatives of EVMWD, April 2, 2014.

commercial uses. Water demands of commercial uses are typically substantially less than those of residential uses.

In addition to the above, the Project Applicant is also required to obtain a will-serve letter from the serving water purveyor (EVMWD), indicating purveyor capacity and commitment to provide water to the Project. This documentation will be provided to the City prior to the issuance of building permits.

On the basis of the preceding discussion, sufficient water supplies are available to serve the Project from existing entitlements and resources. The potential for the Project to result in the need for new or additional entitlements or resources is therefore determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *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?*

Impact Analysis: The Project would connect to one or more of the sanitary sewer lines located in road rights-of-way adjacent to the Project site. Existing sanitary sewer lines and their locations include:

- Twelve-inch clay PVC water line, located five feet south of the Bundy Canyon Road centerline; and
- Eight-inch PVC water line, located five feet south of the Canyon Drive centerline.

Wastewater generated by the Project would be conveyed by City/EVMWD wastewater conveyance facilities to the EVMWD Lake Elsinore treatment plant.

Based on the wastewater generation of a prototypical Walmart building, the wastewater generation of the Project has been estimated, as presented at Table 4.5-4.

Table 4.5-4
Wastewater Generation

Generation Rate	Calculation	Average Daily Wastewater Generation	Average Annual Wastewater Generation
23 gallons/1,000 sq. ft.	(207,800 sq. ft.) x (0.023 gallons/sq. ft./day)	4,780 gallons	1.7 million gallons (5 acre-feet)[1]

Source: Nasland Engineering; Applied Planning, Inc.
[1] 1 acre-foot = 325,851.43 gallons.

The Project is expected to generate approximately 4,780 gallons of wastewater per day. As previously described, EVWMD's Lake Elsinore treatment plant currently has a daily unused capacity of three mgd. The Project represents 0.2 percent of the plant's unused daily capacity and 0.06 percent of the daily total capacity of eight mgd.

The Project's plans for connection to existing sanitary sewer infrastructure facilities are subject to review and approval by the City, and the Project Applicant will be required to apply for service and pay a mandated Connection Fee to EVMWD facilities. Fees paid by the Project will be applied toward maintenance and expansion of treatment facilities as determined by EVMWD. Wastewater generated by the Project is typical of domestic generators, and wastewater resulting from the Project uses will not require treatment beyond that provided by existing EVMWD facilities.

As supported by the preceding discussion, the Project's potential to 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 is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Impact Analysis: Using the solid waste demand factor for commercial uses provided at Table 4.15.C of the City Final Program General Plan EIR, the Project's operational solid waste generation has been estimated, as presented at Table 4.5-5.

Table 4.5-5
Solid Waste Generation

Generation Rate	Calculation	Annual Waste Generation
0.0024 tons/sq. ft./year	(207,800 sq. ft.) x (0.0024 tons/sq. ft./year)	499 tons[1]

Source: *General Plan Final Program Environmental Impact Report, Riverside County, California* (County of Riverside Transportation and Land Management Agency Planning Department) 2002.

[1] Does not take into account any diversion of recyclable materials.

As shown, the Project is expected to generate 499 tons of solid waste annually. This equates to 1.4 tons of solid waste on a daily basis. Based on the capacity information previously presented at Table 4.5-2, the Project would produce a nominal increase in landfill activities. Specifically, Project-generated solid waste would represent 0.009 (El Sobrante), 0.03 (Badlands), and 0.04 (Lamb Canyon) percent of the receiving landfills permitted daily throughput.

It is also noted that Walmart would employ a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of the metals, woods, floor and ceiling tiles, concretes, asphalts and other materials generated as part of Walmart's construction process as possible. Walmart would work with a waste management company to fully research all available C&D recycling facilities in the area, and its C&D program would seek to include the widest possible range of materials recovery options.

Based on the preceding discussion, Project-generated solid waste can be accommodated at any of the three possible disposal sites. As such, the Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and impacts are considered to be less-than-significant.

Level of Significance: Less-Than-Significant.

4.6 HYDROLOGY/WATER QUALITY

4.6 HYDROLOGY/WATER QUALITY

Abstract

This Section of the EIR addresses potential impacts of the Project related to hydrology and water quality. The analysis presented herein focuses on the potential for the Project to:

- *Violate any water quality standards or waste discharge requirements;*

- *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 that would result in substantial erosion or siltation on- or off-site;*

- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;*

- *Create or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or*

- *Otherwise substantially degrade water quality.*

Specific Best Management Practices recommended as part of the Project's Drainage Study and Preliminary Water Quality Management Plan (WQMP) (included in EIR Appendix F) and consistent with the City's Jurisdictional Runoff Management Program (JRMP) have been restated within this Section as Mitigation Measures, in order to ensure their monitored implementation. As supported by the analysis presented in this Section, the above-noted potential hydrology/water quality impacts are determined to be less-than-significant as mitigated.

4.6.1 INTRODUCTION

This Section evaluates potential impacts of the Project on hydrology and water quality. Information contained in this Section has been summarized or excerpted from the *On-Site Hydrology for Proposed Wal-Mart #3882-02, I-15 and Bundy Canyon Road, Wildomar, CA* (Nasland Engineering) May 9, 2014 (Project Drainage Study); *Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA* (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis); and *Project Specific Water Quality Management Plan for Wildomar Gateway* (Nasland Engineering) May 9, 2014 (Project WQMP). These reports are included as EIR Appendix F. Additional source and background information was obtained from the Wildomar Walmart Site Plan Concept, October 2013; the City of Wildomar General Plan; the City's Jurisdictional Runoff Management Program (JRMP); the San Diego Regional Water Quality Control Board (SDRWQCB); and the California State Water Resources Control Board (SWRCB).

4.6.2 SETTING

The hydrologic setting described below establishes the baseline against which the Project's potential hydrology/water quality impacts were evaluated. Please refer to EIR Section 3.0, "Project Description," for a general discussion of the Project's regional and vicinity setting.

4.6.2.1 Regional Hydrology

A watershed is an area that, because of topographic slope, contributes water to a specified surface water drainage system, such as a stream or river. Stormwater runoff from the City of Wildomar enters two different watersheds: the Santa Ana River watershed, and the Santa Margarita River watershed.

The Santa Margarita River watershed encompasses approximately 750 square miles in southwestern Riverside and northern San Diego counties. This watershed is governed by the San Diego Regional Water Quality Control Board (SDRWQCB). Tributaries include the Temecula and Murrieta Creeks. Bundy Canyon Wash, which originates in the Sedco Hills and passes within 500 feet of the southern boundary of the Project site,

is tributary to Murrieta Creek. Runoff from this watershed enters the Pacific Ocean just north of Carlsbad.

The Santa Ana River Watershed, which is governed by the Santa Ana Regional Water Quality Control Board, is southern California's largest watershed, covering nearly 3,000 square miles within Los Angeles, Riverside, San Bernardino and Orange counties. Within this drainage area, the Santa Ana River flows southwesterly from the San Bernardino Mountains toward the San Bernardino and Chino valleys, through the Santa Ana Mountains, to the Orange County coastal plain/Huntington Beach and the River's mouth at the Pacific Ocean. The San Jacinto watershed is part of the southernmost portion of the Santa Ana River watershed. Lake Elsinore and Canyon Lake are located at the terminus of the San Jacinto River watershed in southwestern Riverside County.

It is important to note that although the City is split by two watersheds, the entire City of Wildomar is governed by the Municipal Separate Storm Sewer System (MS4) Permit issued to Riverside County co-permittees in the Santa Margarita region by the San Diego Regional Water Quality Control Board (SDRWQCB). The Santa Margarita 'Region' is the portion of the Santa Margarita Watershed that is located within Riverside County. The Riverside County Flood Control and Water Conservation District is the "Principal Permittee" for the Santa Margarita Region. This agency also serves as the regional flood management authority for the western part of Riverside County, including the City of Wildomar and the Project site.

4.6.2.2 Climate

Average annual precipitation ranges from ten to thirteen inches per year in the region's inland alluvial valleys, reaching 36 inches or more in the San Bernardino and San Jacinto Mountains. Most of the area's precipitation occurs between November and March in the form of rain with variable amounts of snow in the higher elevations. The climatological cycle of the Region results in high surface water flows in the spring and early summer followed by low flows during the dry season. Winter and spring floods generated by storms are not uncommon in wet years.

4.6.2.3 Existing Onsite Drainage

The Project WQMP (EIR Appendix F) indicates that, currently, stormwater flows from the undeveloped Project site drain into Lake Elsinore. Surface flows from the Project site currently leave the site via two drainage pipes located beneath Interstate 15, as seen in Figure 4.6-1, "Existing Drainage Conditions."

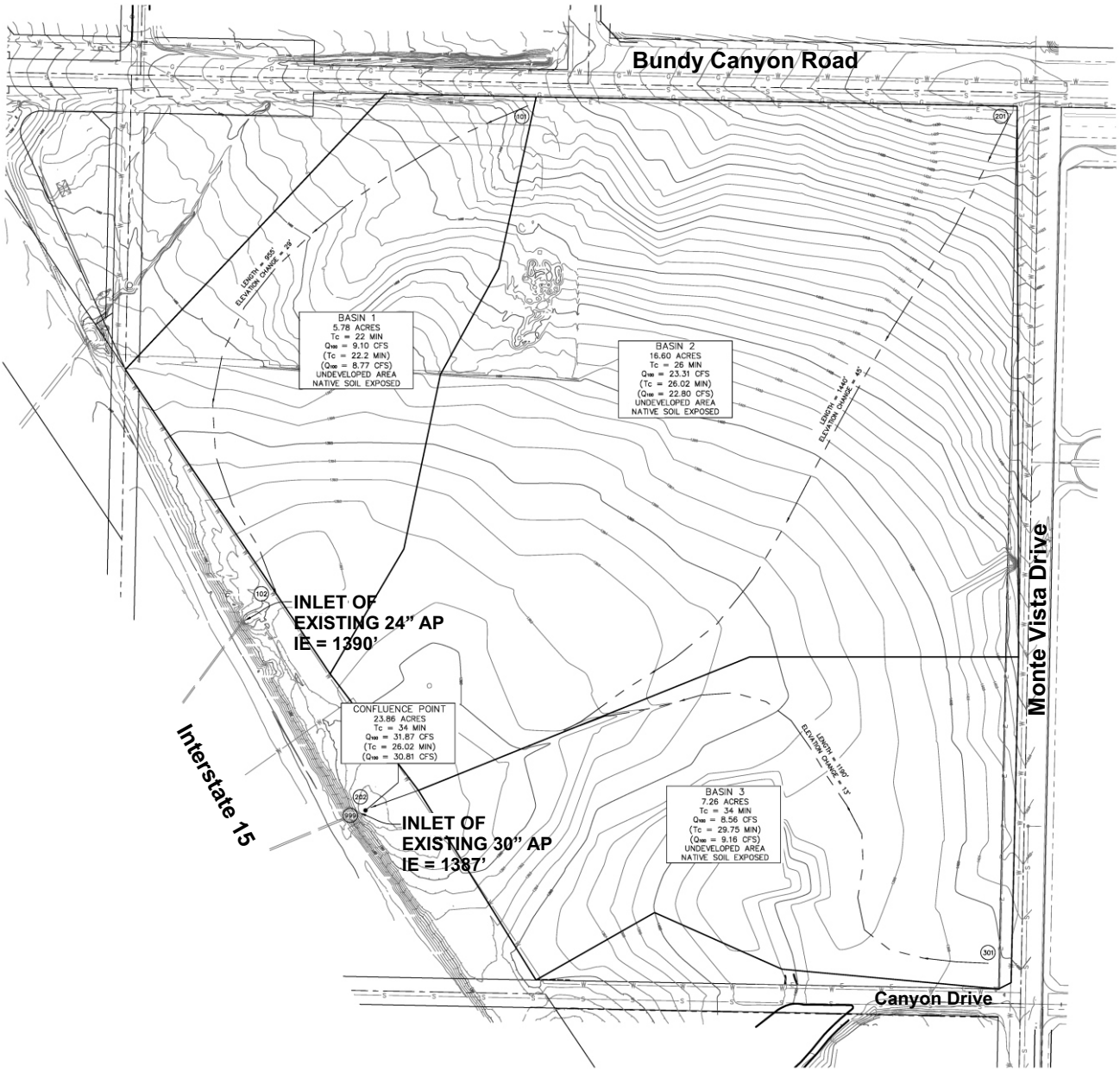
The City's JRMP identifies two water bodies that may receive discharges from the City's municipal stormwater facilities, along with their impairments, identified pursuant to the Clean Water Act (CWA) Section 303(d), and thus referred to as "303(d) Listings." Table 4.6-1, below, has been excerpted from the City's JRMP.

Table 4.6-1
Receiving Waters Within and Downstream of Wildomar Jurisdiction

Receiving Water	303(d) Listings (Impairments)
Murrieta Creek	Pesticides, Metals, Nutrients, Toxicity
Lake Elsinore	Nutrients, Other Organics, Toxicity

Source: *City of Wildomar JRMP*, 2012.

As seen in Table 4.6-1, the primary water quality concerns for Lake Elsinore relate to nutrients and other organics, often resulting from fertilizer, which can impair the dissolved oxygen levels in water; and toxicity, which typically results from urban runoff and unknown non-point source runoff. The JRMP notes that "the City is not alone responsible for potential or actual water quality problems or 303(d) listings within any of the identified Receiving Water; however the programs identified within this JRMP are designed to reduce the discharge of stormwater pollutants … effectively prohibit non-stormwater discharges, and prevent runoff discharges from the City's MS4 [municipal separate storm sewer system] from causing or contribution to a violation of water quality standards."



LEGEND:

Tc = 8.0 MIN Q100 = 20 CFS	**Rational Method Hand Calculation**
(Tc = 7.0 MIN) (Q100 = 18 CFS)	**AES Calculation**
(101)	**AES Related Node Number**

N

NOT TO SCALE

Source: Nasland Engineering; Applied Planning, Inc.

Figure 4.6-1
Existing Drainage Conditions

4.6.2.4 Groundwater

The Project area is underlain by the Elsinore Groundwater Basin. This basin has a surface area of approximately 42 square miles, and is a major source of water supply for the Elsinore Valley Municipal Water District (EVMWD), Elsinore Water District (EWD) and other local groundwater producers. The basin is managed by EVMWD. The principal source of inflow to the Elsinore groundwater basin is infiltration of local precipitation and runoff from the surrounding watershed (an average of nearly 40 percent of the total inflows). Groundwater generally flows from the northwest to the southeast across the basin. An overview of the basin area is provided in Figure 4.6-2.

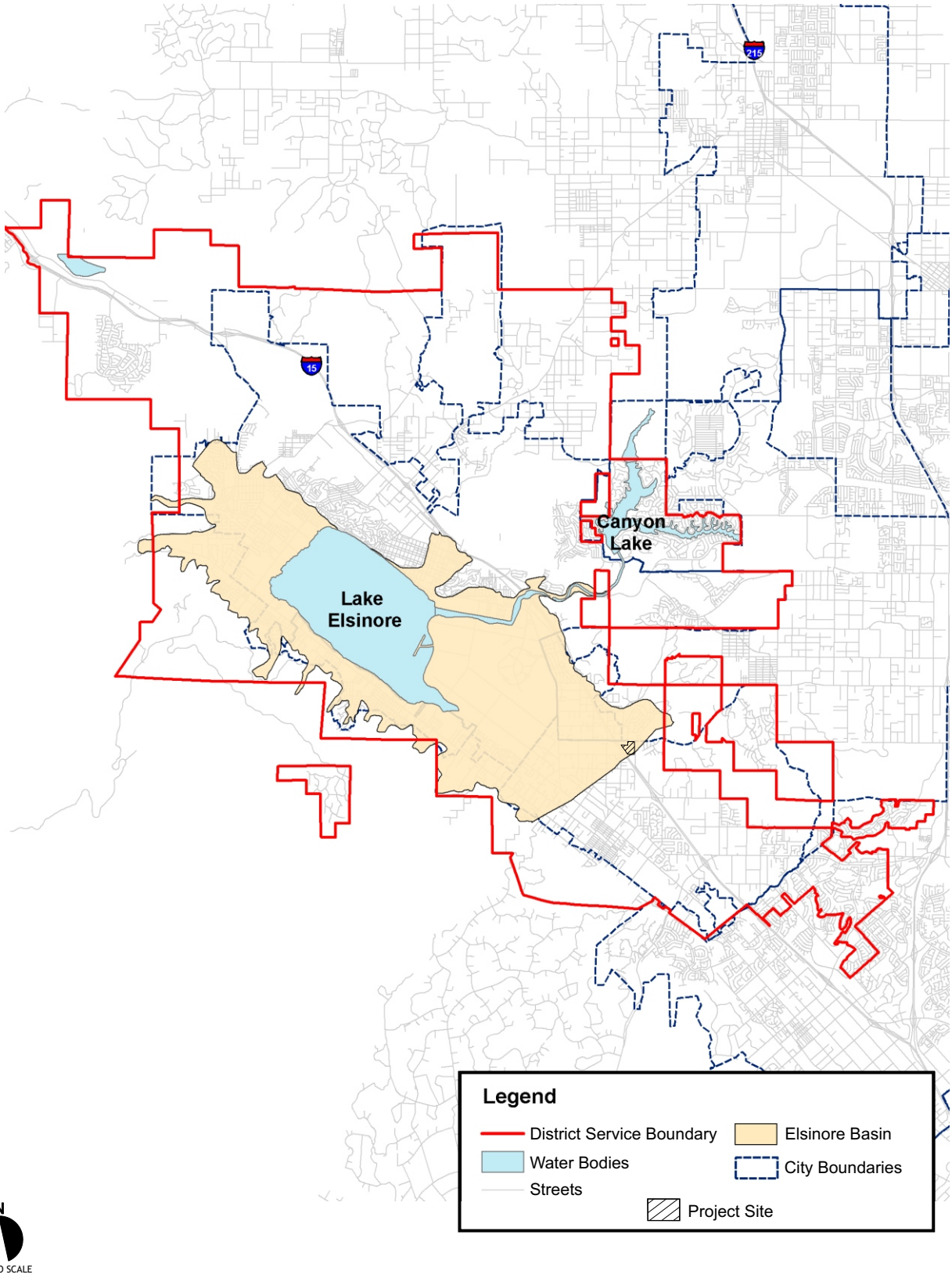
The Project does not propose or require facilities or operations that would directly affect groundwater. Potable water supply and wastewater collection services are currently provided to the Project site and surrounding areas by the EVMWD. It is anticipated that the Project would connect to the existing EVMWD water mains located in either Bundy Canyon Road or Monte Vista Drive. The Project would pay all requisite EVMWD connection and service fees and would design, implement, and maintain water service improvements consistent with EVMWD and City requirements.

4.6.3 HYDROLOGY/WATER QUALITY POLICIES AND REGULATIONS

Applicable federal, state, and local policies and regulations which act to reduce potential hydrologic impacts and/or act to protect and preserve water quality are summarized below.

4.6.3.1 Federal Water Pollution Control Act, Federal Clean Water Act (CWA)

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, or Clean Water Act (CWA), which was substantially revised by amendments in 1972 that created the bulk of the current statutory scheme. The CWA requires states to adopt water quality standards. To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. Moreover, the CWA states that discharge of pollutants into waters of the United States from any point source is unlawful unless the discharge complies with the National Pollution Discharge Elimination System (NPDES) permit.



Source: Elsinore Valley Municipal Water District; Applied Planning, Inc.

Figure 4.6-2
Elsinore Groundwater Basin Map

The NPDES is a national program under Section 402 of the CWA. The CWA establishes the framework for regulating municipal and industrial (point sources) storm water discharges under the NPDES program. In California, the NPDES program is administered through the nine Regional Water Quality Control Boards, including the San Diego Regional Water Quality Control Board (SDRWQCB). Locally, the SDRWQCB is responsible for determining the City of Wildomar's compliance with the water quality requirements of the CWA. To this end, the City has prepared its Jurisdictional Runoff Management Plan (JRMP), which is discussed in greater detail subsequently within this Section.

Non-point pollution sources are also regulated by the SDRWQCB through the General Construction Activity Storm Water NPDES permits, which are issued for storm water discharges. Construction activities that are subject to this general permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation that result in soil disturbances. Storm water pollution prevention plans (SWPPPs) are required for the issuance of a construction NPDES permit and typically include both structural and non-structural Best Management Practices (BMPs) to reduce water quality impacts. The Project will implement and comply with applicable provisions of the Federal Water Pollution Control Act, and Federal Clean Water Act.

4.6.3.2 State of California and Riverside County

At the federal level, the Clean Water Act allows the Environmental Protection Agency (EPA) to delegate its NPDES system permitting authority to states with an approved regulatory program. The Clean Water Act authorizes discharge of pollutants into waters of the State by issuance of NPDES permits. An NPDES permit was issued to the Riverside County Flood Control and Water Conservation District (RCFC&WCD) through Order No. 2010-0016 issued by the California Regional Water Quality Control Board, San Diego Region (SDRWQCB) on November 10th, 2010. The RCFC&WCD is

the "Principal Permittee," while the cities of Wildomar, Murrieta and Temecula are considered "Co-Permittees" in the SDRWQCB NPDES permit.[1]

Regulated entities acting as co-permittees must obtain coverage under an NPDES storm water permit and implement construction storm water pollution prevention plans (SWPPPs), and operational Water Quality Management Plans (WQMPs), both using best management practices (BMPs) that effectively reduce or prevent the discharge of pollutants into receiving waters. The NPDES permit imposes various requirements of the discharger. In general, provided the discharger complies with such requirements, the discharger is deemed to be in compliance with the CWA and the Permit. Most of the requirements imposed by the Permit consist of BMPs, which are construction and operational discharge control practices and mechanisms that have been deemed to achieve compliance with the CWA requirements. Additional details regarding the required SWPPP and WQMP studies are provided below.

Storm Water Pollution Prevention Plan (SWPPP)

In December 1999, the State Water Resources Control Board (SWRCB) issued an NPDES General Permit for the discharge of storm water associated with construction activities. Federal regulations promulgated by USEPA (40 CFR Parts, 9, 122, 123, and 124) expanded the NPDES storm water program to include storm water discharges from MS4s and construction sites that were smaller than those previously included in the program. Accordingly, SWRCB issued a NPDES Construction General Permit for the discharge of storm water associated with construction activities (Order No. 99-08-DWQ, General Permit No. CAS000002, Permit). In September 2009, SWRCB adopted Order No. 2009-0009-DWQ updating the NPDES Construction General Permit and superseding Order No. 99-08-DWQ. The current Construction General Permit addresses storm water discharges associated with construction activities. The Permit is

[1] Order No. 2010-0016 was in effect at the time of this EIR preparation. After the San Diego Water Board receives and considers the Riverside County Co-permittees' Report of Waste Discharge and makes any necessary changes to pending Order No. R9-2013-0001, the City of Wildomar will become subject to waste discharge requirements set forth in Order No. R9-2013-0001 this Order after expiration of Order No. 2010-0016, on or after November 10, 2015.

applicable to all of California, which is inclusive of the City of Wildomar and the Project site.

This Permit includes a mandate that all dischargers shall develop and implement a Storm Water Pollution Prevention Plan (SWPPP). SWPPP requirements excerpted from the Permit are presented below:

> **A.** The discharger shall ensure that the Storm Water Pollution Prevention Plans (SWPPPs) for all traditional project sites are developed and amended or revised by a [Qualified SWPPP Developer] QSD. The SWPPP shall be designed to address the following objectives:
>
> 1. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
> 2. Where not otherwise required to be under a Regional Water Board permit, all non-storm water discharges are identified and either eliminated, controlled, or treated;
> 3. Site BMPs are effective and result in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the [Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology] BAT/BCT standard;
> 4. Calculations and design details as well as BMP controls for site run-on are complete and correct; and
> 5. Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.
>
> **B.** To demonstrate compliance with requirements of this General Permit, the QSD shall include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.

> **C.** The discharger shall make the SWPPP available at the construction site during working hours while construction is occurring and shall be made available upon request by a State or Municipal inspector. When the original SWPPP is retained by a crewmember in a construction vehicle and is not currently at the construction site, current copies of the BMPs and map/drawing will be left with the field crew and the original SWPPP shall be made available via a request by radio/telephone.[2]

BMP storm water pollutant source controls are articulated in the NPDES Permit, and include such measures as first flush diversion, detention/retention basins, infiltration trenches/basins, porous pavement, oil/grease separators, grass swales, education programs, and maintenance practices. The NPDES permitting program also includes measures to reduce the release of pollutants such as sediment, construction materials, or accidental spillage of polluting materials during construction. Consistent with provisions of the NPDES Permit, the City of Wildomar requires implementation of development-specific SWPPPs and incorporation of BMPs that reduce, to the extent practicable, storm water and urban runoff pollutant discharges to the waters of Southern California.

Water Quality Management Plan (WQMP), Standard Storm Water Mitigation Plan (SSMP)

The Project would also be required to develop and implement a Water Quality Management Plan (WQMP), also known as Standard Storm Water Mitigation Plan (SSMP**),** addressing potential operational storm water pollutant discharges over the life of the Project. As with the Project SWPPP, the Project's mandated WQMP would act to control potential discharge of pollutants, prevent sewage spills, and avoid discharge of sediments into streets, storm water channels, or waterways. WQMP (SSMP) preparation and content requirements are established under SDRWQCB Order No. R9-

[2] California State Water Resources Control Board. Storm Water Program. 2009-0009-DWQ Construction General Permit (Effective July 1, 2010).Web. May 22, 2014. <http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml>.

2010-0016. The City of Wildomar is a listed Co-Permittee (also Permittee or Discharger) on the Order.

Under the Order, each Co-Permittee shall ensure that an appropriate WQMP (SSMP) is prepared for Priority Development projects [as defined in the Order]. The proposed Wildomar Walmart Project is subject to the Order's WQMP (SSMP) requirements. Primary WQMP (SSMP) components and required elements established under the Order are listed below: [3]

- Identification of Pollutants of Concern
- Low Impact Development (LID) BMP Requirements
- Source Control BMP Requirements
- Treatment Control BMP Requirements
- LID and Treatment Control BMP Standards
- Implementation Process
- Post-construction BMP Review
- BMP Construction Verification
- BMP Maintenance Tracking
- Enforcement
- Limitations on Increases of Runoff Discharge Rates and Durations; and
- WQMP (SSMP) requirements for Unpaved Roads Development

The Project Preliminary WQMP reflects the above requirements established under the Order. A copy of the Preliminary WQMP prepared for the Project is included in EIR Appendix F.

[3] San Diego Regional Water Quality Control Board. San Diego Region - Riverside County Storm Water Permit. Final Documents. Web. May 23, 2014.
<http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/docs/rsd_permit/updates122110/FINAL_R9-2010-0016.pdf>

SWPPP/WQMP Components

Typical SWPPP and WQMP elements include:

- Introduction and Purpose
- Compliance Requirements and Certifications
- Facility Information/Pollution Prevention Team Members
- Site Map
- List of Significant Materials
- Potential Storm Water Pollutants and Sources
- Best Management Practices
- Summary of Pollutants, Sources, and BMPs
- Annual Comprehensive Site Evaluation
- Definitions
- State Notice of Intent Form and Instructions

Jurisdictional Runoff Master Plan

As noted previously within this Section, the City is also governed by the MS4 Permit issued to co-permittees in the Santa Margarita region (for areas within Riverside County) by the SDRWQCB. This MS4 Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. The City's JRMP is based on a template implemented throughout the Santa Margarita Region that was developed jointly by co-permittees to promote consistency in their compliance programs.

4.6.3.3 Porter-Cologne Water Quality Act

Section 303 of the federal Clean Water Act and the State's Porter-Cologne Water Quality Act establish applicable water quality objectives for ground and surface waters in the State. In general, protection and maintenance of surface water quality is the combined responsibility of the applicable Regional Water Quality Control Board (SDRWQCB), water supply and wastewater management agencies (EVMWD), and City (City of Wildomar) and County (Riverside County) governments.

The RWQCB has purview over point and non-point sources of pollution. Point source water pollutants consist of controlled wastewater releases that are commonly generated

by activities that use water to collect pollutants and transport them from the processing facility. When such wastewater discharges are proposed, the applicant must obtain a set of Waste Discharge Requirements from the RWQCB which serve to control water pollution to a non-significant level from such point sources.

Non-point sources of water pollution consist of surface runoff from a site or area during or following a storm where the source of pollution cannot be traced to a specific location. Typical non-point water pollution sources consist of agricultural fields with sediment and fertilizers, construction sites with sediment and debris, and roads with oil, tire particles, and debris common to roads. The Project will implement and comply with applicable Porter-Cologne water quality protection policies and mandates.

4.6.3.4 Wildomar Municipal Code

All required Project storm drain facilities will be funded, designed, implemented, and maintained consistent with City of Wildomar policies and requirements as outlined in the City Municipal Code. General requirements are outlined below. Please refer also to the City of Wildomar Municipal Code available at the following website: http://qcode.us/codes/wildomar/.

More specifically, Municipal Code Title 13, "Public Services," Chapter 13.12, "Stormwater Drainage System Protection," identifies the following requirements for new development.

> 13.12.060 Reduction of pollutants in stormwater. New Development and Redevelopment. New development or redevelopment projects shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The Director of TLMA [presumed to be the City's Director of Public Works or his/her designee] shall identify the BMPs [Best Management Practices] that may be implemented to prevent such deterioration and shall identify the manner of implementation. The BMPs may, among other things, require new developments or redevelopments to do any of the following:

1. Increase permeable areas by leaving highly porous soil and low lying areas undisturbed, by incorporating landscaping and open space into the project design, by using porous materials for or near driveways and walkways, and by incorporating detention ponds and infiltration pits into the project design;

2. Direct runoff to permeable areas, by orienting it away from impermeable areas to swales, berms, green strip filters, gravel beds, and French drains; by installing rain-gutters oriented towards permeable areas; by modifying the grade of the property to divert flow to permeable areas and minimize the amount of stormwater runoff leaving the property; and by designing curbs, berms or other structures such that they do not isolate permeable or landscaped areas;

3. Maximize stormwater for reuse, by using retention structures, subsurface areas, cisterns, or other structures to store stormwater runoff for reuse or slow release.

Municipal Code Title 15, "Buildings and Construction," broadly address design and development standards that provide for control and conveyance of commercial storm water discharges. Pursuant to the provisions of Municipal Code Chapters 15.12 and 15.20, the Project would be subject to all applicable measures of the California Building Code (CBC), and California Green Building Standards Code, respectively.

For the Project, proposed on-site storm water management system would be designed and implemented consistent with applicable City requirements.

4.6.4 PROJECT DRAINAGE IMPROVEMENTS

4.6.4.1 Overview

At present, storm water runoff from the majority of the Project site sheet flows across the site generally southwesterly, and then enters the existing 24-inch and 30-inch storm drains located beneath Interstate 15. Under post-development conditions, the Project storm water management system would convey and discharges storm water runoff in a manner comparable to pre-development discharge patterns. Further, the Project storm water management system is designed to ensure that post-development storm water discharge rates do not exceed pre-development conditions.

The Project site also accepts and conveys off-site drainage from areas located easterly of the site. More specifically, two entitled but currently undeveloped residential projects (Tentative Tract Maps [TTMs] 31409 and 32024) located easterly adjacent to the Project site, across Monte Vista Drive, currently convey storm water drainage onto the Project site via surface flow and the culvert underlying Monte Vista Drive. Under the Conditions of Approval for these TTMs, westerly-directed off-site discharges (which currently enter the Project site) would be re-routed to the existing culvert located on the east side of Monte Vista Drive and then directed southerly.

The Project Drainage Study assumes that drainage improvements and rerouting of stormwater discharges required as Conditions of Approval for TTMs 31409 and 32024, including re-routing of westerly-directed off-site stormwater discharges, would be complete and operational prior to initiation of the proposed Wildomar Walmart Project. Completion of the drainage improvements and rerouting of stormwater discharges required of TTMs 31409 and 32024 would preclude off-site stormwater discharges from these properties entering the Project site, and would not require additional or modified stormwater management systems other than those currently proposed for the Project.

Notwithstanding, there is the potential that drainage improvements and rerouting of stormwater discharges required of TTMs 31409 and 32024 may not be complete prior to initiation of the proposed Wildomar Walmart Project. Accordingly, an interim solution

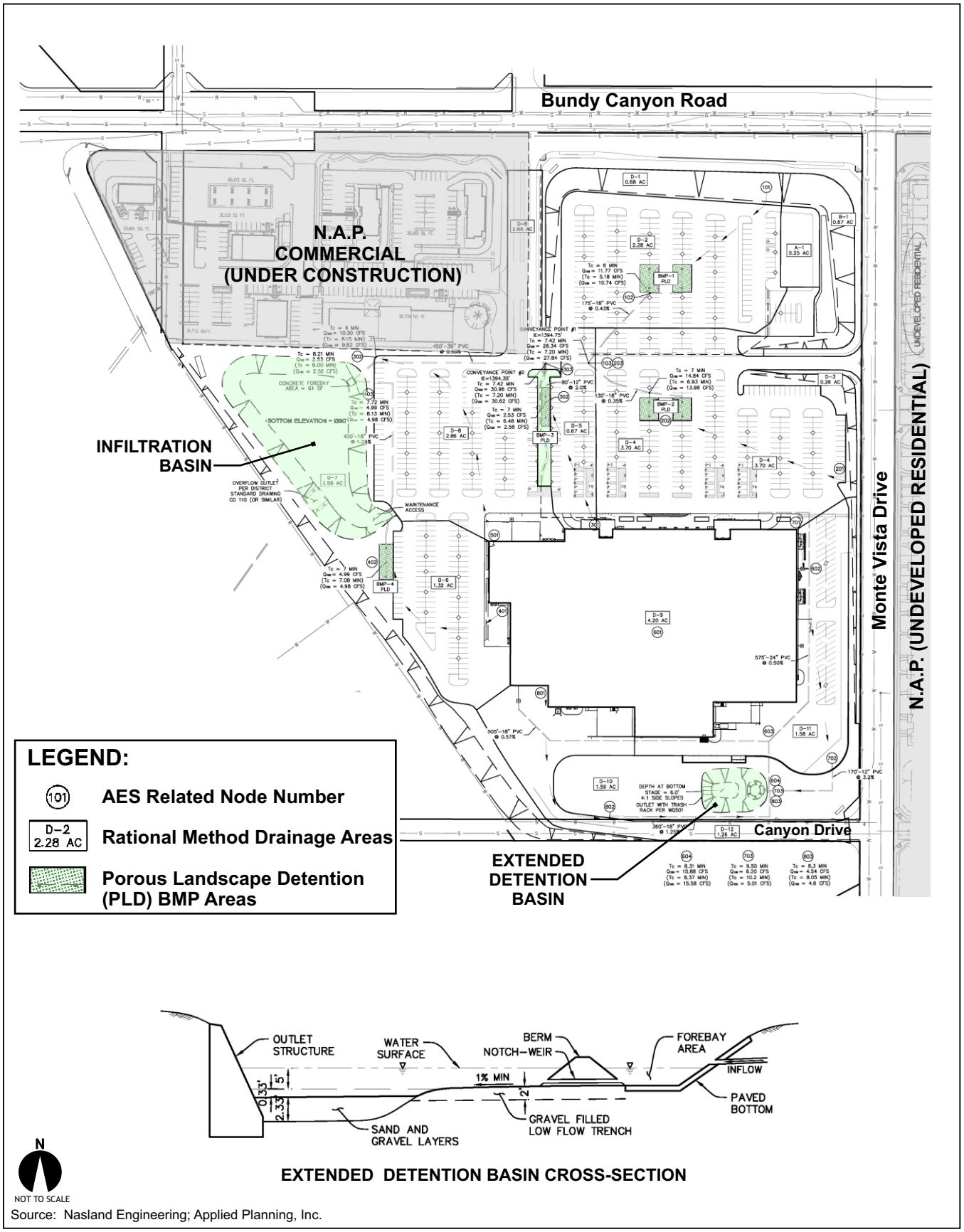
for acceptance and conveyance of offsite stormwater discharges currently entering the Project site from the west has been developed (please refer to Section 4.6.4.3, "Interim Off-site Drainage Concept"). This interim solution would only be necessary if the proposed Wildomar Walmart Project is entitled, designed, and permitted for construction prior to implementation of stormwater management systems and re-routing of stormwater discharges required as Conditions of Approval for TTMs 31409 and 32024.

4.6.4.2 Project Drainage Concept

The Project Drainage Concept is presented at Figure 4.6-3. In summary, all buildings within the Project site will utilize roof drains (with filter inserts) that will connect to an underground storm drain system. Surface run-off developed within the Project site would be collected within porous landscape detention areas, an infiltration basin, and a sand filter basin, as described below.

Porous Landscape Detention Sedimentation/Filtration System

Porous landscape detention (PLD) areas have been located throughout the Project's proposed parking areas. PLD systems involve areas that are planted with low-lying vegetation, which are underlain by a sand bed containing an underdrain pipe. During a storm, accumulated runoff ponds in the vegetated zone and gradually infiltrates into the underlying sand bed. The underdrain would gradually dewater the sand bed and then discharge this runoff via the onsite storm drain system, which would convey flows to the Project's infiltration basin (described below). Overflow into a PLD would also discharge into the onsite storm drain system via a surface overflow inlet.



EXTENDED DETENTION BASIN CROSS-SECTION

Source: Nasland Engineering; Applied Planning, Inc.

Figure 4.6-3
Project Drainage Concept

Infiltration Basin

Storm water discharges collected within the northerly portions of the Project site would be directed to a 1.44-acre infiltration basin located at the site's westerly boundary, adjacent to Interstate 15. This infiltration basin is triangular in shape, with a maximum dimension of approximately 275 feet at the northerly boundary, a maximum dimension of 350 feet at the eastern boundary, and a maximum depth of approximately nine feet. This flat, earthen basin is designed to capture stormwater and allow it to infiltrate through the bottom of the basin in to the underlying soils. Stormwater enters through a 64-square-foot concrete forebay, which allows trash, debris and sediment to accumulate for easy removal. The Project WQMP (EIR Appendix F) notes that "infiltration basins are highly effective in removing all targeted pollutants from stormwater runoff." The property owner and/or City will conduct ongoing future maintenance, removal, disposal and repair to the infiltration/filtration basin facilities as provided for under the Project Conditions of Approval or as otherwise stipulated by the City.

Sand Filter Basin

A 0.2-acre sand filter basin, located at the site's southerly boundary behind the proposed Walmart store, would collect flows from the southerly portion of the site. This basin has been designed with adequate capacity to treat and retain stormwater from two-year and ten-year 24-hour storm events, while providing for the controlled release of flows from a 100-year storm to the existing 30-inch inlet located beneath Interstate 15. The basin is rectangular in shape, with dimensions of approximately 80 feet by 120 feet, and a maximum depth of approximately six feet.

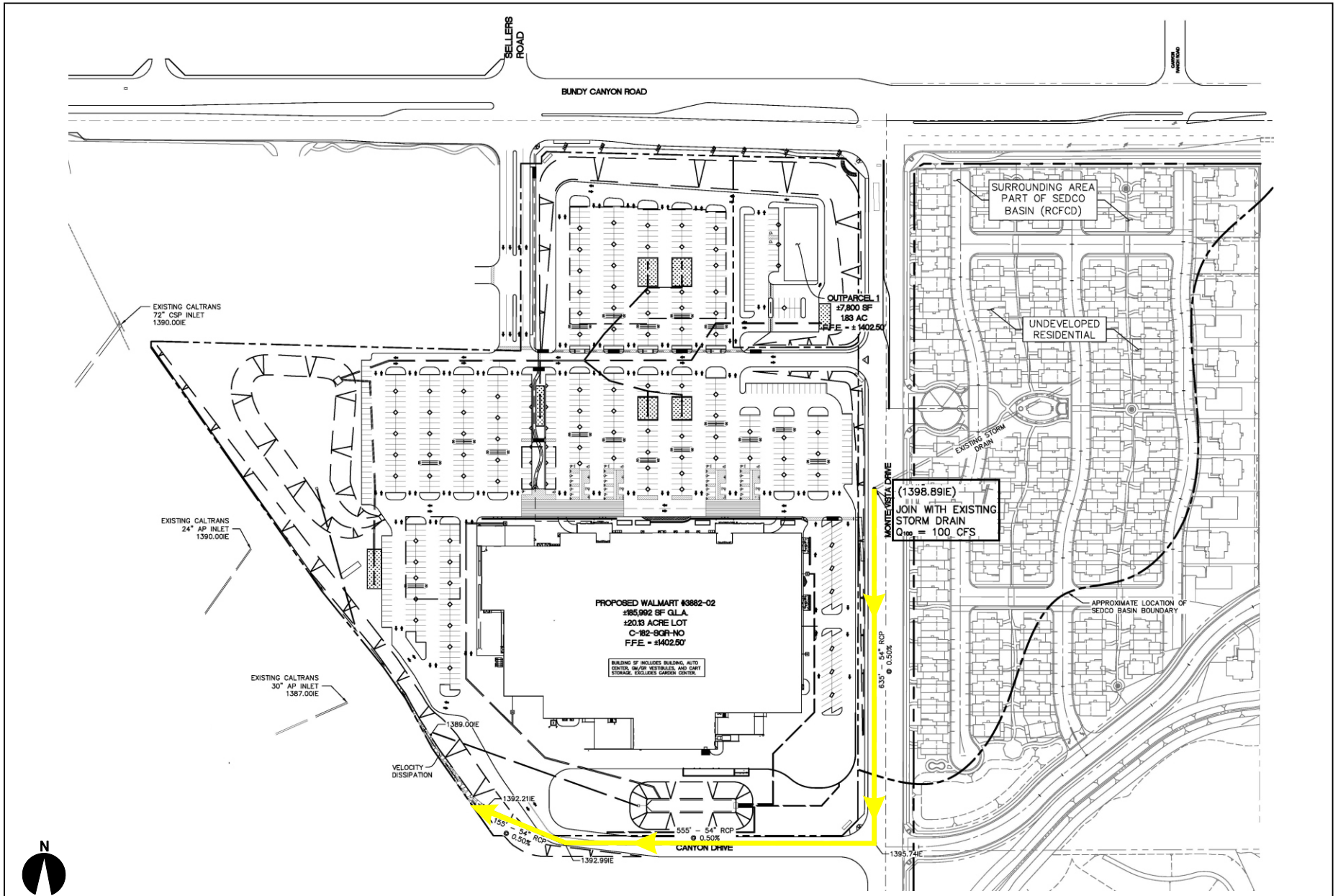
The bottom surface of this basin acts as a stormwater filter. Stormwater enters through a concrete forebay, which allows trash, debris and sediment to accumulate for easy removal. Flows are then gradually filtered through the sand filter area, before being discharged to a nearby storm drain system. The Project WQMP (EIR Appendix F) notes that "benefits of the sand filter basin include the fact that it has medium/high removal efficiency for organic compounds, oils, and grease."

4.6.4.3 Interim Off-site Drainage Concept

As noted previously, redirection of stormwater discharges pursuant to Conditions of Approval for TTMs 31409 and 32024 would preclude westerly-directed stormwater discharges from these properties entering the Project site, as is currently the case. Should the drainage improvements required pursuant to the Conditions of Approval for TTMs 31409 and 32024 not be timely completed, an Interim Off-site Drainage Concept (illustrated at Figure 4.6-4, and described below) would be implemented by the Project. The proposed Interim Off-site Drainage Concept would be designed to accept, redirect, and convey off-site stormwater discharges currently entering the Project site from the east. Final design of the proposed Interim Drainage Concept would be subject to review and approval by the City. Pursuant to EIR Mitigation Measure 4.6.3, the Interim Off-site Drainage Concept would be implemented by the Project Applicant if/as determined necessary by the City.

Under the Interim Off-site Drainage Concept, flows from the existing Monte Vista Drive culvert that currently discharges onto the Project site would be conveyed by a new 54-inch storm drain line that would be directed southerly within the Monte Vista Drive right-of-way, then westerly within the Canyon Drive right-of-way, and then north/northwesterly traversing the southwesterly corner of the Project site, discharging near the existing inlet for the 30-inch Caltrans culvert that conveys runoff under the I-15 Freeway. Outlet structure(s) and erosion control measures (riprap), along with velocity dissipation to reduce the rate of flow to pre-development conditions, consistent with City Engineer/Public Works requirements would be constructed at the outlet of the proposed 54-inch storm drain line. Additional surface flows that currently enter the Project site would be collected by street curb inlets to be constructed by the Project as one component of the Project's Monte Vista Drive improvements.

Hydraulic calculations substantiating the adequacy of the proposed Interim Off-site Drainage Concept are presented in *Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA* (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis). The Off-Site Storm Drain Analysis in its entirety is presented at Draft EIR Appendix F. All drainage improvements proposed under the Interim Off-site Drainage Concept would be constructed within existing improved rights-of-way and/or the within the Project site.



Source: Nasland Engineering

Figure 4.6-4
Interim Off-site Drainage Concept

4.6.5 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, hydrology/water quality impacts would be considered potentially significant if the Project would:

- Violate any water quality standards or waste discharge requirements;

- 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 the 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);

- Substantially alter the existing drainage pattern of the 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;

- 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;

- Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;

- Otherwise substantially degrade water quality;

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Cause or result in inundation by seiche, tsunami, or mudflow.

4.6.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.6.6.1 Introduction

The following discussions focus on topical areas and issues where it has been determined pursuant to the EIR Initial Study/NOP processes, that the Project may result in or cause potentially significant hydrology/water quality impacts. Of the CEQA threshold considerations identified above at Section 4.6.5, and as substantiated in the Initial Study (EIR Appendix A), the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further substantively discussed here:

- 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 the 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);

- Place a housing project within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Inundation by seiche, tsunami, or mudflow.

All other CEQA topics concerning the Project's potential impacts to hydrology/water quality are discussed below. Please also refer to Initial Study Checklist Item IX., "Hydrology and Water Quality."

4.6.6.2 Impact Statements

Potential Impacts: *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 or substantial erosion or siltation on- or off-site; or create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.*

Impact Analysis:

Project Stormwater Management System Addresses Potential Post-Development Hydrologic Impacts

The Project incorporates all necessary drainage and storm water management systems, and will comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other agencies such as the Riverside County Flood Control and Water Conservation District (RCFC&WCD), SDRWQCB and California Department of Water Resources. In combination, the Project's storm water management components, and compliance with regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts.

At present, storm waters sheet flow across the Project site in a north-to-south direction, and are directed to existing 24-inch and 30-inch storm drains located beneath Interstate 15.[4] The Project drainage concept will maintain the site's primary drainage patterns,

[4] Stormwater discharges to (Caltrans) 24-inch and 30-inch storm drains located beneath Interstate 15 would be incrementally decreased when compared to existing conditions, and would not adversely affect

and will implement drainage systems and onsite basins to accept developed storm water discharges from the Project site and off-site sources. Although a significant increase in downstream runoff could be presumed due to the fact that the site is being transformed from undeveloped land to a developed commercial site, the Project Drainage Study (EIR Appendix F) indicates that the basins to be implemented by the Project would act to reduce post-development downstream storm water runoff to pre-development conditions.

Under post-development conditions, storm water flows would be collected by PLDs with sub-surface drainage systems, an on-site infiltration basin located along the Project site's westerly, adjacent to Interstate 15, and sand filter basin located in the southernmost portion of the Project site, behind the proposed Walmart store. The generally northeast to southwest flows currently affecting the Project site will be replicated.

The westerly infiltration basin is 1.44 acres in size, with a maximum depth of approximately nine feet. The proposed onsite basins are primarily intended to provide for filtration of developed storm waters, and thereby avoid or substantively reduce potential water quality impacts associated with storm water discharges. Notwithstanding, the infiltration basin would also provide for groundwater recharge, and, when combined with the sand filter basin, attenuate developed storm water flows such that that post-development peak flows will be unchanged or reduced from current (pre-development) peak flows. Please refer also to storm water modeling and analyses presented in the Project Drainage Study, EIR Appendix F.

The Project storm water management system will be developed and operated in compliance with City/SDRWQCB regulations and water quality standards. The Project will provide connection to existing and proposed drainage systems in the least invasive

these storm drains or their carrying capacities. Further, based on the Project stormwater management system concept, encroachment in Caltrans rights-of-ways for drainage purposes is not anticipated. Notwithstanding, this EIR will be provided to Caltrans for their review and comment, to include any potential analytic/permit requirements affecting the cited storm drains.

manner possible. Design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City/SDRWQCB prior to, or concurrent with, application for grading permits and encroachment permits for improvements.

Implementation of the storm water management system concept incorporated in the Project as summarized herein would maintain existing drainage patterns and would not increase the rate or amount of surface runoff or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems. It is also noted that the Project Applicant would pay all requisite RCFC&WCD Area Drainage Plan (ADP) fees, City DIF, and CFD 2013-1-Services Taxes. These revenues sources contribute to funding of downstream master drainage facilities and maintenance of on-site facilities, thereby acting to ensure that stormwater management facilities are improved and maintained commensurate with development demands.

Project SWPPP and Compliance with Regulatory Requirements Address Construction-Source Water Quality Impacts

During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, the Project Applicant will be required to prepare a construction activities erosion control plan to alleviate potential sedimentation and storm water discharge contamination impacts of the Project.

The Applicant shall also be responsible for compliance with the General Construction NPDES permit from the SDRWQCB by filing a Notice of Intent to Commence Construction Activities. Under the General Construction Permit, discharge of materials other than storm water is prohibited. The Applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of storm water discharge, and implement practices to reduce sediment and other pollutants to storm water discharge. The SWPPP

also identifies both construction and post-construction BMPs to reduce sediments and other pollutants.

Implementation of the Project SWPPP and compliance with applicable NPDES and SDRWQCB requirements, as required by Mitigation Measure 4.6.1, below, will ensure that potential construction-source water quality impacts of the Project are reduced below the level of significance.

Project WQMP and Compliance with Regulatory Requirements Address Operational-Source Water Quality Impacts

Over the life of the Project, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Storm water runoff from paved surfaces within the developed Project area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas within the Project site.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which required municipalities to participate in the NPDES. As part of this program, the SDRWQCB has issued an NPDES permit for urban runoff to the RCFC&WCD, and the City of Wildomar has been established as a co-permittee. Compliance with the provisions specified in the NPDES permit ensures proper management and disposal of urban runoff from the Project.

The Project Applicant shall be responsible for obtaining a General Permit for storm water discharge from the SDRWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, the Project Applicant shall also develop and implement a Project-specific WQMP addressing all post-construction pollutant discharges. A draft of the Project WQMP is included at EIR Appendix F. As

required under Mitigation Measure 4.6.2, below, the Project will be required to submit a final WQMP prior to the issuance of grading and/or encroachment permits.

Based on compliance with applicable NPDES requirements, and implementation of the Project WQMP to include any additional requirements stipulated by the City and/or SDRWQCB as required under Mitigation Measure 4.6.2, the potential for the Project to result in a potential for discharge of storm water pollutants from post-construction activities; otherwise result in any other potential impacts to storm water runoff from post-construction activities; violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality would be reduced below the level of significance.

Mitigation Measures:

4.6.1 *Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following:*

- *Silt Fences;*
- *Check Dams;*
- *Gravel Bag Berms;*
- *Street Sweeping and Vacuuming;*
- *Sand Bag Barriers;*
- *Storm Drain Inlet Protection;*

- *Wind Erosion Control;*
- *Stabilized Construction Entrance/Exit; and*
- *Entrance/Outlet Tire Wash.*

Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following:

- *Providing permanent cover to stabilize the disturbed surfaces after construction has been completed;*
- *Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities;*
- *Precluding non-stormwater discharges to the stormwater system; and*
- *Performing monitoring of discharges to the stormwater system.*

4.6.2 *Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following:*

<u>Source Control/Non-Structural BMPs</u>

- *Education of property owners, operators, tenants, occupants, or employees;*
- *Street Sweeping of Private Streets and Parking Lots;*
- *Drainage facility inspection and maintenance;*
- *Roof Runoff Controls;*
- *Efficient Irrigation;*
- *Protection of Slopes and Channels;*
- *Storm Drain stenciling and signage;*

- *Trash Storage Areas and Litter Control;*
- *Irrigation system and landscape maintenance; and*
- *Loading dock drainage controls.*

Site Design/Structural BMPs

- *Maximize permeable areas;*
- *Minimize street, sidewalk, and parking lot aisle widths;*
- *Maintain natural drainage patterns;*
- *Incorporate drought-tolerant landscaping;*
- *On-site ponding areas or retention facilities to increase opportunities for infiltration;*
- *Convey roof runoff to landscaping/permeable areas prior to discharge to storm drains;*
- *Drain sidewalks and walkways to adjacent landscaped areas; and*
- *Integration of landscaping and drainage designs.*

4.6.3 *If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within* Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA *(Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.*

Conclusion

Based on the detailed, site-specific hydrologic modeling presented in EIR Appendix F, the Project's proposed drainage facilities entail those improvements necessary to adequately collect and convey on- and off-site storm waters, as well as increased storm water runoff resulting from development of the Project site. With the implementation of Mitigation Measures 4.6.1 through 4.6.3, the potential for the Project to 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; result in substantial erosion or siltation on- or off-site; create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality is determined to be less-than-significant.

Level of Significance after Mitigation: Less-Than-Significant.

4.7 BIOLOGICAL RESOURCES

4.7 BIOLOGICAL RESOURCES

Abstract

This Section identifies and addresses potential impacts to biological resources resulting from the Project. More specifically, the analysis presented here examines whether the Project would:

- *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW, formerly California Department of Fish and Game) or U.S. Fish and Wildlife Service (USFWS).*

- *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.*

- *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

- *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.*

As supported by the analysis presented in this Section, with application of proposed mitigation measures, the Project's potential impacts to biological resources are determined to be less-than-significant.

4.7.1 INTRODUCTION

Following are discussions of existing biological resources characteristic of the Project area, with focused consideration on species of special interest known to occur, or that could potentially occur on the Project site. Potential impacts to biological resources are identified, and mitigation of potentially significant impacts is proposed.

Information presented in this Section is summarized and excerpted from: *Wildomar WalMart Project Site Biological Surveys* (Harmsworth Associates) February 14, 2014 and *Wildomar Walmart Jurisdictional Delineation Report* (Harmsworth Associates) March 2014. These reports are included in their entirety at EIR Appendix G.

4.7.2 SETTING

4.7.2.1 Overview

The Project site comprises approximately 24.5 acres, located within the City of Wildomar. The subject site is located south of Bundy Canyon Road, west of Monte Vista Drive, north of Canyon Road, and east of I-15. Geographically, the site is located in both the Wildomar and Lake Elsinore quadrangles of the United States Geological Survey (USGS) maps.

4.7.2.2 Biologic Setting

The following discussions provide the existing biologic setting for the Project site.

Vegetation Communities

The Project is vacant and all areas of the site have been regularly disked and impacted by trails and foot traffic. The remaining on-site vegetation can be divided into three vegetation cover types, Riversidean sage scrub, non-native grassland and developed areas, as discussed below and illustrated at Figure 4.7-1.



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NOT TO SCALE

Source: Harmsworth Associates

applied planning inc

Figure 4.7-1
Biological Resources

Non-native grassland

This vegetation type describes areas dominated by non-native European annual grasses, with a large component of ruderal forbs. It is mapped as California annual grassland series by Sawyer et al. 2009. On the Project site, the non-native grassland is associated with areas of historic grazing, disking and off-road recreational vehicle use. Soils are generally deep, well-drained sand to fine sandy loam. Most areas were sparsely vegetated with non-native grasses and weeds or completely devoid of vegetation due to recent disking. Dominant species included cheatgrass (*Bromus tectorum*), soft chess (*Bromus hordeaceus*), red brome (*Bromus madritensis ssp. rubens*), barley (*Hordeum murinum*), summer mustard (*Hirschfeldia incana*) and red-stemmed filaree (*Erodium cicutarium*). Exotic trees, including pines (*Pinus spp*.) and pepper trees (*Schinus molle*), occurred sporadically throughout the grassland area.

A total of 15.6 acres of non-native grassland occurred in the Project site.

Riversidean sage scrub

Riversidean Sage Scrub is the most xeric expressions of Coastal Sage Scrub (Holland 1996). Riversidean sage scrub is composed of low growing, soft, woody, drought-deciduous shrubs and herbaceous plants that grow on steep slopes, severely drained soils, or clays that slowly release soil moisture. Mesic sites generally occur in microhabitats characterized by north-facing slopes in canyons and small drainages. Xeric habitats typically occur in areas on ridges and south-facing slopes. Species composition and diversity is determined by soil factors, fire, and topography. It is mapped under the California buckwheat and black sage series by Sawyer et al. 2009.

At the Project site, Riversidean sage scrub occurred in three small patches in the eastern half of the site and also occurred along the perimeter fencing. It is likely that the entire area was dominated by Riversidean sage scrub in the past, but has been mostly eliminated by disking. The Riversidean sage scrub that currently exists onsite is disturbed, low in diversity and of low quality. The Riversidean sage scrub was dominated almost entirely by California buckwheat (*Eriogonum fasciculatum*), deerweed (*Acmispon glaber var. glaber*) and bromes (*Bromus spp.*). A total of 5.9 acres of Riversidean sage scrub occurred in the Project site.

Developed areas

Developed areas included two former residential properties and associated exotic landscaping. In both areas, the buildings have been removed and all that currently remains are the concrete pads and landscaping. Exotic trees present included pines, oaks (*Quercus sp.*), pepper trees and gum trees (*Eucalyptus spp.*). A total of 3.0 acres of developed area occurred in the Project site.

A complete list of plant species found on the Project site is provided at Table 4.7-1.

Table 4.7-1
Plant Species Detected at the Project Site

Scientific Name	Common Name
PINACEAE	PINE FAMILY
Pinus sp.	Exotic Pine
ADOXACAEA	MUSKROOT FAMILY
Sambucus nigra spp. caerulea (S. Mexicana)	Blue Elderberry
ANACARDIACEAE	SUMAC or CASHEW FAMILY
Rhus integrifolia	Lemonade Berry
Schinus molle	Peruvian Pepper Tree
ASTERACEAE	SUNFLOWER FAMILY
Artemisia californica	California Sagebrush
Artemisia dracunculus	Dragon Sagewort or Tarragon
Baccharis salicifolia	Mulefat
Heterotheca grandiflora	Telegraph Weed
Logfia filaginoides (Filago californica)	California Filago or Fluffweed
BRASSICACEA	MUSTARD FAMILY
Hirschfeldia incana	Shortpod or Summer Mustard
FABACEAE	LEGUME FAMILY
Acmispon glaber var. glaber (Lotus scoparius var. scoparius)	Coastal Deerweed, Coastal Deer Broom, California Broom
Parkinsonia aculeate	Jerusalem-Thorn or Mexican Palo Verde
FAGACEAE	OAK FAMILY
Quercus sp.	Exotic Oak
MYRTACEAE	MYRTLE FAMILY
Eucalptus sp.	Gum Tree
POLYGONACEAE	BUCKWHEAT FAMILY
Eriogonum fasciculatum	California Buckwheat

Table 4.7-1

Plant Species Detected at the Project Site

Scientific Name	Common Name
SALICACEAE	WILLOW FAMILY
Populus fremontii ssp. fremontii	Western Cottonwood
Salix lasiolepis	Arroyo Willow
SOLANACEAE	NIGHTSHADE FAMILY
Datura stramonium	Jimsonweed
POACEAE	GRASS FAMILY
Bromus hordeaceus	Soft Chess
Bromus madritensis ssp. rubens	Foxtail Chess or Red Brome
Bromus tectorum	Cheat Grass
Hordeum murinum ssp. leporium	Hare Barley or Foxtail Barley

Source: *Wildomar WalMart Project Site Biological Surveys* (Harmsworth Associates) February 14, 2014.

Wildlife Overview

Wildlife was sparse due to the lack of native habitats and the location of the site in a developed area. Species detected were typical of disturbed and built-up areas and included mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*) and California ground squirrel (*Spermophilus beecheyi*). A complete list of wildlife species found on the Project site is provided at Table 4.7-2.

Table 4.7-2

Wildlife Species Detected at the Project Site

Scientific Name	Common Name
REPTILIA	**REPTILES**
PHRYNOSOMATIDAE	NORTH AMERICAN SPINY LIZARDS & RELATIVES
Sceloporus occidentalis	Western Fence Lizard
AVES	**BIRDS**
FALCONIDAE	CARACARAS & FALCONS
Falco sparverius	American Kestrel
COLUMBIDAE	PIGEONS & DOVES
Columbia livia	Rock Pigeon
Zenaida macroura	Mourning Dove

Table 4.7-2

Wildlife Species Detected at the Project Site

Scientific Name	Common Name
TROCHILIDAE	HUMMINGBIRDS
Calypte anna	Anna's Hummingbird
TYRANNIDAE	TYRANT FLYCATCHERS
Sayornis nigricans	Black Phoebe
Sayornis saya	Say's Phoebe
Tyrannus vociferans	Cassin's Kingbird
CORVIDAE	JAY'S, MAGPIES & CROWS
Corvus brachyrhynchos	American Crow
ALAUDIDAE	LARKS
Eremophila alpestris actia	California Horned Lark
STURNIDAE	STARLINGS & ALLIES
Sturnus vulgaris	European Starling
PARULIDAE	WOOD WARBLERS & RELATIVES
Dendroica coronata	Yellow-Rumped Warbler
FRINGILLIDE	FRINGILLINE FINCHES
Carpodacus mexicanus	House Finch
MAMMALIA	**MAMMALS**
LEPORIDAE	RABBITS & HARES
Sylvilagus audubonii	Desert Cottontail
SCIURIDAE	SQUIRRELS, CHIPMUNKS & MARMOTS
Spermophilus beecheyi	California Ground Squirrel

Source: *Wildomar WalMart Project Site Biological Surveys* (Harmsworth Associates) February 14, 2014.

Special Status Species

One special status wildlife species[1], California horned lark (*Eremophila alpestris actia*), was detected at the site. A small flock of larks occurred in the non-native grassland in the northern portion of the site. Horned larks are common in disturbed grassland in winter. There are no historic site records for any other special status wildlife species.

[1] Special status wildlife species = federal or state listed threatened or endangered species, or proposed endangered, threatened, or candidate species, or otherwise sensitive species.

No special status plant[2] species were detected at the site and there are no historic site records for any special status plant species.

A few special status plant and wildlife species have been documented in the region, but all these records either pre-date the development of the City (pre-1950) or are from currently undeveloped areas in the region (CNDDB 2014[3]). None of the records are from the Project site.

The site has suitable habitat for one additional special status species, the burrowing owl *(Athene cunicularia)*; however, no burrowing owl, sign, or suitable burrows were documented onsite during the survey.

The site has no suitable habitat for any additional special status plant or wildlife species and has no potential to support any additional special status species.

Jurisdictional Waters/Wetlands

As shown at Figure 4.7-1, a drainage traverses the southern portion of the site, from east to west. The drainage is man-made, not fed by any upstream natural drainage, and originates at a storm drain culvert upstream, and flows southerly along the east side of Monte Vista Drive. It then crosses Monte Vista Drive via an underground culvert before entering the Project site on the west side of Monte Vista Drive.

The drainage is narrow, ranging from one to six feet wide, with shallow banks and a sandy substrate. At the time of the field reconnaissance, the area was dry but did show evidence of water flows from a recent rainstorm. The drainage is mostly unvegetated, but in places did support some western cottonwoods (*Populus fremontii ssp. fremontii*), mulefat (*Baccharis salicifolia*), buckwheat, and pepper trees. The drainage extends approximately 933 linear feet across the Project site and has a total on-site area of 0.051 acres.

[2] Special status plant species = federal or state listed threatened or endangered species, or proposed endangered, threatened, or candidate species, California Native Plant Society Species List (CNPS list 1-4), or otherwise sensitive species.

[3] Lake Elsinore and Wildomar CNDDB February 2014.

Flows exit the site on the west via a culvert that runs under I-15. After crossing under the freeway, the water daylights at Cherry Street on the west side of I-15. From here, the water flows over the surface and into the City's storm drain system. The drainage is isolated, and does not connect to any natural drainage, wetlands, or any other natural system.

The biological survey concluded that the drainage was most likely not subject to the jurisdiction to the US Army Corps of Engineers 404 program or the California Department of Fish and Wildlife 1600 program. Consultation to confirm this conclusion was recommended.

The site does not contain any wetlands or vernal pools.

4.7.3 EXISTING POLICIES AND REGULATIONS

4.7.3.1 Federal Endangered Species Act/California Endangered Species Act

The United States Congress passed the federal Endangered Species Act (ESA) in 1973 to protect those species that are endangered or threatened with extinction. The State of California enacted a similar law, the California Endangered Species Act (CESA) in 1984. The State and federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. The USFWS is responsible for implementation of ESA, while the CDFW implements CESA. During Project review, each agency is given the opportunity to comment on the potential of the Project to affect listed plants and animals.

4.7.3.2 U.S. Army Corps of Engineers-Waters of the United States/Wetlands

The U.S. Army Corps of Engineers (ACOE, Corps) and the Regional Water Quality Control Board (RWQCB) regulate discharge of dredged or fill material into Waters of the United States under Section 404 and 401 of the Federal Clean Water Act (CWA), respectively. "Discharges of fill material" is defined as the addition of fill material into waters of the U.S., including, but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material

for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines [33 C.F.R. §328.2(f)]. Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows.

In 2006, the United States Supreme Court[4] found that wetlands were "waters of the United States" if they significantly affect the chemical, physical, and biological integrity of other covered waters more readily understood as navigable. Until this time, the Corps had typically regulated as waters of the United States, any body of water (navigable and non-navigable) displaying an ordinary high water mark (OHWM), defined as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area."

In June 2007, the ACOE issued guidelines responding to the Supreme Court's 2006 findings. This guidance states that the Corps will continue to assert jurisdiction over traditional navigable waters, wetlands adjacent to traditional navigable waters, relatively permanent non-navigable tributaries that have a continuous flow at least seasonally (typically three months), and wetlands that abut relatively permanent tributaries. The guidelines also state that ACOE will determine jurisdiction over non-navigable tributaries that are not relatively permanent and wetlands adjacent to non-navigable tributaries that are not relatively permanent only after making a significant nexus of water quality in traditional waters finding.

Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" [33 C.F.R. §328.3(b)]. In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic

[4] Consolidated cases *Rapanos v. United States* and *Carabell v. United States* (2006) 547 U.S. 715, collectively referred to as "Rapanos."

vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met.

4.7.3.3 CDFW Streambeds and Riparian Habitat

The California Department of Fish and Wildlife (CDFW, formerly California Department of Fish and Game) has jurisdiction under Section 1600 *et seq.* of the California Fish and Game Code over fish and wildlife resources of the state. Under Section 1602, a private party must notify the CDFW if a proposed project 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 department, or use any material from the streambeds, except when the department has been notified pursuant to Section 1601." If an existing fish or wildlife resource may be substantially adversely affected by the activity, the CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the party, they may enter into an agreement with the CDFW identifying the approved activities and associated mitigation measures.

Additionally, CDFW, under Section 1600 of the California Fish and Game Code, regulates alterations to streambeds including adjacent riparian habitat areas. Typically, CDFW jurisdictional streambeds and riparian habitat are inclusive of Water of the United States and associated wetlands areas.

4.7.3.4 Regional Water Quality Control Board

For purposes of water quality certification pursuant to Section 401 of the Federal Clean Water Act, the Regional Water Quality Control Board (RWQCB) regulates all activities that are regulated by the Corps. The RWQCB also regulates "Waters of the State" pursuant to California's Porter-Cologne Water Quality Control Act. "Waters of the State" are defined by the Porter-Cologne Act as any surface or subsurface water or groundwater, including saline waters, within the boundaries of the State.

The RWQCB, under authority granted by the Porter-Cologne Water Quality Control Act, may choose to regulate discharges of dredge or fill materials by issuing or waiving (with or

without conditions) Waste Discharge Requirements (WDRs), a type of state discharge permit, instead of taking a water quality certification action. Processing a WDR is similar to that of a Section 401 certification; however, the RWQCB has slightly more discretion to add conditions to a project under the state's Porter-Cologne Act than under the Federal Clean Water Act. Recently the RWQCBs have used the WDR process to regulate discharge of dredge or fill to isolated waters that are not subject to Corps jurisdiction.

4.7.3.5 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), focusing on conservation of species and their associated habitat in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP is administered by the Riverside County Regional Conservation Authority (RCA).

The MSHCP allows participating jurisdictions within the plan area to incorporate projects onto the incidental "take" permit for all species covered by the MSHCP, including State and federally listed species as well as other identified sensitive species and/or their habitat. Each city or local agency imposes a Development Mitigation Fee for projects within their jurisdiction.

Payment of the mitigation fee and compliance with the requirements of the MSHCP are intended to provide full mitigation under CEQA, although certain areas within the MSHCP boundaries require additional surveys to determine the presence or absence of specific MSHCP-covered resources, including sensitive plants, burrowing owls, and riparian or riverine areas. Depending upon the outcome of the survey(s), the area could be considered occupied suitable habitat and, if it is unfeasible to conserve at least 90 percent of this area, then the applicant must submit an analysis supporting a Determination of Biologically Equivalent or Superior Preservation (DBESP). The DBESP discussion details the reasons that avoidance is not possible, quantifies unavoidable impacts, proposes project design features and mitigation measures that reduce indirect effects, and demonstrates that the project would be biologically equivalent or superior to avoidance.

4.7.3.6 Other Statutes, Codes, and Policies

In addition to formal listing under ESA and CESA, plant and wildlife species receive additional consideration during the CEQA process as discussed below.

Species of Special Concern

Species that may be considered for focused review are included on CDFW's list of "Species of Special Concern." Species of Special Concern are generally defined as those California species whose numbers, reproductive success, or habitat may be threatened.

CNPS-Listed Plants

The California Native Plant Society (CNPS) maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

Raptors and Migratory Birds

Raptors (birds of prey), migratory birds, and other avian species are protected by state and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes 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."

4.7.4 STANDARDS OF SIGNIFICANCE

CEQA has identified the following significance thresholds relative to biological resources. If the Project would result in any one of the following, its impacts to biological resources would be considered significant.

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or

regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW, formerly CDFG) or United States Fish and Wildlife Service (USFWS);

- Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or California plans, policies or regulations or by the CDFW or USFWS;

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; or

- Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.7.4.1 Introduction

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant biological resources impacts, based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A), and responses received pursuant to the EIR Notice of Preparation.

On this basis, the potential for the Project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan or with local policies or ordinances

protecting biological resources is determined to be less-than-significant. Please refer also to EIR Appendix A, Initial Study Checklist Item IV., "Biological Resources."

All other CEQA topics concerning the Project's potential impacts to biological resources are discussed below.

4.7.4.2 Impact Statements

Potential Impact: *Would the Project substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?*

Impact Analysis:

Vegetation Species

As previously discussed, no special status plant species were found onsite during the biological survey. Due to the disturbed nature of the site, no special status plant species are likely present onsite. Thus, no significant impacts relative to special status plant species are anticipated as a result of site development.

Wildlife Species

Project implementation will result in the elimination of undeveloped land that is currently used by common wildlife species, such as birds and squirrels. These common species will be displaced to other areas within the vicinity of the Project site. The removal of common wildlife habitat is not considered a potentially significant impact.

A small flock of California horned larks, which are a special status species, was observed on-site during the biological surveys. Additionally, the site has suitable habitat for the burrowing owl, another special status species; however, no owls, owl sign, or suitable burrows were observed during the site survey.

Level of Significance Before Mitigation: Potentially Significant.

Mitigation Measures:

4.7.1 Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.

4.7.2 A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.

4.7.3 Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.

4.7.4 To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA):

- *If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.*

- *If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*

4.7.5 A biologist shall make periodic site visits to ensure compliance with all permit conditions.

Level of Significance after Mitigation: With application of mitigation, the potential for the Project to substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS is considered less-than-significant.

Potential Impact: *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Impact Analysis: Through coordination with the RCA, it has been determined that the on-site drainage is not considered a riparian/riverine area under the MSHCP. As such, the preparation of a Determination of Biologically Equivalent or Superior Preservation (DBESP) Report will not be required for this Project.

Although the Jurisdictional Delineation prepared for the site determined that the drainage was most likely not subject to the jurisdiction of the U.S. Army Corps of Engineers 404 program and the California Department of Fish and Wildlife 1600 program, consultation with these agencies is required to confirm this conclusion. As such, permitting may be required through these agencies, as well as the California Regional Water Quality Control Board.

Level of Significance: Potentially Significant.

Mitigation Measures:

4.7.6 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.

4.7.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.

4.7.8 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.

Level of Significance after Mitigation: Less-Than-Significant.

Potential Impact: *Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Impact Analysis: No wetlands exist within the Project site. Nor does the Project propose uses or activities that would substantially and adversely affect any off-site wetlands areas. On this basis, the Project's potential to substantially and adversely affect federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruptions or other means, is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?*

Impact Analysis: Wildlife corridors are areas which animals can use to move from one patch of suitable habitat to another. These areas would be expected to have the least habitat fragmentation relative to surrounding areas. A wildlife corridor establishes connectivity for animals to move, live, reproduce and respond to functional ecological processes during the course of a year to several years.

Wildlife crossings are generally small, narrow wildlife corridors that allow wildlife to pass through an obstacle or barrier such as a roadway to reach another patch of habitat. Wildlife crossings are manmade and include culverts, drainage pipes, underpasses, tunnels, and, more recently, crossings created specifically for wildlife movement over or under highways.

Both wildlife crossings and wildlife corridors function to prevent habitat fragmentation that would result in the loss of species that require large contiguous expanses of unbroken habitat and/or that occur in low densities.

Linkages are areas that provide for long term movement or interaction of wildlife to maintain natural evolutionary and ecological patterns. Linkages are fundamental for gene flow and large scale ecological processes. These areas are usually defined by the zones of "least resistance" for the genes of a given species to move or "flow" between core reserve populations.

During preparation of the MSHCP, wildlife corridors and habitat linkages throughout western Riverside County were analyzed extensively. No MSHCP wildlife habitat linkages or movement corridors were identified at the Project site. Nor does the Project propose facilities or activities that would substantively and adversely affect any offsite designated wildlife habitat linkage or movement corridor. Based on the preceding discussion, impacts to wildlife corridors, habitat linkages, or wildlife nursery sites that would occur as a result of the proposed Project are determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

4.8 GEOLOGY AND SOILS

4.8 GEOLOGY AND SOILS

Abstract

This Section addresses the potential for the Project to result in substantial geotechnical hazards or soils-related impacts. More specifically, this analysis presented here focuses on whether the Project would result in, or be subjected to any of the following:

- *Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction;*

- *Location 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; or*

- *Location on expansive soil, as defined in Table 18-1-B of the California Building Code (2013), creating substantial risks to life or property.*

Other potential CEQA geologic, seismic, and soils considerations at the subject site and/or affecting the Project are determined to be less-than-significant as discussed within the EIR Initial Study (EIR Appendix A, Checklist Item VI., "Geology and Soils.")

Geologic, soils, and geotechnical conditions affecting the subject site and Project are described and evaluated within: Geotechnical Investigation, Wal-Mart Supercenter Store No. 3882-02, 22313 Bundy Canyon Road, Wildomar, California *(Geocon Incorporated), January 14, 2014 (Project Geotechnical Investigation). The Project Geotechnical Investigation (EIR Appendix H), concludes that the subject site is suitable for development of the Project, provided that recommendations of the Investigation are implemented during Project design and construction. The Project Geotechnical Investigation conclusions and recommendations in total are incorporated by reference, and specific recommendations are restated as EIR Mitigation*

Measures to ensure their monitored implementation. As supported by the analysis presented in this Section, potential geology and soils impacts of the Project are determined to be less-than-significant with incorporation of proposed mitigation.

4.8.1 INTRODUCTION

This Section examines underlying soil conditions and geologic characteristics of the Project site, and evaluates potential related impacts affecting design, construction, and operation of the Project. The subsequent discussions provide an assessment of potential seismologic hazards, notably faults and primary and secondary earthquake hazards which may affect the proposal. Influences such as topography and soil types are also discussed as these factors substantively influence potential erosion and landslide hazard characteristics of the subject property.

The discussion in this Section is summarized from the Wildomar General Plan and *Geotechnical Investigation, Wal-Mart Supercenter Store No. 3882-02, 22313 Bundy Canyon Road, Wildomar, California* (Geocon Incorporated), January 14, 2014. The Project Geotechnical Investigation is included in its entirety at EIR Appendix H.

4.8.2 SETTING

Following are discussions of the Project's geologic setting, prevalent site soils, geotechnical considerations, and seismic design considerations. Please refer also to the Project Geotechnical Investigation.

4.8.2.1 Geologic and Seismic Setting

The City of Wildomar is located in the Temescal/Temecula Valley within the Peninsular Ranges Geomorphic Province. The Peninsular Range, which extends southward from the Los Angeles Basin through Baja California, is characterized by large Mesozoic age intrusive rock masses flanked by volcanic, meta-sedimentary and sedimentary rocks. The Peninsular Range has a general northwest trending structural grain that includes numerous faults. The Santa Ana Mountains and the Santa Rosa Plateau are located to the west, the Santa Margarita and Aqua Tibia Ranges are to the south, and the San Jacinto ranges are to the east.

The Project site is underlain by alluvial deposits of Holocene age, while the surrounding hills primarily consist of Pleistocene sedimentary bedrock and Mesozoic granitic rocks. The Project Geotechnical Investigation identified Quaternary-age alluvium throughout the majority of the site.

In regard to earthquake faults, the Project Geotechnical Investigation states that "a review of geologic literature and experience with the soil and geologic conditions in the general area indicate that known active, potentially active, or inactive faults are not located at the site." The site is not located within a State of California Earthquake Fault Zone (formerly referred to as 'Alquist-Priolo Special Studies Zones'). The nearest known active fault is the Elsinore Fault, located 0.4 miles to the southwest, but a total of 23 known active faults are located within a fifty mile radius of the Project site. Major earthquakes occurring on the Elsinore Fault or other active regional faults could subject the site to moderate to severe ground shaking within the lifespan of the proposed Project. The anticipated maximum magnitude of earthquakes on known and active faults in the Project vicinity is presented in Table 4.8-1.

Table 4.8-1
Vicinity Faults

Fault Name	Distance from Site (miles)	Maximum Earthquake Magnitude (Mw)
Elsinore	0.4	7.85
San Jacinto	19	7.88
Chino	22	6.80
San Joaquin Hills	23	7.10
Newport-Inglewood	29	7.50
San Gorgonio Shear Gridded	30	7.60
Southern San Andreas	34	8.20
Rose Canyon	36	6.90
Puente Hills (Coyote Hills)	39	6.90
Cucamonga	39	6.70

Source: *Geotechnical Investigation, Wal-Mart Supercenter Store No. 3882-02, 22313 Bundy Canyon Road, Wildomar, California* (January 14, 2014) Geocon Incorporated.

4.8.2.2 Site Conditions

General

The Project site slopes gently from the northeast to the southwest, with an elevation range of approximately 1,435 to 1,393 feet above mean sea level. The site is vacant, though a concrete slab from a former residential building remains in place within the southern portion of the property.

Soils

The Quatrenary alluvium (Qal) deposits onsite consist of loose to very dense gravelly, silty sand, sand with silt and gravel, and sandy gravel, with a moderate potential for compressibility and hydro-collapse when saturated with moisture.

Cretaceous-age granitic rock (Kg) was identified underlying the alluvium, and at grade near the northeast corner of the Project site. The granitic rock is highly to completely weathered and weak. It generally excavates as silty, fine- to coarse-grained sand. Granitic rock typically exhibits very low to low expansion potential.

Seismic Design Considerations

The subject site is not located within a designated Earthquake Fault Zone; however, strong ground shaking may occur at the site due to earthquakes along the regional earthquake faults described previously. The Project Geotechnical investigation states that "the site does not possess a greater risk than that of the surrounding developments."

The California Building Code (CBC) provides a range of earthquake design criteria and seismic design coefficients that are potentially applicable to the subject site, recognizing that seismic design(s) for the Project area should be based on design practices for similar construction in the Project vicinity. In this regard, it will be the purview of the Project engineer(s) to select suitable seismic design coefficients from the range of coefficients presented in the CBC.

Liquefaction

Liquefaction typically occurs when a site is located in a zone with seismic activity, cohesionless onsite soils, groundwater within 50 feet of the surface, and relative soil densities of less than about 70 percent. Groundwater at the subject site was not encountered in the borings conducted as part of the Geotechnical Investigation. Based on the depth to groundwater measured in nearby wells, groundwater is expected to be greater than 50 feet below the current ground surface. On this basis, the Project Geotechnical Investigation concluded that the potential for liquefaction at the site is very low.

Seismic Settlement

The analysis of settlement conducted as part of the Geotechnical Investigation concluded that on-site soils underlying the proposed development are not subject to significant seismic settlement.

Landslides

The Project Geotechnical Study determined the risk associated with landslide hazards is low. The relatively flat nature of the Project site and immediately surrounding properties precludes the potential for internal landsliding to occur.

4.8.3 GEOLOGY/SOILS/SEISMIC POLICIES AND REGULATIONS

Following are summary descriptions of geology/soils/seismic policies and regulations applicable to the Project. In many instances, compliance with existing policies and regulations eliminates, or substantially reduces, potential aesthetic and environmental effects. Existing policies and regulations, to some extent, also indicate community and regional values and prerogatives relative to aesthetic concerns.

4.8.3.1 City of Wildomar Development Review Processes

The City of Wildomar, through its Planning Department, Building and Safety Department, and Engineering Department, implements General Plan Goals and Policies addressing geology, soils, and seismic conditions through established development

permit review processes. To these ends, City staff ensures that site and development-specific geotechnical investigations are completed where appropriate, and that requirements and recommendations of these investigations are incorporated in construction plans, are followed through during construction processes, and are functionally complete before buildings are occupied and/or infrastructure systems or other improvements are accepted. In the case of the Project considered here, to the satisfaction of the City, recommendations and requirements of *Geotechnical Investigation, Wal-Mart Supercenter Store No. 3882-02, 22313 Bundy Canyon Road, Wildomar, California* (Geocon Incorporated), January 14, 2014, will be incorporated in the final project design and construction. In all instances, the City ensures that, at a minimum, applicable provisions of the California Building Code are incorporated throughout development design and implementation.

4.8.4 STANDARDS OF SIGNIFICANCE

Appendix G of the *CEQA Guidelines* indicates a Project will have a potentially significant geology and soils impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction or landslides;

- Result in substantial soil erosion or the loss of topsoil;

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

- Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2013), creating substantial risks to life or property; or

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

4.8.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.8.5.1 Introduction

As substantiated previously within this Section and supported by analysis in the Initial Study, the Project's potential to: expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic shaking, or landslides; result in substantial soil erosion or the loss of topsoil; or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available, are determined to be less-than-significant. Please refer also to EIR Appendix A, Initial Study Checklist Item VI., "Geology and Soils."

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant impacts. Topical areas addressed include:

- Potential to expose people or structures to substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction;

- Potential location of the Project on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or

- Potential location of the Project on expansive soil, as defined in Table 18-1-B of the California Building Code (2013), thereby creating substantial risks to life or property.

4.8.5.2 Impact Statements

Potential Impact: *Would the Project expose people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or 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?*

Impact Analysis: The Project Geotechnical Investigation concludes that the Project site is acceptable for the proposed development, contingent on compliance with recommendations and performance standards identified in the Investigation. With respect to potential seismic-related ground failure, liquefaction hazards, soils suitability and stability, and other geologic hazards, the Project Geotechnical Investigation concludes that:

- Major earthquakes occurring on the Elsinore Fault or other active faults in the Southern California region could subject the Project site to moderate to severe groundshaking (Geotechnical Investigation, page 5).

- The potential for liquefaction occurring at the site is very low and should not adversely impact the proposed development (Geotechnical Investigation, page 7).

- Soils underlying the Project site do not appear to be subject to significant seismic settlement (Geotechnical Investigation, page 7).

- The subject site is not affected by other known geologic hazards that would adversely impact development of the Project (Geotechnical Investigation, page 8).

As indicated, the Project site is not adversely affected by known earthquake faults or other seismic hazards. Further, appropriate measures which reduce the effects of

seismic events and potentially adverse geology and soils conditions at the Project site are broadly identified in the California Building Code (CBC) as implemented by the City of Wildomar. Short of a catastrophic event, design of structures in accordance with the Project Geotechnical Investigation, the CBC, and current seismic engineering practices is sufficient to reduce potential effects of ground shaking, including potential liquefaction hazards, at the Project site below the level of significance.

Additionally, the Project is required to conform to site- and design-specific geotechnical investigations that will be prepared for each increment of construction. Remedial grading recommendations have been identified, including but not limited to the clearing of all vegetation (grubbing), rough grading, over excavation, fine grading, and engineered recompaction of native soils prior to the placement of fill and/or commencement of construction.

Through established Site Plan, Building Permit, and Certificate of Occupancy requirements, the City will verify that required design and construction measures are incorporated throughout Project development and are functionally implemented in the completed structures and facilities. Accordingly, it is anticipated that any site-specific geologic constraints which may be encountered during the course of Project implementation can be mitigated to a less-than-significant level within the context of the findings and recommendations of the Project Geotechnical Investigation, and existing City/CBC seismic design regulations, standards, and policies.

As supported by the preceding discussions, the potential for the Project to result in exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction; or to result in development 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, is considered less-than-significant.

Level of Significance: Less-Than-Significant. Incorporation of recommendations of the Project Geotechnical Investigation, and compliance with existing City/CBC seismic design regulations, standards, and policies reduces impacts to levels that are less-than-significant, and no additional mitigation is required. Notwithstanding, to ensure their timely monitored implementation, recommendations presented in the Project Geotechnical Investigation will be incorporated in the EIR Mitigation Monitoring Program and are listed at the conclusion of this Section as Mitigation Measure 4.8.1.

Potential Impact: *Would the Project be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2013)*[1]*, thereby creating substantial risks to life or property?*

Impact Analysis: The California Building Code establishes methodologies and guidelines for identification of expansive soils, and establishes responsive design standards which act to avoid potentially adverse effects of expansive soils on facilities. Section 1802.3 of the 2013 California Building Code directs expansive soil tendency be graded by its Expansion Index. A soil's Expansion Index is defined by its potential to swell when wet or saturated.

Unmitigated effects of expansive or otherwise unstable soils may adversely affect roadway subgrades, concrete slabs-on-grade, and building foundations. In the event of a severe earthquake in the vicinity of the Project, structural foundations and floors may be damaged if constructed in, or over, expansive or unstable soils.

As discussed in the Project Geotechnical Investigation, the soils encountered at the site have been identified through laboratory testing as having expansion potential ranging from very low to low. The Expansion Indexes on five samples tested were found to range between 0 and 28. The recommendations for mass grading of the site, the preparation of building pads, design and construction of slab on grade floors and

[1] The 2013 *CEQA Guidelines* Appendix G maintains a reference to the 1994 UBC. Currently applicable expansive soils criteria are included in the 2013 CBC.

foundations presented in the Geotechnical Investigation have been developed based on the presence of low expansive soils at the site.

As supported by the preceding discussion, the potential for the Project to be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2013) is considered less-than-significant.

Level of Significance: Less-Than-Significant. Incorporation of recommendations of the Project Geotechnical Investigation, and compliance with existing City/CBC seismic design regulations, standards, and policies reduces impacts to levels that are less-than-significant, and no additional mitigation is required. Notwithstanding, to ensure their timely monitored implementation, recommendations presented in the Project Geotechnical Investigation will be incorporated in the EIR Mitigation Monitoring Program and are listed below.

Mitigation Measure: Recommendations presented in the Project Geotechnical Investigation will be incorporated in the EIR Mitigation Monitoring Program, and listed here as Mitigation Measure 4.8.1.

4.8.1 Design and development of the Project shall comply with recommendations and performance standards identified in the Geotechnical Investigation at pages 8 through 21, Sections 6.1 through 6.14. Where the Project Geotechnical Investigation is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail. The Project Geotechnical Investigation provides recommendations and performance standards for the following design and development components/attributes:

- *Excavation and Soil Characteristics;*
- *Temporary Slope Excavations (i.e., trenching);*
- *Grading;*
- *Slopes;*
- *Seismic Design Criteria;*

- *Foundations;*
- *Concrete Slabs-on-Grade;*
- *Conventional Retaining Walls;*
- *Pavement Recommendations;*
- *Hydraulic Conductivity;*
- *Detention Basin and Bioswale Recommendations;*
- *Site Drainage and Moisture Protection; and*
- *Foundation and Grading Plan Review.*

4.9 CULTURAL RESOURCES

4.9 CULTURAL RESOURCES

Abstract

This Section examines the potential for implementation of the Wildomar Walmart Project to impact cultural and historic resources in the Project area. Of primary concern are the protection of historic cultural resources, and conservation of known or currently unknown (buried or undiscovered) archaeological and paleontologic resources that may be present in locations proposed for future development. Specifically, this analysis seeks to determine whether the Project would result in any of the following:

- *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;*

- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or*

- *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Information contained within this section is based upon A Phase I Cultural Resources Investigation of the Wildomar Walmart Superstore Project in the City of Wildomar, Riverside County, California*, prepared by McKenna* et al.*, November 26, 2013. In order to protect the location of sensitive cultural resources that may be identified as part of the Project Cultural Resources Investigation, a copy of the Investigation Report has not been included in this EIR. Copies are available, upon request, at the City of Wildomar Planning Department. As supported by the analysis presented in this Section, as mitigated, the Project's potential to impact cultural resources is determined to be less-than-significant.*

4.9.1 INTRODUCTION

Cultural resources can be of scientific, aesthetic, educational, archaeological, architectural, or historical significance to the community. The following discussion identifies and classifies the significance of prehistoric and/or historic cultural resources which may exist on the subject site, and assesses the Project's potential to impact such resources.

4.9.2 SETTING

The proposed Wildomar Walmart Project will be constructed within an approximately 24.5-acre Project site located southeasterly of the Interstate 15 (I-15) and Bundy Canyon Road interchange. The Project is located in the central portion of the City of Wildomar, in Riverside County. Bundy Canyon Road forms the site's northerly boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. Canyon Drive (alignment) borders the site to the south. Please refer also to Figure 3.2-1, "Project Location," and Figure 3.3-1, "Existing Land Uses."

The Project Cultural Resources Investigation describes the environmental setting as follows:

> The project area is relatively flat and at an average elevation of 1400 feet above mean sea level (AMSL). The property rises slightly to the northeast (1420 feet AMSL).
>
> McLeod (2004) identified the area as consisting of Quaternary deposits derived from the nearby Elsinore Mountains, a deposit likely to yield significant fossil specimens. Bed-rock is generally identified as granodiorite intrusive igneous rock that is not conducive to yielding evidence of fossils specimens. Given the presence of the Quaternary alluvium, the County has identified the project area as highly sensitive for the presence of fossils (High A) in a buried context.

> The soils within the project area are described as loose sandy loam (reddish-brown) with a mixture of decomposing granite. Small fragments of granite and quartz are visible on the surface, along with some small fragments of basalt.

The Project Cultural Resources Investigation also notes that historic and modern development within the Project site and the surrounding area has made the potential identification of remnant onsite native vegetation unlikely.

4.9.2.1 Prehistory

The Project area is located within the ancestral territory of the Native American population(s) generally referred to as the Luiseño. The Luiseño are often more directly associated with coastal areas, but also extended their traditional territory well inland to include much of western Riverside County. Many of their cultural materials and characteristics are similar to those of the Cahuilla, another Southern California desert population generally associated with areas to the northeast of the San Jacinto Mountains.

The Luiseño are described as hunters and gatherers who also lived in semi-sedentary villages, practiced a complex form of territoriality and exploitation, and are known throughout Southern California for their rock art. Exchange between the Luiseno and Cahuilla has been documented. In context, the Project area is considered a Luiseño area, though evidence of a Cahuilla presence may be identified.

The ancestral Luiseño social organization was based on lineages and clans. Individual clans occupied village sites and exploited individualized territories. Interactions provided exchange in the forms of trade, marriage alliances, and social/ceremonial contact. Basically, marriage occurred between moieties, thereby avoiding marriages between blood relatives. Clan associations were more directly related to the exploitation of resources, trade, and social interaction.

4.9.2.2 The Historic Period

The City of Wildomar was incorporated on July 1, 2008 and, according to the City of Wildomar website, the city was named for its three founders:

> … the WIL from William Collier, the DO from Donald Graham and the MAR from Margaret Collier Graham … Wildomar had been an outpost for the pony express for the Butterfield Stage, and in the early part of this century, a stop for the Southern California Railroad. After the tracks washed out, growth in the area slowed and Wildomar remained a farming and ranching area, including a large number of horse ranches … Construction of the I-15 freeway brought urban-type growth to Wildomar, which led to the mixture of urban and rural.

Historians note that the "community" of Wildomar dates to 1883, when the old Rancho Laguna was subdivided. Rancho La Laguna (or Temecula) was a 13,338.84-acre rancho granted to Julian Manriquez in 1844 by Mexican Governor Micheltorena. When this rancho was originally defined, it was located in San Diego County and only became associated with Riverside County when the County was established in 1893. Manriquez sold the rancho to Abel Stearns in 1851, and Stearns sold the rancho to Augustin Machado (circa 1858). After Machado's death in 1865, his eldest son, Juan Bautista Machado inherited the rancho and continued running horses and sheep in the area.

Machado sold a portion of the rancho to Charles A. Sumner and, in turn, Sumner sold the rancho to Franklin Heald, Donald Graham, and William Collier in 1883. These new owners are credited with founding the community of Wildomar. However, the specific Project area addressed in this report is actually outside the boundaries of the rancho and, therefore, subjected to surveying and subdivision into Township/Range/Section assignments by the United States Geological Survey (USGS General Land Office). Until recently, Wildomar remained a relatively small community on the periphery of Lake Elsinore. Its growth and eventual incorporation can be traced directly to the establishment of Interstate 15 in the 1970s, although occupation within the current

Project area and the surrounding properties (including the Interstate 15 right-of-way) date much earlier, as these lands were available for purchase, homesteading, and/or land trade.

The current Project area is within Section 26 (Township 6S; Range 4W) and, sometime prior to circa 1893, this area and its surrounding acreage became known as the Wesley property and eventually the "Wesley Addition to Elsinore" in San Diego County. Wesley's Addition to Elsinore was purchased by a consortium of investors identified as the South Elsinore Development Company (SEDCO) and the SEDCO Tract No. 1 was defined in circa 1920. Map Book 10, Page 58 in the Riverside County Archives referred to this Tract as follows:

> "… being a subdivision of portions of Sections 23, 26, and factional Sections 22 and 17, Township 6 South, Range 4 West, San Bernardino Base and Meridian; a portion of Wesley's Addition to Elsinore as per map on file in Map Book 9, Page 391, Records of San Diego County, California; Lots 2, 3, 4, 5, 6, 7, 10, 11, part of Lot 12 and the northwesterly one-half of Lot B Block L of Rancho La Laguna as per map of said Rancho on file in Map Book 4, Page 174, records of San Diego County, California." (September 11, 1920)

Although dated to 1920, the signatures of all investors were not compiled until late in 1921 and properties were not sold until the map was finalized. In this case, the Project area is associated with Lots 4, 5, 12, and 13 of SEDCO Tract No. 1 (Figure 6). SEDCO maintained ownership of these four lots until 1933, when all four were sold to F.F. Mead *et al.* with values for the lots being recorded as $220, $300, $400, and $400, respectively. No improvements are associated with these lots through 1937, when Mead *et al.* sold Lots 12 and 13 to A.H. Conley and C.J. Kalina, respectively. In 1938, the four lots were each valued at $140. The drop in the land values is likely associated with the economic problems of The Depression.

By 1939, with the ending of The Depression, the land values rose to $230, $230, $240, and $240, respectively. The slight difference in the values is equated with the slight variations in lot sizes. Mead's Lots 4 and 5 were 9.158 acres and 9.159 acres. The Conley and Kalina lots were 9.452 acres each. These lot sizes remained the same until Interstate 15 was planned, resulting in the loss of acreage within Lots 12 and 13 (circa 1954; Figure 7). The first improvements associated with any of the lots can be traced to a modest $40 improvement within Lot 4 in 1942, following the sale of the Mead property to A. and E. Heathner. A significant improvement of $350 was listed in 1945 (Lot 4).

No improvements were listed for Lots 5, 12, or 13 until 1950, when a substantial improvement is listed for Lot 5 ($960; still owned by the Heathners) and Conley improved Lot 12 ($250). Lot 13 was never associated with any improvements and none of the four lots have been associated with trees or vines, suggesting they were not under cultivation as late as 1963. The Heathners sold their two lots to K. and L. Waite in 1959. Conley sold his properties (eastern portions of Lot 12 and 13) in 1955 to P. and A. Lehr. In 1961, Waite sold Lot 5 to A. and M. Harrison. The Lehrs held their properties at least until 1963.

A review of historic maps for the Project area showed that in 1901 (Elsinore Quadrangle), Section 26 had two roads converging in the northeastern quarter of the section. No improvements were identified in the northwestern quarter (which included the current study area). The area was subdivided by the South Elsinore Development Company circa 1920-1921 and the various roads were platted as part of the subdivision. Although the Project area was privately owned by the 1930s, the current USGS Lake Elsinore Quadrangle (1953, rev. 1988) shows Bundy Canyon Road was not paved east of Interstate 15 until after the freeway was constructed (post-1954).

The only improvement within the Project area and just south of Bundy Canyon Road was a post-1953 structure. Likewise, the improvement in the south portion of the Project area, north of Canyon Drive, dates between 1953 and 1988 (per the USGS Wildomar Quadrangle).[1]

4.9.3 EXISTING POLICIES AND REGULATIONS

4.9.3.1 Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their undertakings on historic properties. Historic properties are cultural resources (e.g., archeological sites, historic built environment features, or Native American sites) that are listed, or determined to be eligible for listing, on the National Register of Historic Places. The implementing regulations of this mandate, found in the Code of Federal Regulations (36 CFR §800), outline an involved consultative process known as the Section 106 process.

American Indian Religious Freedom Act

The American Indian Religious Freedom Act, passed in 1978, serves to protect and preserve the traditional religious rights of American Indians, Eskimos, Aleuts, and Native Hawaiians. Before the Act was passed, certain federal laws interfered with the traditional religious practices of many American Indians.

4.9.3.2 State

CEQA and the California Register of Historical Resources

Historical resources are recognized as part of the environment under the California Environmental Quality Act (CEQA). The California Register of Historical Resources

[1] At the time of the recent visual survey, the Project area was found to be clear of any standing structures, as the structures had been previously demolished.

(California Register) is the authoritative guide for the State's historical resources, and properties included in the California Register are considered significant for the purposes of CEQA. The California Register includes resources listed, or formally determined eligible for listing, on the National Register of Historic Places, and some California State Landmarks and Points of Historical Interest. Properties of local importance 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 California Register and are presumed to be significant resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (Public Resources Code (PRC) § 5024.1, 14 CCR § 4850).

An archaeological site may be considered a historical resource if it has significance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (PRC § 5020.1(j)), or if it meets the criteria for listing on the California Register (14 CCR § 4850).

The *CEQA Guidelines* direct lead agencies to evaluate an archaeological site to determine if it meets the criteria for listing in the California Register. If it does, potential adverse impacts must be considered. If an archaeological site is not a historical resource, but meets the definition of a "unique archaeological resource" as defined in PRC §21583.2, then it should be treated in accordance with the provisions of that section.

Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC § 5020.1(q)). While demolition and destruction would constitute significant impacts, it is sometimes more difficult to assess when change, alteration, or relocation results in a substantial adverse change. The *CEQA Guidelines* provide that a project that alters those physical characteristics of a historical resource that convey its significance (i.e., its character-defining features), can be considered to materially impair the resource's significance.

California Native American Graves Protection and Repatriation Act

The California Health and Safety Code, Division 7, Part 2, Chapter 5 (Sections 8010-8030) contains broad provisions for the protection of Native American cultural resources. The California Native American Graves Protection and Repatriation Act establishes policy to ensure that California Native American human remains and cultural items are treated with respect and dignity. The Act also provides the mechanism for disclosure and return of these items held by publicly funded agencies and museums in California. Additionally, the Act outlines the mechanism by which California Native American tribes not recognized by the federal government may file claims for human remains and cultural items held in agencies or museums.

California Public Resources Code

The California Public Resources Code contains several sections applicable to the preservation of cultural resources and human remains. These sections detail procedures to be followed whenever Native American remains are found, and delineate the unauthorized disturbance or removal of archaeological, historical, paleontological resources, or human remains as an act punishable by law (Sections 5020, 5097.5, 5097.9-5097.996, 7050.5, 7051).

California Code of Regulations

Under Title 14, Division 3, Section 4308, no person shall remove, injure, disfigure, deface, or destroy any object of archeological or historical interest or value.

Senate Bill 18 and Tribal Consultation Guidelines

Senate Bill 18 (SB 18) requires local agencies to consult with California Native American tribes regarding the preservation of, or mitigation of impacts to, Native American places, features, or objects. SB 18 applies to all federally recognized and non-federally recognized tribes in California and extends to projects on both private and public lands. Lead agencies must follow a ten-step process to ensure consultation with affected tribes. Lead agencies must follow this process when making certain planning decisions, such as adopting or amending General Plans or Specific Plan-level projects. SB 18 does not

apply to other discretionary level projects, such as tentative maps, land use permits, or other local discretionary projects.

4.9.4 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the *CEQA Guidelines*, Project-related impacts to cultural resources would be considered potentially significant if they cause or result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

- Disturb any human remains, including those interred outside of formal cemeteries.

For the purposes of CEQA, an "important archaeological, historical, or paleontological resource" is defined as follows.

> A) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
>
> B) A resource included in a local register of historical resources, or identified as significant in an historical resource survey, shall 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.

C) 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 an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources, including the following:

1) A resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2) A resource is associated with the lives of persons important in our past.

3) A resource 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 has yielded, or may be likely to yield, information important in prehistory or history.

4.9.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.9.5.1 Introduction

The following analysis is focused on areas where it has been determined that the Project may result in potentially significant impacts, based on the analysis included within the Initial Study. In this regard, as substantiated in the Initial Study, the Project's potential to disturb any human remains, including those interred outside of formal cemeteries was previously determined to be less-than-significant. Please refer to EIR Appendix A, Initial Study Checklist Item V., "Cultural Resources." All other potential cultural resources impacts of the Project are discussed below.

4.9.5.2 Impact Statements

Potential Impact: *Cause a substantial adverse change in the significance of an archaeological or historic resource as defined in §15064.5.*

Impact Analysis: As discussed in the Cultural Resources Investigation prepared for the Project, an intensive visual field survey of the Project site was conducted in October 2013. The property was found to be "relatively flat, dry, and covered with low grasses. There were no obviously [sic] drainages within the property, although early photograph[s] suggest an area of water accumulation near the southern boundary of the property. This depression has since been filled. The soils [onsite] were loose and gravelly … No evidence of prehistoric archaeological materials was found."[2]

Additional review of previous archaeological studies was conducted as part of the Project Cultural Resources Investigation. This research found that the Project area had been previously studied at least once before. Additionally, seven area overviews and another 26 cultural resources studies have been completed within one mile of the Project area. Based on review of these studies, the Project Cultural Resources Investigation concludes that a minimum of ten archaeological resources have been identified within one mile of the current Project area. Although no evidence of prehistoric archaeological resources has been identified within the boundaries of the Project site, there is a potential for buried resources to occur within the current project area.

A Sacred Lands File search was requested for the Project area from the California Native American Heritage Commission (NAHC). NAHC staff responded, indicating that a Sacred Lands File search was conducted based on the township, range, and section information provided. No sites were found within the area of potential effect; however, the general area is still considered sensitive for evidence of prehistoric and/or Native American uses. A listing of fourteen local Native American representatives was

[2] *A Phase I Cultural Resources Investigation of the Wildomar Walmart Superstore Project in the City of Wildomar, Riverside County, California* (McKenna et al.) November 26, 2013, page 20.

included in the response from the NAHC, with the suggestion that these individuals be contacted for additional information. Letters were sent to each of the fourteen Native American tribal representatives identified by the Commission, and two written responses were received. The Rincon Band of Luiseño Indians, in a letter dated October 21, 2013, recommended that a Native American Monitor be present during any and all ground disturbances. The Soboba Band of Luiseño Indians, in a letter dated November 4, 2013, requested a consultation with the Project developer and a representative of the City. Consistent with this request, the City will consult with the Soboba Band of Luiseño Indians as part of the EIR process. Any prehistoric artifacts identified during the monitoring of earth-moving activities onsite would be recovered, recorded, and curated in accordance with professional guidelines, and in consultation with local Native American tribal representatives.

As discussed in the Project Cultural Resources Investigation, evidence of prior occupation has been identified within the property. Background research data shows the property was owned relatively early, but not improved until circa 1942. Between 1942 and 1958, a residence and supporting structures were constructed onsite. These structures have since been demolished and were not available for visual inspection during the recent cultural resources investigation. Any building remains within the Project site have been documented thoroughly in the Project Cultural Resources Investigation. It was determined that the subject property could not be associated with any significant historical event or persons of note. As such, it was determined that any building remnants identified on the property will not add to the understanding of the property or the uses within the property. The ownership history and the use of the property have been documented. No caches of artifacts or cultural deposits were identified that could be used archaeologically to substantially change the understanding of the property history.

The Cultural Resources Investigation found no evidence of significant archaeological or historic resources within the Project site; however, the potential for resources to exist within a buried context is acknowledged. This is considered a potentially significant impact.

Level of Significance: Potentially Significant.

Mitigation Measures: Although the likelihood for prehistoric and/or historic cultural resources to exist onsite is considered moderately low, Mitigation Measures 4.9.1 through 4.9.7 have been incorporated to fully ensure the protection of cultural resources that may be present in a buried context within the Project area.

4.9.1 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:*

"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."

4.9.2 *At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; 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 Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

4.9.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

4.9.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.9.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.9.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:

"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."

4.9.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.

Level of Significance After Mitigation: Less-Than-Significant.

Potential Impact: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Impact Analysis: As noted previously within this Section, the site is relatively flat with no unique geologic features. However, as a result of the recent field investigations, the Project area is considered highly sensitive for the presence of fossil specimens in areas where deposits associated with the Quaternary deposits derived from the nearby Elsinore Mountains are present. The nearby granitic outcroppings are not considered to be fossil-bearing. Based on this sensitivity, paleontological monitoring is recommended for areas where the Quaternary deposits are present in shallow contexts and monitoring should be conducted for any excavations that exceed depths of five feet below the present surface. Accordingly, in order to protect paleontological resources that might occur, the following measures would require monitoring for paleontological resources.

Level of Significance: Potentially Significant.

Mitigation Measure:

4.9.8 *Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.*

4.9.9 A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

4.9.10 Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

4.9.11 Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

4.9.12 A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Level of Significance After Mitigation: Less-Than-Significant.

5.0 OTHER CEQA CONSIDERATIONS

5.0 OTHER CEQA CONSIDERATIONS

This Section of the EIR addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, Significant and Irreversible Environmental Changes, and Energy Conservation.

5.1 CUMULATIVE IMPACT ANALYSIS

The *CEQA Guidelines* require that an EIR identify any significant cumulative impacts associated with a project [*CEQA Guidelines*, Section 15130 (a)]. When potential cumulative impacts are not deemed significant, the document should explain the basis for that conclusion. Cumulative impacts are "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." [*CEQA Guidelines*, Section 15355]. Thus, a legally adequate cumulative impact analysis is an analysis of a particular project viewed over time and with other related past, present, and foreseeable probable future projects, whose impacts might compound or interrelate with those of the Project considered here.

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness [*CEQA Guidelines*, Section 15130 (b)]. Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone.

The *CEQA Guidelines* identify two basic methods for satisfying the cumulative impacts analysis requirement: the list-of-projects methodology, and the summary-of-projections methodology. Because each environmental resource is affected by its surroundings in different manners, either of the two methodologies, or a combination of both, may be applied to the analysis of cumulative impacts to each resource. For example, because the approval process and construction phase of development typically takes at least one to two years, the list-of-projects method is likely to provide a more accurate projection of growth in the near term. This method may overstate potential cumulative impacts because the considered list-of-projects may include proposals that would never be developed. Similarly, because development proposals are rarely publicly known until within five years of the expected development, the summary-of-projections method provides a more accurate projection of growth over the long term. This method may not accurately predict growth in any given year, but aggregates various growth trends over the long term.

For each topical discussion presented herein the cumulative geographic context is identified, which in turn relates to the amount and type of growth that is anticipated to occur within the geographic area under consideration. Where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of "related projects," as described in *CEQA Guidelines* §15130(b). In this manner, the EIR appropriately characterizes and evaluates potential cumulative impacts.

Consistent with direction provided in the *CEQA Guidelines,* related projects considered in these cumulative analyses are "only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation." In this regard, it is recognized that within the context of the cumulative impacts analysis, varied criteria are employed in determining the scope and type of "cumulative projects" considered. For example, the analysis of cumulative traffic impacts evaluates the Project's traffic impacts in the context of other past, present or reasonably foreseeable future "related" development proposals that would discernibly affect traffic conditions within the Traffic Impact Analysis Study Area. As another example, cumulative air quality impacts are considered in terms of the Project's contribution to other air emissions impacts affecting the encompassing Air Basin.

The manner in which each resource may be affected also dictates the geographic scope of the cumulative impacts analysis. For example, cumulative traffic impacts would typically be localized to the vicinity of a given project site because after a relatively short distance, traffic patterns tend to normalize; whereas cumulative air quality impacts are more appropriately analyzed with a Basin-wide approach because the Basin's meteorological and geographic conditions generally define the extent of cumulative air quality considerations. Similar considerations are discussed in evaluating potential cumulative impacts for each of the EIR's environmental topics (Land Use and Planning, Traffic and Circulation, Air Quality, Noise, Public Services and Utilities, Hydrology and Water Quality, Biological Resources, Geology and Soils, and Cultural Resources).

Unless otherwise noted herein, the cumulative impact analysis ultimately evaluates effects of the Project within the context of anticipated buildout of the City as envisioned under the General Plan and related regional plans. Specific cumulative or "related" projects have also been identified where this information may be different or more detailed than that provided within the General Plan or applicable regional plans, or where such specific information otherwise benefits the cumulative impact analyses.

5.1.1 DISCUSSION OF CUMULATIVE IMPACTS

Section 15139(a) of the *CEQA Guidelines* notes that "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in *CEQA Guidelines* Section 15065(c). Where a lead agency is examining a project with an incremental effect that is not 'cumulatively considerable,' a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable." Potential cumulative impacts for each of the EIR's environmental topics are presented below and include:

- Land Use and Planning, including potential Urban Decay impacts;
- Traffic and Circulation;
- Air Quality, including potential GHG/GCC impacts;
- Noise;
- Public Services and Utilities;
- Hydrology and Water Quality;

- Biological Resources;
- Geology and Soils; and
- Cultural Resources.

For other topical areas of consideration, Project impacts have been determined to be less-than-significant and no further substantive analysis is required. Please refer also to the EIR Section 1.5, "Impacts Found Not to be Potentially Significant."

5.1.1.1 Cumulative Impacts Related to Land Use and Planning

The cumulative impact area when considering potential cumulative land use and planning issues includes areas that are currently, or are anticipated to be, subject to provisions of the City General Plan, Zoning Ordinance, and/or Specific Plans. The cumulative impact area includes incorporated areas of Wildomar and surrounding areas lying within the City's Sphere of Influence.

General Plan Considerations

Commercial/retail uses and their configurations proposed by the Project are consistent with, and are allowed under, the site's current Commercial Retail (CR) General Plan Land Use designation. More specifically, the commercial/retail development proposed by the Project comprise local and regional serving retail and service uses allowed under the site's current CR Land Use designation. Additionally, the Project would be developed at a Floor-to-Area Ratio (FAR) of approximately 0.22, which is consistent with the FAR range of 0.20 to 0.35 anticipated under the CR Land Use.[1] The Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic single family residences, multifamily residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space. The Project would implement commercial/retail uses allowed under the Community Center Overlay designation.

[1] FAR for any given development project is calculated by dividing the building area (gross square feet) by the lot acreage (net). For the proposed Wildomar Walmart Project, the estimated FAR would be: 207,800 gross square feet of building area ÷ 21.96 acres = 207,800 sf ÷ 956,578 sf = 0.22.

Zoning Considerations

The current Zoning designation of the Project site is "Rural Residential" (R-R). The R-R Zone District provides for single-family rural residential development and related compatible and ancillary uses and activities. The minimum R-R Zone District lot size is one-half acre. The R-R Zone District does not permit the commercial/retail uses proposed by the Project. Accordingly, a Zone Change from Rural Residential to Scenic Highway Commercial (C-P-S) is requested as one of the Project discretionary actions which would make zoning consistent with the General Plan Land Use Designation. The C-P-S Zone District permits or conditionally permits a variety of commercial/retail uses, including those proposed under the Project. The Project would be implemented and operated consistent with all applicable C-P-S Zone District regulations and development standards.

Economic Effects and Urban Decay Considerations

The Project Urban Decay Study (*Urban Decay Study for Wildomar Walmart* [The Natelson Dale Group] March 12, 2014), is, by definition, a cumulative impact analysis. That is, the Project Urban Decay Study evaluates potential economic and urban decay effects of the Project in the context of similar existing commercial/retail development and known or probable related commercial/retail projects.

As supported by the findings of the Project Urban Decay Study, there would be sufficient market demand to support the proposed project without negatively impacting existing retailers in the trade area (Project Urban Decay Study, page 19). This conclusion is based on consideration of current market conditions, including the effects of the recession, which are independent of the Project; findings regarding diverted sales related to the Project and cumulative retail developments; and the potential for re-tenanting of any existing retail vacancies.

The Project Urban Decay Study's findings conclude that while some existing stores may experience negative economic impacts following the addition of the Project (and other cumulative retail projects), no store closures are predicted to occur as the result of the Project's implementation. Neither would economic effects of the Project otherwise result in or cause a substantial degradation in the area's built environment. The Project's potential to

result in adverse physical change (urban decay) is therefore determined to be less-than-significant.

Summary

With approval of the requested Zone Change from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S), the Project uses and operations would conform to all governing land use plans, regulations and development standards. The Project Urban Decay Study substantiates that economic effects of the Project would not result in or cause blight or other adverse physical effects (urban decay). The related discussions presented in EIR Section 4.1, Land Use and Planning, further substantiate that the Project would not otherwise result in any potentially significant land use or planning impacts.

Based on the preceding discussions, the Project's contributions to potential cumulative land use impacts related to Land Use and Planning are not cumulatively considerable, and the cumulative effects of the Project are determined to be less-than-significant. Further, the Project's potential contribution to cumulatively adverse economic impacts is not considerable, and the potential for the Project's cumulative economic effects to result in adverse physical change (urban decay) is also determined to be less-than-significant.

5.1.1.2 Cumulative Impacts Related to Traffic and Circulation

The cumulative impact area for traffic and circulation impacts is defined by the Traffic Impact Study Area (Study Area), as described within the Project Traffic Impact Analysis (Project TIA–*Wildomar Walmart Traffic Impact Analysis, City of Wildomar, CA* [Urban Crossroads, Inc.] June 10, 2014, EIR Appendix C). The Study Area includes potentially affected roadways and intersections within the City of Wildomar and neighboring City of Lake Elsinore; and also considers all potentially affected California Department of Transportation (Caltrans) and Congestion Management Program (CMP) facilities.

As summarized in the following discussions, cumulative impacts affecting the predominance of the Study Area traffic facilities would be considered significant. These findings are due largely to the necessary transition of the existing rural roadway system to one capable of supporting a more urban environment, and resulting near-term and long-

term circulation system deficiencies that are projected to occur as the area circulation system is improved commensurate with the development it supports. In brief, development of the City and surrounding areas would generate traffic, the cumulative effects of which would result in deficient operating conditions within the existing roadway system. The Project would contribute incrementally to these deficiencies; the deficiencies are, however, anticipated to occur whether or not the Project is constructed.

As means of mitigating or avoiding these cumulative deficiencies, the Project Applicant would pay requisite fees (DIF, TUMF, RBBD, and fair-share) fees to be employed by for the construction of area traffic improvements. Improvements required to mitigate potentially significant cumulative impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through the jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and implementation of required improvements.

Additionally, the Project Applicant would construct all site adjacent and on-site improvements necessary to ensure that the circulation system directly serving the developed site is functional and safe. To these ends, the Project Applicant would construct the improvements summarized below:

- Bundy Canyon Road and Monte Vista Drive would be improved consistent with the roadway geometrics illustrated at EIR Section 3.0, Project Description, Figures 3.4-4 and 3.4-5, respectively;
- Canyon Drive would be improved to provide one 15 foot lane in each direction;
- New traffic signals would be installed at the site's main driveway on Bundy Canyon Drive, as well as at the intersection of Bundy Canyon Road and Monte Vista Drive; and at the intersection of Monte Vista Drive and Canyon Drive.

Primary access to the Project would be provided via the main all-way signalized driveway from Bundy Canyon Road. This driveway would also provide access to the northwesterly adjacent off-site commercial uses. Access to the Project site would also be provided by a STOP-controlled right-in, right-out driveway onto Monte Vista Drive. Canyon Drive would provide truck and delivery access to the Walmart building.

Final designs and specifications for driveways, traffic controls, and internal circulation improvements would be incorporated into the Project consistent with the requirements of the City Public Works Department. Please refer also to EIR Section 3.0, Project Description, and the discussion of Project traffic improvements presented in the Project TIA, Section 1.5 "On-Site Roadway and Site Access Improvements." The Project TIA is presented in EIR Appendix C.

Related Projects

The Project TIA comprehensively reflects anticipated cumulative traffic increases affecting the Study Area and addresses related potential cumulative traffic impacts. In these regards, the Project TIA estimates of cumulative traffic increases incorporates a 2.0 percent annual ambient growth factor to account for non-specific traffic generators; or a compounded total of 6.12 percent ambient traffic growth occurring between Existing Conditions (2013) and the Project Opening Year (2016). The Project TIA further reflects cumulative traffic impacts by evaluating impacts of Project traffic in combination with traffic generated by planned or approved cumulative ("related") projects in the Project vicinity. Related projects considered in the Project TIA are listed in Table 5.1-1, and are mapped in Figure 5.1-1.

Table 5.1-1
TIA Related Projects

Map ID	Project Name	Land Use Type[1]	Quantity	Units [1]
City of Wildomar				
1	Lennar Residential (TTM 36497)	Single Family Detached Residential	67	DU
2	Lesle Tract Map (TTM 36519)	Single Family Detached Residential	10	DU
3	CV Communities (TTMs 25122, 32078)	Single Family Detached Residential	157	DU
4	CV Communities (TTM 32535)	Single Family Detached Residential	84	DU

Table 5.1-1
TIA Related Projects

Map ID	Project Name	Land Use Type[1]	Quantity	Units [1]
5	Rancon Medical & Retail Center (PM 36492)	Business Park	267.450	TSF
		General Office	45.000	TSF
		Medical Office	33.400	TSF
		Shopping Center	17.100	TSF
		Fast Food with Drive-Through	3.000	TSF
6	Cornerstone Church Pre-school Expansion (PUP No. 778)	Pre-School/Day Care	180	STU
7	Elm Street Subdivision (TTM 33840)	Single Family Detached Residential	14	DU
8	Wildomar Walmart	Free-Standing Discount Superstore	200.000	TSF
		Specialty Retail	3.900	TSF
		Fast Food with Drive-Through	3.900	TSF
9	McVicar Residential Project (TTM 32035)	Single Family Detached Residential	49	DU
10	Inland Valley Medical (Case No. 08-0062)	Medical Office	39.000	TSF
11	Auto Zone Retail Center (Case No. 10-0101)	Automobile Parts Sale	29.767	TSF
12	Hoover Ranch Project (TTM 31895)	Single Family Detached Residential	51	DU
13	Westpark Promenade Development (TPM 36122)	Apartments	322	DU
		Shopping Center	86.000	TSF
14	Sienna Apartment Project (Case No. 13-0089)	Apartments	180	DU
15	Baxter Village (Case No. 13-0040)	Single Family Detached Residential	67	DU
		Apartments	204	DU
		Commercial Retail	75.000	TSF
16	Prielipp Residential Development (APN 380-250-023)	Condo/Townhomes	146	DU
		Assisted Living	54	Beds
		Skilled Nursing	32	Beds
17	Sehremelis PAR (TTM 29426)	Single Family Detached Residential	80	DU
18	Spring Meadow Ranch PAR (Case No. 12-0399)	Single Family Detached Residential	1,192	DU
		Community Center Area	5.0	AC
		Open Space	42.0	AC
19	Subway (Case No. 10-0222)	Specialty Retail	10.500	TSF
20	Orange Bundy (TPM 30522)	Retail	79.497	TSF
		Fast Food with Drive-Through	1.500	TSF
		Gas Station with Market	6	VFP

Table 5.1-1
TIA Related Projects

Map ID	Project Name	Land Use Type[1]	Quantity	Units [1]
21	Oak Creek Canyon (Case No. 11-0261, TTM 36388)	Single Family Detached Residential	275	DU
		Pharmacy	14.469	TSF
		Gas Station with Market & Car Wash	8	VFP
		Specialty Retail	2.550	TSF
22	Bundy Canyon Plaza (Case No. 08-0179, TPM 32257)	Retail	33.800	TSF
		Fast Food with Drive Through	6.200	TSF
		Gas Station with Market	12	VFP
23	Lennar Homes Andalusia 1 (Case No. 12-0015, TTMs 30839, 30939)	Single Family Detached Residential	55	DU
24	Meritage Homes (Case No. 11-0099, TTM 31499)	Single Family Detached Residential	74	DU
25	Lennar Homes Andalusia 2 (Case No. 12-0401, TTM 31837)	Single Family Detached Residential	44	DU
26	Stable Lanes Retail Center (Case No. 08-0166)	Commercial/Retail	20.894	TSF
		Daycare Facility	9.305	TSF
27	Wildomar Square Retail Center (Case No. 08-0072, PM 36080)	Shopping Center	46.600	TSF
28	Rancon Monte Vista Residential (TTM No. 31409)	Single Family Detached Residential	126	DU
29	Oak Springs Ranch Specific Plan No. 340	Single Family Detached Residential	103	DU
		Apartments	312	DU
City of Murrieta				
30	Bear Creek Residential Development (DP0-011-3032)	Single Family Detached Residential	11	DU
		Residential Condominium/Townhouse	90	DU
31	Space Creations Office and Daycare Facility (DP0-004-220)	Office	17.400	TSF
		Daycare	15.350	TSF
City of Lake Elsinore				
32	Spyglass Ranch	Single Family Residential	523	DU
		Residential Condominium/Townhouse	171	DU
		Shopping Center	145.000	TSF
33	South Shore I (Tract 31593)	Single Family Detached Residential	521	DU
	South Shore II (Tract 32013)	Single Family Detached Residential	400	DU
34	La Strada (Tract 32077)	Single Family Detached Residential	134	DU
35	Tuscany West (Tract 25473)	Single Family Detached Residential	164	DU

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Table 5.1-1
TIA Related Projects

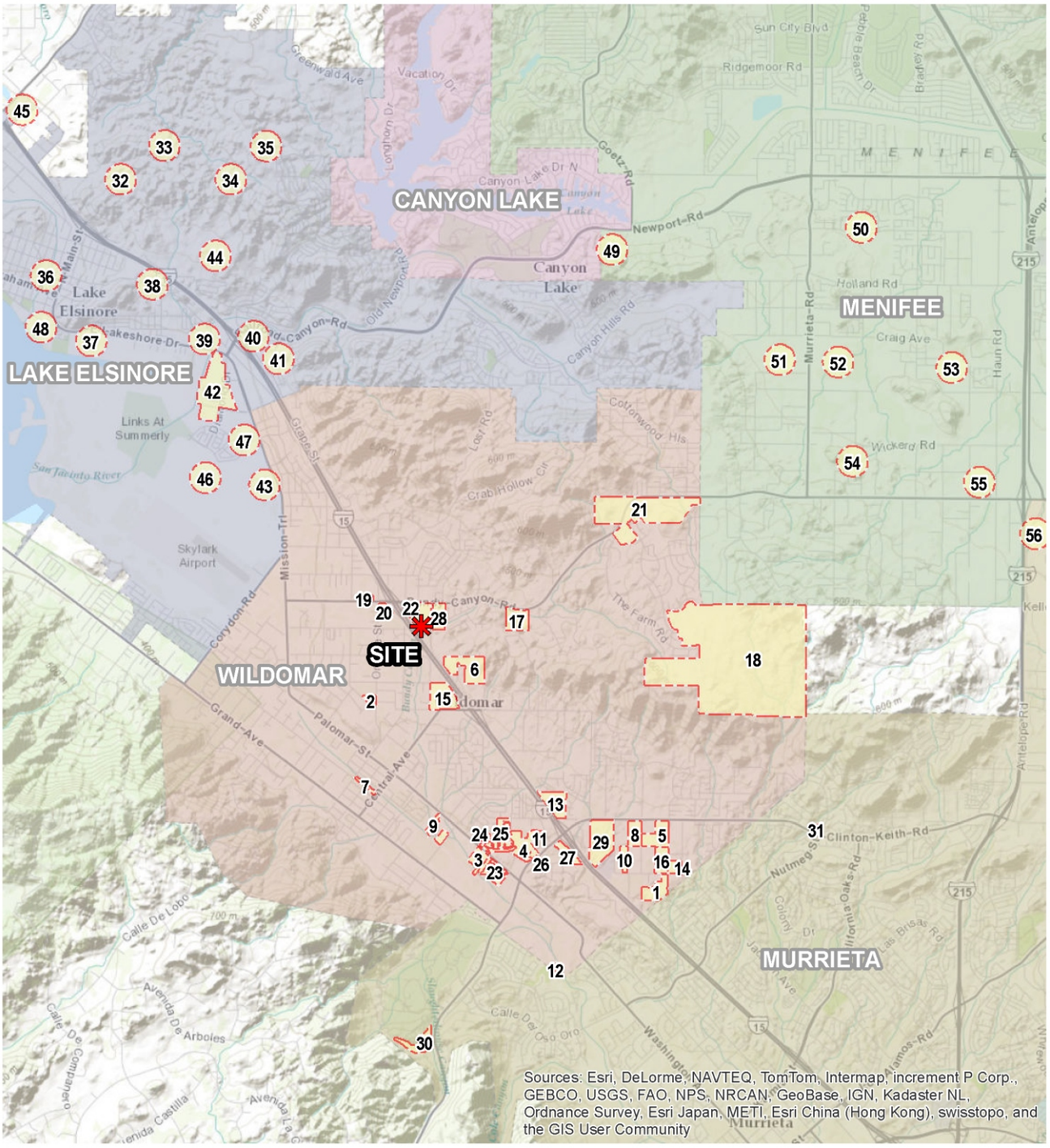
Map ID	Project Name	Land Use Type[1]	Quantity	Units [1]
36	Marina Village Condos (Tract 33820)	Residential Condominium/Townhouse	94	DU
37	Watersedge	Single Family Detached Residential	170	DU
		Residential Condominium/Townhouse	250	DU
		Apartments	110	DU
		General Office	54.600	TSF
		Hotel	150	RM
		Boat/Watercraft Dealers & Service	50.000	TSF
		Mini-Warehouse (Boat & Watercraft Storage)	76.000	TSF
		Shopping Center	86.600	TSF
	Cottages by the Lake	Residential Condominium/Townhouse	169	DU
38	Tessera	Single Family Detached Residential	90	DU
39	TAG Property	New Car Sales	50.000	TSF
40	City Center Condos	Residential Condominium/Townhouse	144	DU
41	Lake View Villas	Residential Condominium/Townhouse	155	DU
42	Diamond Specific Plan	Residential Condominium/Townhouse	600	DU
		Hotel	150	RM
		General Office	425.000	TSF
		Shopping Center	472.000	TSF
43	The Colony	Apartments	211	DU
	Back Basin Specific Plan and East Lake Specific Plan	Single Family Detached Residential	2,407	DU
		Residential Condominium/Townhouse	324	DU
	John Laing Homes (Phase 2)	Single Family Detached Residential	506	DU
		Residential Condominium/Townhouse	1,141	DU
		Apartments	308	DU
		Shopping Center	117.000	TSF
44	Gruneto Hills	Single Family Detached Residential	191	DU
45	Lake Elsinore Walmart	Free-Standing Discount Superstore	151.397	TSF
		Specialty Retail	5.300	TSF

Table 5.1-1
TIA Related Projects

Map ID	Project Name	Land Use Type[1]	Quantity	Units [1]
		Fast Food without Drive-Through	5.300	TSF
		Fast Food without Drive-Through	6.800	TSF
County of Riverside				
46	Canyon Hills Estates (Tract 34249)	Single Family Detached Residential	302	DU
	Canon Hills (Multiple Tracts)	Single Family Detached Residential	2,700	DU
		Apartments	1,575	DU
	Audie Murphy (Tract 36484)	Single Family Detached Residential	109	DU
	Audie Murphy (Tract 36485)	Single Family Detached Residential	1,003	DU
City of Menifee				
47	TR 28788	Single Family Detached Residential	119	DU
	TR 28789	Single Family Detached Residential	131	DU
	TR 28790	Single Family Detached Residential	110	DU
	TR 28791	Single Family Detached Residential	80	DU
	TR 28792	Single Family Detached Residential	85	DU
	TR 28793	Single Family Detached Residential	77	DU
	TR 28794	Single Family Detached Residential	65	DU
48	TR 29636	Single Family Detached Residential	75	DU
49	TR 30142	Single Family Detached Residential	537	DU
50	TR 31724	Single Family Detached Residential	15	DU
	TR 33883	Single Family Detached Residential	51	DU
	TR 31831	Single Family Detached Residential	110	DU
51	TR 31194	Single Family Detached Residential	483	DU
	TR 33511	Single Family Detached Residential	71	DU
52	PP 22279	Discount Club	148.663	TSF
		Home Improvement Superstore	140.760	TSF
		Retail	237.377	TSF

Source: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014.

[1] AC = Acres; DU = Dwelling Units; RM = Room; STU = Students; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions.



Legend:
8 Related Project Location (please refer to Table 5.1-1 for additional detail)

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 5.1-1
Related Projects Location Map

Cumulative Impacts

Intersections

Opening Year (2016) Cumulative Traffic Impacts

Under Opening Year with Project conditions, Project traffic would contribute to potentially significant cumulative impacts at the Study Area Intersections listed below:

- Intersection 8, Orchard Street at Bundy Canyon Road;
- Intersection 9, Almond Street at Bundy Canyon Road;
- Intersection 10, Orange Street at Bundy Canyon Road;
- Intersection 11, Orange Street at Canyon Drive;
- Intersection 12, I-15 SB Ramps at Bundy Canyon Road;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 14, I-15 NB Ramps at Bundy Canyon Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 23, The Farm Road at Bundy Canyon Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

General Plan Buildout (2035) Cumulative Traffic Impacts

Under General Plan Buildout with Project conditions, Project traffic would contribute to potentially significant cumulative impacts at the following Study Area Intersections:

- Intersection 2, Palomar Street at Corydon Road;
- Intersection 3, Palomar Street at Central Avenue;
- Intersection 6, Mission Trail at Waite Street;
- Intersection 7, Mission Trail at Bundy Canyon Road;
- Intersection 8, Orchard Street at Bundy Canyon Road;

- Intersection 9, Almond Street at Bundy Canyon Road;
- Intersection 10, Orange Street at Bundy Canyon Road;
- Intersection 11, Orange Street at Canyon Drive;
- Intersection 12, I-15 SB Ramps at Bundy Canyon Road;
- Intersection 13, I-15 SB Ramps at Baxter Road;
- Intersection 14, I-15 NB Ramps at Bundy Canyon Road;
- Intersection 15, I-15 NB Ramps at Baxter Road;
- Intersection 16, Sellers Road at Bundy Canyon Road;
- Intersection 17, Monte Vista Drive at Bundy Canyon Road;
- Intersection 20, Monte Vista Drive at Baxter Road;
- Intersection 21, George Avenue at La Estrella Road;
- Intersection 22, Iodine Springs Road at La Estrella Road;
- Intersection 23, The Farm Road at Bundy Canyon Road;
- Intersection 24, Harvest Way West at Bundy Canyon Road;
- Intersection 25, Harvest Way East at Bundy Canyon Road; and
- Intersection 26, Murrieta Road at Scott Road.

Mitigation

To mitigate incremental contributions to cumulative traffic impacts affecting roadways and intersections within the Study Area, the Project Applicant would pay requisite fees toward the construction of the necessary improvements.

Notwithstanding, payment of traffic impact fees does not ensure timely completion of those traffic improvements necessary to mitigate potentially significant cumulative traffic impacts affecting the study area. ***On this basis, pending completion of required improvements, the Project's contributions to Opening Year (2016) and General Plan Buildout (post-2035) cumulative traffic impacts at intersections identified above are considered cumulatively significant and unavoidable.***

Freeway Facilities

Cumulative deficiencies affecting I-15 freeway mainline, merge-diverge segments, and on-off ramp facilities are not projected to occur other than under General Plan Buildout Conditions.[2] The Project would contribute additional traffic to these Study Area freeway deficiencies. The identified deficiencies are summarized in EIR Section 4.2, "Traffic and Circulation," and are described in detail in the Project TIA in Section 7.0 "General Plan Buildout (Post-2035) Traffic Analysis."

Mitigation

Neither the Project Applicant nor the City have jurisdictional authority to autonomously construct or modify traffic facilities within Caltrans rights-of-ways. Caltrans does, however, propose I-15 facilities improvements within the Study Area that would at least in part address projected cumulatively significant impacts.

More specifically, long-range future plans for the I-15 Freeway include the addition of one High-Occupancy Vehicle (HOV) lane in each direction of travel between the I-15/I-215 Freeway interchange and Central Avenue (SR-74); and one mixed-flow lane in each direction south of the Bundy Canyon interchange per the Caltrans route concept report for the I-15 Freeway. The I-15 Freeway segments north of Bundy Canyon Road, which are not planned to be improved beyond the one additional HOV lane, are anticipated to continue to operate at LOS "F" or worse under either weekday AM, PM, or Saturday mid-day peak hours for General Plan Buildout traffic conditions.

Similarly, the I-15 Freeway Southbound on-ramp and off-ramp at Bundy Canyon Road and the I-15 Freeway Northbound on-ramp at Bundy Canyon Road, which are not planned to be improved beyond the one additional HOV lane on the I-15 Freeway, are anticipated to continue to operate at LOS "F" or worse under either weekday AM, PM, or Saturday mid-day peak hours for General Plan Buildout traffic conditions. No additional improvements have been recommended to address the I-15 Freeway deficiencies beyond those planned by Caltrans.

[2] Within the Study Area, I-15 is identified as a Congestion Management Plan (CMP) facility.

The addition of Project traffic under General Plan Buildout conditions would further degrade already unacceptable LOS F conditions noted above. ***On this basis, the Project's contributions to deficient LOS conditions affecting Study Area I-15 Freeway facilities under General Plan Buildout conditions are considered cumulatively significant and unavoidable.***

Site Access

Site access driveways, traffic controls, and on-site circulation improvement concepts proposed by the Project act to reduce potential access and on-site circulation impacts. Final site access and on-site circulation designs would incorporate any additional provisions or modifications suggested within the Project TIA, or as may otherwise be required by the City. City design review processes, and any resultant modifications incorporated in the Project Final Site Plan, would ensure that potential parking, site access, and internal circulation impacts are less-than-significant.

It is further assumed that other development projects within the cumulative impact area would design and construct adequate and appropriate parking areas, site access, and internal circulation systems, thereby avoiding or reducing the extent and scope of potential parking, access and internal circulation impacts. On this basis, the Project's potential contribution to cumulative impacts in regard to site access are not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Summary

To mitigate incremental contributions to cumulative traffic impacts affecting roadways and intersections within the Study Area, the Project Applicant would pay requisite fees toward the construction of necessary improvements.

Notwithstanding, payment of traffic impact fees does not ensure timely completion of those traffic improvements necessary to mitigate potentially significant cumulative traffic impacts affecting the study area. In these instances, while Project-specific traffic impacts would not be individually significant, they would be cumulatively significant. On this basis, pending completion of required improvements, the Project's contributions to

Opening Year (2016) and General Plan Buildout (post-2035) cumulative traffic impacts at intersection, roadway and freeway locations identified within this Section are therefore considered cumulatively significant and unavoidable.

5.1.1.3 Cumulative Impacts Related to Air Quality

The cumulative impact area for air quality considerations is generally defined by the encompassing Air Basin and boundaries of the jurisdictional air quality management agency. In this case, that is the South Coast Air Basin (SCAB, Air Basin) and the South Coast Air Quality Management District (SCAQMD), respectively. Project air pollutant emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the jurisdictional Air Basin. Due to the defining geographic and meteorological characteristics of the Air Basin, pollutant emissions that could cumulatively impact air quality would be, for practical purposes, restricted to the Air Basin. Accordingly, the geographic area encompassed by the Air Basin is the appropriate limit for this cumulative Air Quality analysis.

Construction-Source Air Quality Impacts

As discussed in EIR Section 4.3, "Air Quality," and EIR Appendix D, mitigated Project construction-source air quality impacts would be less-than-significant, and by SCAQMD criteria, not cumulatively considerable. There are no known or anticipated proximate and concurrent development activities that would generate construction-source air pollutant emissions that would combine or interact with the Project construction-source emissions, and thereby result in a cumulatively significant impact. The potential for Project construction-source air pollutant emissions to result in or cause cumulatively significant air quality impacts is therefore considered less-than-significant.

Operational-Source Air Quality Impacts

Even with application of mitigation and compliance with existing regulations, Project operational-source VOC and nitrogen oxide (NO_x) emissions would exceed applicable SCAQMD regional thresholds. Cumulative impacts in these regards are similarly considered to be significant. Operational-source VOC and NO_x emissions regional threshold exceedances are therefore determined to be individually significant and

cumulatively considerable. The Reduced Intensity Alternative to the Project discussed subsequently in this Section would act to incrementally reduce operational source air pollutant emissions, and could potentially reduce operational-source VOC emissions below the applicable SCAQMD regional threshold.

Non-Attainment Impacts

Moreover, the Project is located within an ozone non-attainment area (VOCs and NO_x are ozone precursors). Over the life of the Project, operational-source VOC and NO_x emissions exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the encompassing region is non-attainment. This is a cumulatively significant air quality impact.

CO Hotspot Impacts

The Project would generate additional vehicular traffic, and therefore would generate mobile source air pollutant emissions that could cause or contribute to adverse CO concentrations (CO "hotspots"). Potential CO hotspot impacts were evaluated in the Project Air Quality Impact Analysis (EIR Appendix D), and were determined to be less-than-significant. Less-than-significant impacts at the Project level are, by SCAQMD criteria, not cumulatively considerable.

Toxic Air Contaminants (TACs) Emissions Impacts

Background

The SCAQMD[3] has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the South Coast Air Basin (Basin). This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.[4] *MATES-III* estimates

[3] SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

[4] Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would

that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately 1,200 incidents per one million population. Related, *MATES-III* estimates the cumulative TAC-source cancer risk for the localized area encompassing the Project site at 1,098 incidents per million population.[5] Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6%) of the total risk shown in *MATES-III.*

Ambient TAC Impacts Presumed Cumulatively Significant

The SCAQMD has established a significance threshold for incremental project-level, localized TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD has not, however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of Wildomar (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, *MATES-III* estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized

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mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

[5] SCAQMD 2008, MATES III Carcinogenic Interactive Map–http://www3.aqmd.gov/webappl/matesiii/ Localized background TAC-source cancer risk estimates are extrapolated from TAC monitoring data collected at ten fixed sites within the South Coast Air Basin. MATES III extrapolates cancer risk levels throughout the Basin at 1.25 mile by 1.25 mile grids.

area encompassing the Project site the risk is estimated at 327 incidents per million population. Either of these existing cumulative TAC-source cancer risk levels (327 incidents per million locally, or 1,200 incidents per million Basin-wide) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

Comparing the ambient cumulative TAC-source cancer risk (327 per million locally; or 1,200 per million Basin-wide) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 32.7 to 120 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 32.7 to 120 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant.

Related Projects Contribution to Cumulative TAC Impacts

In addition to the *MATES-III* cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the *MATES-III* study.

In consultation with the Lead Agency, potential related TAC-generating projects were identified, and are reflected in this cumulative TAC analysis. These related projects include:

- Orange Bundy (TPM 30522, APN: 367-100-024, 367-100-026) (79,497 square feet of retail, 1,500 square feet of fast food with drive thru, 6 vehicle fueling point (VFP) gas station with market).
- Bundy Canyon Plaza (City Case No. 08-0179, TPM 32257, APN: 367-100-019) (33,800 square feet of retail, 6,200 square feet of fast food with drive thru, 12 VFP gas station with market).

These related projects are located within one-quarter mile of the proposed Wildomar Walmart Project considered herein, and TACs generated by these related projects could potentially contribute to, or interact with, the Project's TAC emissions. Other known or probable projects located within one-quarter mile of the proposed Wildomar Walmart Project are not considered to be potentially significant sources of TACs and therefore would not potentially contribute to, or interact with, the Project's TAC emissions and sources associated with these two related projects would include DPM emissions generated by commercial delivery trucks; charbroiling emissions from restaurant uses; and fuel emissions from gas station activities.

The City of Wildomar adopted Mitigated Negative Declarations (MNDs) for both of the above-noted related projects. Both MNDs conclude that the respective projects would not generate any impacts related to TACs that could affect sensitive receptors. Given the limited scope of these projects, and the "no impact" conclusions of respective MNDs regarding hazardous emissions health risks, that these related projects would generate negligible quantities or concentrations of TACs, and would have no discernible effect at off-site receptors.

Project Contribution to Cumulative TAC Impacts

Project-source TACs would incrementally increase the background cancer risk by a maximum of 3.01 incidents per million population.[6] The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts is 10 incidents per million

[6] EIR Appendix C, *Wildomar Walmart Air Toxics Health Risk Assessment City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014 (Project HRA), page 5, et al.

population. Similarly, SCAQMD significance thresholds state that Project contributions to cumulative TAC-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 3.01 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

Summary and Conclusions

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related projects identified herein, were added to the total background risk derived by the *MATES III* study. This yields a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated in Table 5.1-2, the maximum potential cumulative cancer risk within the Study Area is estimated at 330.01.

Table 5.1-2
Study Area Cumulative Cancer Risk

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	327	---	---	**327**
Cumulative Impact With Project	327	---	3.01	**330.01**
Cumulative Impact With Project and Related Projects	327	negligible	3.01	**330.01**

Source: *Wildomar Walmart Air Toxics Health Risk Assessment, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.
Notes: Background TAC risk from: MATES III Carcinogenic Risk Interactive Map (http://www2.aqmd.gov/webappl/matesiii/) (SCAQMD 2008).

The *MATES-III* ambient cumulative TAC impact represents approximately 99 percent of the total cumulative impact identified in Table 5.1-2; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant. The Project would incrementally contribute to this presumably significant cumulative impact. However, the Project's incremental contribution of 3.01 incidents per million population does not exceed, or even approach the established

SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, the Project TAC emissions impacts are not considered cumulatively considerable.

GHG Emissions/Global Climate Change Impacts

As demonstrated in the Project GHG Analysis (EIR Appendix D) and the information presented in EIR Section 4.3, the Project would not cause or result in a substantial increase in GHG emissions when compared to the Business As Usual (BAU) scenario, and Project GHG emissions would not exceed a threshold of significance that the lead agency determines applies to the Project. Further, the Project GHG analysis demonstrates that the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In this latter regard, the GHG Analysis demonstrates that Project-source GHG emissions represent an approximate 31.78%reduction in GHG emissions when compared to a BAU scenario. This is consistent with and supports California AB 32 Scoping Plan directives calling for an approximate 28.5% reduction in GHG emissions when compared to the BAU scenario. The Project's potential to contribute considerably (either individually or cumulatively) to a global climate change impact through GHG emissions is therefore considered less-than-significant.

Summary

Even after the application of all feasible mitigation measures, the Project would contribute to cumulatively considerable, significant, and unavoidable air quality impacts as follows:

- The Project's operational-source exceedances of SCAQMD regional thresholds for VOC and NO_x emissions are cumulatively significant.[7]

[7] The Reduced Intensity Alternative to the Project discussed subsequently in this Section would act to incrementally reduce operational source air pollutant emissions, and could potentially reduce operational-source VOC emissions below the applicable SCAQMD regional threshold.

- Over its useful life, Project operational-source VOC and NO_x exceedances would result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.

For ease of reference, Project operational-source emissions exceedances contributing to the above-noted cumulative impacts are summarized in Table 5.1-3.

Table 5.1-3
Operational-Source Emissions Summary–With Mitigation
(Maximum Daily Winter/Summer lbs./day)

Emissions Sources	Pollutants					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.04	0.35	0.29	2.09e-3	0.03	0.03
Mobile Sources	45.91	98.29	367.92	0.74	50.44	14.29
Maximum Daily Emissions	**58.97**	**98.64**	**368.33**	**0.75**	**50.47**	**14.32**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads) April 3, 2014.

Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 1.16e-3 = 1.16 $x10^{-3}$ = 1.16 x 0.001 = 0.00116.

Other development projects within the cumulative impact area would fully implement requirements of local and regional air quality management plans, thereby resulting in reductions of regional pollutant emissions and associated cumulative air quality impacts to the extent feasible. Other potential air quality impacts of the Project are either less-than-significant or can be reduced to levels that are less-than-significant with application of mitigation measures.

Please refer also to the Project Air Quality Impact Analysis, EIR Appendix D.

5.1.1.4 Cumulative Impacts Related to Noise

The cumulative impact area for noise considerations is generally defined as surrounding properties that could receive Project-generated noise (either construction-source or operational-source), and would also include roadway corridors affected by Project-related traffic and associated vehicular noise. Potential noise impacts of the Project are discussed in EIR Section 4.4, "Noise," and EIR Appendix E.

Construction-Source Noise

As discussed within the EIR, even after compliance with regulations and application of mitigation measures, Project construction-source noise levels received at nearby properties would represent a substantial temporary periodic increase in ambient noise conditions compared to conditions without the Project. Project construction-source noise impacts affecting these properties are therefore recognized as significant and unavoidable. Cumulative noise impacts for the duration of Project construction activities are also recognized as significant and unavoidable. It is further recognized, however, that construction-source noise impacts would be temporary and transient, and would dissipate entirely at the conclusion of Project construction activities.

Operational/Area-Source Noise

The Project's mitigated operational/area-source noise levels are determined to be less-than-significant. There are no known potentially significant off-site noise sources that would interact with, or compound noise generated by Project operations thereby resulting in cumulative significant noise impacts.

Vehicular-Source Noise

Cumulative effects of vehicular-source noise are demonstrated by comparing noise levels under Existing (2013) conditions, to noise levels with the Project under Long-Range (2035) conditions. Cumulative vehicular-source noise impacts within the Project Noise Impact Analysis Study Area were estimated employing a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-

108. [8] Cumulative vehicular-source noise impacts within the Project Noise Impact Analysis Study Area are summarized in Table 5.1-4.

As indicated in Table 5.1-4, the total cumulative noise increase along roadways within the Study Area over the considered 22+ year cumulative time frame would range from 1.0 dBA CNEL to 6.8 dBA CNEL. Within the Study Area, a total of 19 roadway segments (indicated by ***bold italicized text***) are projected to experience cumulatively significant vehicular-source noise impacts. Along these roadway segments, one or more of the following cumulatively significant noise impact scenarios would occur:

- Cumulative noise increases would be 3.0 dBA CNEL or greater; and/or

- Noise levels would transition from below the threshold condition (65 dBA CNEL) to above the threshold condition (≥ 65.0 dBA CNEL).

Along these 19 roadway segments, vehicular-source noise increases from Existing (2013) conditions to Long Range (2035) conditions would be potentially cumulatively significant. In all instances, these potentially significant cumulative vehicular-source noise impacts would occur irrespective of the Project, and the Project's incremental contributions would be less than 1.0 dBA, and would therefore be inaudible. On this basis, the Project's vehicular-source noise impacts are not cumulatively considerable.

Table 5.1-4
Cumulative Vehicular-Source Noise

Roadway	Segment[1]	CNEL at 100 feet (dBA)					Cumulative Increase in CNEL (dBA) Existing to 2035	
			2016		2035			
		Existing (2013)	Without Project	With Project	Without Project	With Project	Total Increase	Project Increment
Grand Av.	n/o Corydon St.	62.9	63.4	63.5	64.9	64.9	2.0	---
Grand Av.	s/o Corydon St.	59.9	60.6	60.7	61.1	61.2	1.3	0.1
Mission Tr.	***n/o Corydon St.***	***64.1***	***65.6***	***65.7***	***67.5***	***67.6***	***3.5***	0.1
Mission Tr.	***n/o Bundy Cyn. Rd.***	***63.1***	***65.0***	***65.3***	***66.3***	***66.6***	***3.5***	0.3

[8] *Wildomar Walmart Noise Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) March 4, 2014, page 19.

Table 5.1-4
Cumulative Vehicular-Source Noise

Roadway	Segment[1]	CNEL at 100 feet (dBA)					Cumulative Increase in CNEL (dBA) Existing to 2035	
			2016		2035			
		Existing (2013)	Without Project	With Project	Without Project	With Project	Total Increase	Project Increment
Mission Tr.	***s/o Bundy Cyn. Rd.***	***60.9***	***63.3***	***63.4***	***65.5***	***65.6***	***4.7***	0.1
Palomar St.	***n/o Central St.***	***62.2***	***64.0***	***64.0***	***67.4***	***67.5***	***5.3***	0.1
Palomar St.	***s/o Central St.***	***60.9***	***63.1***	***63.2***	***67.0***	***67.1***	***6.2***	0.1
Monte Vista Dr.	***s/o Bundy Cyn. Rd.***	***52.2***	***56.7***	***58.6***	***62.2***	***62.8***	***10.6***	0.6
Murrieta Rd.	***n/o Bundy Cyn. Rd.***	***60.6***	***64.3***	***64.4***	***64.6***	***64.7***	***4.1***	0.1
Corydon St.	e/o Grand Av.	62.0	62.4	62.6	64.3	64.4	2.4	0.1
Corydon St.	w/o Mission Tr.	64.0	64.4	64.7	65.1	65.3	1.3	0.2
Bundy Cyn. Rd.	***e/o Mission Tr.***	***63.2***	***64.0***	***64.7***	***69.6***	***69.8***	***6.6***	0.2
Bundy Cyn. Rd.	***e/o Orchard St.***	***63.5***	***66.3***	***66.8***	***68.6***	***68.9***	***5.4***	0.3
Bundy Cyn. Rd.	***e/o Almond St.***	***63.7***	***66.7***	***67.2***	***69.1***	***69.4***	***5.7***	0.3
Bundy Cyn. Rd.	***w/o I-15 Fwy.***	***66.4***	***68.4***	***68.9***	***70.3***	***70.6***	***4.2***	0.3
Bundy Cyn. Rd.	***e/o I-15 Fwy.***	***66.7***	***68.7***	***69.2***	***69.3***	***69.8***	***3.1***	0.5
Bundy Cyn. Rd.	***e/o Monte Vista Dr.***	***66.1***	***68.0***	***68.3***	***68.9***	***69.1***	***3.0***	0.2
Bundy Cyn. Rd.	***w/o The Farm Rd.***	***65.4***	***68.5***	***68.7***	***68.5***	***68.7***	***3.3***	0.2
Bundy Cyn. Rd.	***e/o The Farm Rd.***	***65.1***	***68.3***	***68.5***	***68.3***	***68.5***	***3.4***	0.2
Bundy Cyn. Rd.	***w/o Murrieta Rd.***	***64.5***	***67.9***	***68.0***	***68.3***	***68.4***	***3.9***	0.3
Bundy Cyn. Rd.	***e/o Murrieta Rd.***	***64.0***	***67.9***	***68.0***	***69.1***	***69.2***	***5.2***	0.1
Central St.	w/o Palomar St.	59.8	60.4	60.6	60.6	60.8	1.0	0.2
Central St.	e/o Palomar St.	62.6	63.2	63.5	64.2	64.4	1.8	0.2
Baxter Rd.	***w/o I-15 Fwy.***	***63.2***	***65.0***	***65.2***	***67.0***	***67.2***	***4.0***	0.2
Baxter Rd.	***e/o I-15 Fwy.***	***57.4***	***60.8***	***61.6***	***63.8***	***64.2***	***6.8***	0.4

Source: *Wildomar Walmart Noise Impact Analysis* (Urban Crossroads, Inc.) March 4, 2014.
Notes: [1] e/o = east of; w/o = west of; n/o = north of; s/o = south of.
Totals may not agree due to rounding.

Summary

Even after compliance with regulations and application of mitigation measures, Project construction-source noise levels received at adjacent properties would represent a substantial temporary increase in ambient noise conditions without the Project. Project construction-source noise impacts are therefore recognized as individually and cumulatively significant and unavoidable. This impact would diminish over the course of Project construction, with the predominance of any potential noise exceedances occurring during the initial site preparation/grading operations, anticipated to be completed within 60-90 days of their commencement. Potential construction-source noise impacts would dissipate entirely at the conclusion of construction activities.

With the application of proposed mitigation measures, the Project's potential contributions to cumulative operational-source noise impacts (inclusive of area sources and vehicular sources) is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.5 Cumulative Impacts Related to Public Services and Utilities

Section 4.5 of this DEIR addresses potential public services and utilities impacts. No potentially significant impacts to public services or utilities were identified based on Project development. Potential cumulative impacts affecting public services and utilities are summarized below.

Police and Fire Protection Services

The cumulative impact areas for fire and police protection services are generally defined by respective fire protection and police protection service boundaries, though such agencies also provide extra-jurisdictional mutual support allowing for additional and supplemental services under emergency situations.

Cumulatively, the Project and other development in the City and surrounding communities would add to demands on fire protection, law enforcement, and emergency medical response services. Demands for these services are addressed through review and coordination of development projects with potentially affected service providers, and incorporation of appropriate design and construction elements which act to enhance safety and minimize potential hazards.

The Project Site Plan and building plans are subject to review and approval by responsible fire protection and law enforcement agencies, ensuring that adequate emergency access, building and area security, and fire protection infrastructure is available and/or would be required as Project Conditions of Approval stipulated by those agencies, acting to reduce or avoid potential increased demands on fire protection and law enforcement services. Based on the availability of existing facilities, services, and infrastructure, the potential for the Project to result in the need or requirement for new physical fire or police protection

facilities, the construction of which would result in potentially significant environmental impacts is considered less-than-significant.

Further, the Project would pay required Police Facilities fees and Fire Protection Facilities and Equipment fees stipulated under the City of Wildomar Development Impact Fee (DIF) Program. Currently, Police Facilities DIF assessed of commercial projects such as the proposed Wildomar Walmart Project is $151.80 per thousand square feet (gross building area).[9] The Project Applicant would therefore pay an estimated $31,544 Police Facilities DIF.[10] Currently, Fire Protection and Equipment Facilities DIF assessed of commercial projects such as the proposed Wildomar Walmart Project is $293.94 per thousand square feet (gross building area). The Project Applicant would therefore pay an estimated $61,081 Police Facilities DIF. Project fees in combination with fees assessed of other new development proposals within the City, would be employed to finance the construction of facilities (and purchase of a fully-equipped new Type I fire engine) necessary to support anticipated increases in police and fire protection service demands of the City as it develops pursuant to the General Plan.

Lastly, the Project represents buildout of the site consistent with land uses envisioned by the General Plan. The General Plan EIR by its nature addresses cumulative impacts associated with buildout of the City, including potential cumulative impact affecting fire and police protection services. With specific regard to police and fire protection services, the General Plan EIR in Section 4.15.1, "Fire Protection" and in Section 4.15.2, "Sheriff Protection," concludes that future development consistent with the General Plan would have less-than-significant effects on fire protection services and sheriff protection services.

[9] *City of Wildomar Impact Fee Study Report* (Colgan Consulting Corporation) Revised Final Draft January 16, 2014, page 4-4, Table 4.4.

Stormwater Management

Cumulative impacts to stormwater management facilities are addressed below in Section 5.1.1.6, "Cumulative Impacts Related to Hydrology/Water Quality."

Water Service and Supplies

Overview

The cumulative impact area for water supply and water service considerations is the Elsinore Valley Municipal Water District (EVMWD) Service Area (Service Area) and encompassing Metropolitan Water District Water of Southern California (MWD) jurisdiction. Water supply issues germane to the Project, including cumulative water supply impacts are comprehensively addressed within:

- *Elsinore Valley Municipal Water District 2011 Urban Water Management Plan* (UWMP), http://www.evmwd.com/depts/engineering/reports_plans_and_studies.asp; and
- *Metropolitan Water District 2010 Regional Urban Water Management Plan* (RUWMP) – http://www.mwdh2o.com/mwdh2o/pages/yourwater/RUWMP/RUWMP_2010.pdf

Water Service

The Project would connect to one or more of the water service lines located in road rights-of-ways adjacent to the Project site. Existing water service lines and their locations include:

- Ten-inch PVC water line, located 18 feet north of the Bundy Canyon Road centerline;
- Twelve-inch PVC water line, located seven feet west of the Monte Vista Drive centerline; and
- Six-inch PVC water line, located 15 feet north of the Canyon Drive centerline.

The Project would connect to the above-referenced locally available and proximate service lines, and does not propose or require construction or alteration of water service systems

[10] Ibid., page 5-4, Table 5.3.

that would cumulatively impact other facilities in the Service Area or delivery of water to the Service Area in total. An internal system of recycled water lines (purple pipe) would be constructed as part of the Project, and the Project would connect to the EVMWD recycled water distribution system when available to the site. Recycled water would be used for non-potable purposes such as landscape irrigation and site maintenance. By avoiding or decreasing use of potable for non-potable purposes, the Project recycled water system would thereby reduce potable water demands.

Water Supply Availability

Water Supplies

The Elsinore Valley Municipal Water District (District) is the principal water purveyor to the City and would be the water purveyor for the Project. The District must, by law, coordinate its water supply planning with multiple agencies as it relies on a combination of local and non-local water supply sources.

EVMWD obtains its potable water supplies from imported water from MWD, local surface water from Canyon Lake, and local groundwater resources. In this latter regard, EVMWD has access to groundwater from Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton and Riverside-North Basin. Almost all of the groundwater production that is used for potable use occurs in the Elsinore Basin. Imported water supply is purchased from the MWD via Eastern Municipal Water District and Western Municipal Water District (UWMP, page 5).

Since EVMWD's Service Area population is expected to increase in the next 25 years, additional water supply sources are necessary to meet future growth. Availability of future supplies would be enhanced by the construction of a pump station that would increase the Temescal Valley Pipeline (TVP) capacity, as well as implementation of the Back Basin Groundwater Storage Project as part of the Elsinore Basin Groundwater Management Plan (GWMP). EVMWD also plans to complete three near-term groundwater projects: Terra Cotta well; Cereal 1 and Corydon well blending pipeline; and Palomar well replacement. Anticipated additional supplies available from the above-noted planned water projects

would range from approximately 12,900 acre-feet per year under normal conditions (assumes groundwater production and recharge are equal); up to 21,500 acre-feet per year under a single-dry-year scenario reflecting maximum groundwater production from the planned projects (UWMP, pages 5-6).

Water Demands

Potable water demands of the Service Area are calculated based on population projections and the EVMWD water use target of 240 gallons per capita per day. EVMWD projects that potable demands within the Service Area will double by 2035. The future average recycled water demand is projected to be approximately 2,430 acre-feet per year in the Wildomar area. The entire recycled water demand would constitute potable to recycled water conversions (UWMP, page 4). The total potable and recycled water demand for the Service Area, inclusive of water demand of the Project, is summarized in Table 5.1-5.

Table 5.1-5
EVMWD Service Area Water Demand (acre-feet/year)

Water Use	2005	2010	2015	2020	2025	2030	2035
Total water deliveries	26,564	25,057	36,791	39,796	43,189	46,363	49,158
Sales to other water agencies	1,020	780	501	542	588	631	669
Additional water uses and losses	0	13,450	14,015	14,906	15,431	15,431	15,431
Total	**27,584**	**39,287**	**51,306**	**55,244**	**59,208**	**62,426**	**65,258**

Source: *Elsinore Valley Municipal Water District 2011 Urban Water Management Plan,* page 5, Table ES-2.

The calculated likely maximum water demand of the Project (please refer to Table 5.1-6), is estimated at 5,195 gallons per day (gpd), or approximately six acre-feet per year (AFY). The Project water demand estimates are conservative and do not take into account mandated water conservation that would be imposed by California SB7X-7.[11] In this regard, consistent with SB7X-7 mandates, the Project water demands would be reduced by 10 percent in the near term (2015), and by 20 percent by the year 2020.

[11] Please refer also to: http://www.water.ca.gov/wateruseefficiency/sb7/

Table 5.1-6
Projected Water Demand

Rate	Calculation	Average Daily Demand	Average Annual Demand
25 gallons/1,000 sq. ft.	(207,800 sq. ft.) x (0.025 gallons/sq. ft./day)	5,195 gallons	1.9 million gallons (6 acre-feet)

Source: Water demand calculation: Nasland Engineering based on similar commercial projects.

In context, the Project's water demand (6 AFY) is approximately 0.012 percent (0.00012) of the District's total 2015 water demands, estimated at 51,306 acre-feet; and approximately 0.0092 percent (0.000092) of the District's projected year 2035 water demands, estimated to total 65,258 acre feet. Water demands of the Project would be met by available District water supply resources, delivered by the Municipal water system. The Project does not require or propose direct withdrawal of groundwater.

Water Supply/Demand Comparison

The UWMP provides a comparison of projected water supplies and water demands within the Service Area under varying hydrologic scenarios (normal year, single dry-year, multiple dry-year) as required under the California Urban Water Management Plan Act (Division 6 Part 2.6 of the Water Code §§ 10610 - 10656). In summary, the UWMP concludes that water supplies available to the Service Area would be adequate under all anticipated hydrologic conditions. Supply/demand comparisons under normal year, single dry-year, and multiple dry-year hydrologic conditions for the timeframe 2015–2035 are summarized in Table 5.1-7.

Table 5.1-7
EVMWD Service Area Water Supply/Demand Comparison

Normal Year					
	2015	**2020**	**2025**	**2030**	**2035**
Supply totals	69,165	70,056	70,581	70,581	70,581
Demand totals	51,306	55,244	59,208	62,426	65,258
Difference	17,858	14,812	11,373	8,155	5,323
Difference as % of Supply	25.8%	21.1%	16.1%	11.6%	7.5%
Difference as % of Demand	34.8%	26.8%	19.2%	13.1%	8.2%

Table 5.1-7
EVMWD Service Area Water Supply/Demand Comparison

Single Dry-Year					
	2015	**2020**	**2025**	**2030**	**2035**
Supply totals	77,765	78,656	79,181	79,181	79,181
Demand totals	56,027	60,326	64,655	68,169	71,262
Difference	21,738	18,329	14,526	11,012	7,919
Difference as % of Supply	28.0%	23.3%	18.3%	13.9%	10.0%
Difference as % of Demand	38.8%	30.4%	22.5%	16.2%	11.1%
Multiple Dry-Year					
	2015	**2020**	**2025**	**2030**	**2035**
Supply totals	76,765	77,656	78,181	78,181	78,181
Demand totals	56,027	60,326	64,655	68,169	71,262
Difference	20,738	17,329	13,526	10,012	6,919
Difference as % of Supply	27.0%	22.3%	17.3%	12.8%	8.9%
Difference as % of Demand	37.0%	28.7%	20.9%	14.7%	9.7%

Source: *Elsinore Valley Municipal Water District 2011 Urban Water Management Plan,* page 10, Tables ES-9, ES-10, ES-11.

As indicated in Table 5.1-7, under all assumed hydrologic conditions, available water supplies would exceed projected water demands during the planning period 2015–2035.

The water supply/demand planning reflected in the UWMP takes into account anticipated development of the City of Wildomar pursuant to the City's General Plan. In this regard, the UWMP reflects and anticipates cumulative water demands within the EVMWD Service Area, including water demands of the commercial/retail uses proposed by the Project. In turn, the Metropolitan Water District incorporates and reflects EVMWD's cumulative water demand planning as expressed in the RUWMP.

Groundwater Considerations

The Project does not propose elements or aspects that would substantially interfere with, or detract from known or anticipated groundwater recharge plans or policies. In this regard, the Project site is not a designated groundwater recharge area, and development of the site with commercial/retail uses is consistent with development anticipated under the General Plan. Moreover, Project site development and proposed stormwater management systems

would employ and reflect appropriate structural and operational best management practices (BMPs) providing for treatment of stormwater discharges; and would incorporate permeable materials to the extent feasible. Use of permeable materials acts to reduce total runoff from the site, and facilitates runoff percolation to groundwater. Additionally, as components of the Project stormwater management system, detention/retention areas would be constructed acting to hold stormwater discharges within the Project site providing time for percolation of storm water runoff and related groundwater recharge.

Summary

As supported by the preceding discussion, potential cumulative impacts attributable to Project water demands are adequately planned and provided for under local and regional water management plans. The Project in combination with current and anticipated future uses can be adequately served by existing and proposed water sources and water delivery services, with neither Project-related, nor cumulatively adverse impacts on the availability or reliability of water supplies or their delivery. The Project's potential contribution to cumulative impacts in regard to water supplies and water delivery are, on this basis, not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Wastewater Treatment

Elsinore Valley Municipal Water District (EVMWD) provides wastewater collection and treatment services to the City of Wildomar, inclusive of the Project site. The cumulative impact area for wastewater collection and treatment considerations is the EVMWD Service Area (Service Area).

The Project would connect to one or more of the sanitary sewer lines located in road rights-of-way adjacent to the Project site. Existing sanitary sewer lines and their locations include:

- Twelve-inch PVC sanitary sewer line, located five feet south of the Bundy Canyon Road centerline; and
- Eight-inch PVC water sanitary sewer line, located five feet south of the Canyon Drive centerline.

Project plans for connection to the aforementioned existing sanitary sewer infrastructure facilities are subject to review and approval by the City and EVMWD, and the Project Applicant would be required to apply for service and pay mandated EVMWD connection fees and on-going service fees.

Wastewater generation of the Project is estimated at 4,780 gallons per day as indicated in Table 5.1-8. Project wastewater generation estimates conservatively assume that wastewater produced by the Project would approximate 92 percent of the Project's water consumption.

Table 5.1-8
Wastewater Generation

Generation Rate	Calculation	Average Daily Wastewater Generation	Average Annual Wastewater Generation
23 gallons/1,000 sq. ft.	(207,800 sq. ft.) x (0.023 gallons/sq. ft./day)	4,780 gallons	1.7 million gallons (5 acre-feet)

Source: Wastewater generation calculation: Nasland Engineering based on similar commercial projects.

Wastewater generated by the Project would be conveyed to, and treated at, EVMWD's Regional Water Reclamation Facility (Regional WRF) located in the City of Lake Elsinore. The Regional WRF ultraviolet disinfection system is designed to treat 8.0 million gallons per day (mgd) average flow, and 16.0 mgd peak flow.[12] EVMWD data indicates that the annual average flow at the Regional WRF in 2010 was 6.0 mgd.[13] The EVMWD Wastewater Treatment Master Plan (Kennedy/Jenks, 2003), includes planned expansion of the Regional WRF to 20 mgd by the year 2020.[14]

Wastewater generated by the Project (4,780 gallons/day) would represent approximately 0.24 percent (0.0024) of the Regional WRF's estimated residual 2010 daily capacity (2.0

[12] Elsinore Valley Municipal Water District Sewer System Management Plan (EVMWD) October 2013; Section 5.3.1 Regional Collection System.

[13] Ibid., page 4-19.

[14] Elsinore Valley Municipal Water District Urban Water Management Plan (Montgomery Watson Harza [MWH] for EVMWD) July 2011, page 5-9.

mgd); and approximately 0.06 percent (0.0006) of the Regional WRF's average daily design treatment capacity (8.0 mgd).

Assuming that, since 2010, the Regional WRF treatment demands have increased proportionally with the Service Area's assumed 2 percent annual population growth rate reflected in the UWMP,[15] the estimated Regional WRF treatment demands as of 2014 would be approximately 6.5 mgd.[16] In this context, wastewater treatment demands of the Project would represent approximately 3.2 percent of the Regional WRF's estimated 2014 residual capacity (1.5 mgd). Wastewater generated by the Project would be typical of domestic generators, and wastewater resulting from the Project uses would not require treatment beyond that provided by existing EVMWD facilities.

Based on the preceding, there is sufficient available capacity at the Regional WRF to serve the Project in the near-term; and planned Regional WRF treatment capacity expansion would adequately accommodate demands of the Project as well as future anticipated long-term demands of the Service Area. Connection and service fees paid by the Project and other customers within the Service Area provide funds available to EVMWD to provide for expansion, enhancement, and maintenance of wastewater collection and treatment facilities commensurate with anticipated Service Area demands.

Summary

The Project would connect to serving sanitary sewer lines that exist within road rights-of-way adjacent to the Project site. Wastewater generated by the Project would be conveyed to, and treated by existing EVMWD wastewater treatment facilities. Available wastewater treatment capacity exists to serve the Project as well as other existing and anticipated wastewater treatment demands within the EVMWD Service Area. The Project does not

[15] Ibid., page 2.

[16] Estimated 2014 Regional WRF treatment demands conservatively do not reflect contemporary water efficiency/conservation measures implemented under CalGreen or the California Building Code; nor do treatment demand estimates assume any reductions in water consumption that would be achieved under California SB7X-7.

propose or require expansion of existing available wastewater treatment services or facilities. The Project Applicant would be required to apply for service and pay mandated EVMWD connection fees and on-going service fees. Connection and service fees paid by the Project, and other customers within the Service Area, provide funds available to EVMWD to provide for expansion, enhancement, and maintenance of wastewater collection and treatment facilities commensurate with anticipated Service Area demands. On this basis, the potential for the Project to 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 demand in addition to the provider's existing commitments is not cumulatively considerable; and the cumulative effects of the Project are determined to be less-than-significant.

Solid Waste Management

Riverside County Waste Management Department (RCWMD) facilitates waste management services for Riverside County as a whole, and manages the landfills serving the City of Wildomar. Solid waste disposal and landfill services are available to all residents and public/private enterprises on a countywide basis. Typically, proximity to a given landfill is the determining factor in its selection for waste disposal. The cumulative impact area for solid waste management is Riverside County in general; and more specifically, the six landfills operated by the County (Badlands, Blythe, Desert Center, Lamb Canyon, Mecca II, and Oasis); and the privately owned and operated El Sobrante Landfill.[17]

Solid waste transport and recycling services for Wildomar residential and commercial properties are currently provided by Waste Management of the Inland Empire (serving City areas east of I-15); and CR&R (serving City areas west of I-15). Household Hazardous Waste Disposal (HHWD) services are provided through the County of Riverside Regional Household Hazardous Waste Collection Program.

[17] The El Sobrante Landfill provides waste disposal services under contract to the County.

Landfills nearest the City and those that would likely serve the Project are: El Sobrante, Badlands, and Lamb Canyon. All three landfills are defined as Class III municipal solid waste landfills. Class III landfills accept only non-hazardous municipal solid waste for disposal; no hazardous or liquid wastes are accepted.

The El Sobrante Landfill is located east of I-15 and Temescal Canyon Road, south of the City of Corona at 10910 Dawson Canyon Road, approximately 16 miles northwesterly of the Project site. The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue, approximately 24 miles northeasterly of the Project site. The Lamb Canyon Landfill is situated between the City of Beaumont and the City of San Jacinto, also located approximately 24 miles northeasterly of the Project site. Acreage, permitted throughput, remaining capacity, and projected closure date for the El Sobrante, Badlands, and Lamb Canyon Landfills are summarized in Table 5.1-9.

Table 5.1-9
Proximate County Landfill Information

Landfill	Size (acres)	Permitted Daily Throughput (tons)	Average Daily Throughput (tons)[1]	Remaining Capacity	Projected Closure Date
El Sobrante	1,322	16,000	6,460.65	145 million tons	2045
Badlands	246	4,000	1,980.38	14.7 million cubic yards	2024
Lamb Canyon	353	3,000	1,827.61	18.9 million cubic yards	2021

Source: http://www.calrecycle.ca.gov
[1] Average 2013 daily throughput provided by County of Riverside Waste Management Department.

The Project's estimated operational solid waste generation is summarized in Table 5.1-10.

Table 5.1-10
Estimated Project Solid Waste Generation

Generation Rate	Calculation	Annual Waste Generation
0.0024 tons/sq. ft./year	(207,800 sq. ft.) x (0.0024 tons/sq. ft./year)	499 tons[1]

Source: *General Plan Final Program Environmental Impact Report, Riverside County, California* (County of Riverside Transportation and Land Management Agency Planning Department) 2002.
[1] Does not reflect 50 percent solid waste diversion that would be achieved pursuant to AB 939 mandates and the City SRRE.

As indicated in Table 5.1-10, the Project would generate an estimated 499 tons of solid waste annually, or approximately 1.4 tons of solid waste on a daily basis. Table 5.1-10 also notes that the estimate of Project-generated solid waste does not reflect the 50 percent reduction in Project solid waste disposal that would be achieved pursuant to AB 939 diversion mandates, and consistent with the City's Source Reduction and Recycling Element (SRRE). Pursuant to AB 939 requirements and the provisions of the City SRRE, serving landfills would likely receive approximately one-half (0.7 tons/day) of Project-generated solid waste.

Project-generated solid waste (1.4 tons/day maximum) would represent a nominal increment of the receiving landfills' permitted daily throughputs (0.009 percent of El Sobrante's permitted daily throughput of 16,000 tons/day; 0.03 percent of Badlands' permitted daily throughput of 4,000 tons/day; and 0.04 percent of Lamb Canyon's permitted daily throughput of 3,000 tons/day). Further, as presented in Table 5.1-9, the 2013 average daily throughput at serving landfills ranges from approximately 40 percent to 60 percent of permitted daily throughput, demonstrating currently available throughput capacity.

Additionally, consistent with Section 5.408 "Construction Waste Reduction, Disposal, and Recycling" of the California Green Building Standards Code (CALGreen Code), as adopted by the City of Wildomar, Walmart would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. A Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code. These measures would collectively reduce Project construction waste and would act to reduce demands on solid waste management resources.

Summary

Project-generated solid waste can be accommodated at any of the three likely receiving landfills; and there is available throughput capacity to serve the Project and other customers within the cumulative impact area. Solid waste diversion achieved pursuant to the City SRRE would further reduce potential Project-related and cumulative impacts affecting area landfills. The Project would implement a Construction and Demolition

(C&D) program acting to further reduce Project-related and cumulative solid waste management impacts. On this basis, the Project's potential contribution to cumulative solid waste management impacts is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.6 Cumulative Impacts Related to Hydrology/Water Quality

The cumulative impact area for hydrology/water quality impact considerations is generally defined as the area encompassed by the jurisdictional Regional Water Quality Control Board (RWQCB), in this case the San Diego Regional Water Quality Control Board (SDRWQCB). Local oversight is also provided by the City of Wildomar and Riverside County. Development of the Project site would incrementally increase impervious surfaces within the cumulative impact area, with related potential increases in the rate and quantity of local storm water discharges. However, as summarized in EIR Section 4.6, and presented in detail within the Project Hydrology Report and Off-Site Storm Drain Analysis, (EIR Appendix F), the Project incorporates those storm water management components, including drainage facilities, drainage swales/water quality management features, and structural and non-structural Best Management Practices, which collectively act to ensure that post-development storm water discharges in total do not exceed pre-development conditions and further that stormwater discharges are conveyed to available receiving systems and would not exceed those systems' capacities.

In order to properly convey and manage on-site and off-site storm flows, the Project would construct drainage system components that collect, detain and release storm waters developed within the site. More specifically, under post-development conditions, storm water flows within the Project site would be collected by porous landscape detention (PLD) areas with sub-surface drainage systems, an on-site infiltration basin located along the Project site's westerly boundary, adjacent to Interstate 15, and an extended detention basin located in the southernmost portion of the Project site, behind the proposed Walmart store. The generally northeast to southwest flows currently affecting the Project site would be replicated under post-development conditions.

The infiltration and extended detention basins proposed by the Project would act to attenuate developed storm water flows such that post-development peak flows in total would be reduced from current (pre-development) peak flows.[18] The Project infiltration/detention basins would also act to treat Project stormwater discharges and facilitate groundwater recharge.

The Project storm water management system would be developed and operated in compliance with City/SDRWQCB regulations and water quality standards. The City of Wildomar is required to comply with the Municipal Separate Storm Sewer System (MS4) Permit issued by the SDRWQCB. This MS4 Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Design, configuration, and locations of proposed drainage system improvements would be reviewed and approved by the City/SDRWQCB prior to, or concurrent with, application for grading permits.

Summary

The Project incorporates all necessary storm water management systems and facilities; and no substantive off-site stormwater management system improvements or modifications are proposed or required. Construction of the necessary on-site stormwater management systems is reflected in the Project Description (EIR Section 3.0), and is evaluated as an element of the Project considered in this EIR. The Project's potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is therefore determined to be less-than-significant. The Project would comply with established stormwater management and stormwater treatment policies and regulations. As complemented by implementation of Project-specific storm water management components, the Project's potential contribution to cumulative impacts in regard to

[18] *On-Site Hydrology For Proposed Wal-Mart #3882-02 I-15 & Bundy Canyon Road Wildomar, CA* (Nasland Engineering) May 9, 2014, page 6.

hydrology/water quality is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.7 Cumulative Impacts Related to Biological Resources

The cumulative impact areas for biological resources are generally defined by available habitat, species' range(s), physical constraints, and other limiting factors as discussed within the Project Biological Resources Report (EIR Appendix G). Biological resources occurring, or potentially occurring within the Project site, and any related potentially significant impacts and mitigation are summarized below.

Vegetation Species

No special status plant species were found onsite during site surveys conducted in February 2014. Due to the disturbed nature of the site, no special status plant species are likely present onsite. No potentially significant impacts relative to special status plant species are anticipated as a result of site development.

Wildlife Species

Project implementation would result in the transition of undeveloped land to commercial/retail uses. The subject site is currently used by common wildlife species, such as birds and squirrels. Under post-development conditions, these common species would be displaced to other areas within the vicinity of the Project site. The removal of common wildlife habitat is not considered a potentially significant impact, and no mitigation is required.

The California horned lark, a special status species, was observed within non-native grassland areas in the northern portion of the site. Horned larks are common in disturbed grassland during winter months. Harassment or take of the horned lark would be a potentially significant impact. The EIR incorporates mitigation to ensure that the protected wildlife species (inclusive of the lark) would not be harassed or harmed by implementation of the Project. Non-native grasslands suitable for the horned lark are common throughout Southern California, and removal of the non-native grasslands which accommodate the

horned lark within the Project site is not considered a potentially significant impact, and no mitigation is required.

The site also provides suitable habitat for the burrowing owl, another special status species; however, no owls, owl sign, or suitable owl burrows were observed during the site surveys. Harassment or take of the owl would be considered a potentially significant impact. The EIR incorporates mitigation to ensure that protected wildlife species (inclusive of the owl) would not be harassed or harmed by implementation of the Project.

Impacts to owl habitat are addressed through the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Mitigation for the Project's potential impacts to owl habitat is provided through mandated payment of the MSHCP Mitigation Fee. The Project is located outside of and would not otherwise affect any MSHCP criteria area.

As mitigated, potential impacts to wildlife species and wildlife habitat would be less-than-significant.

Jurisdictional Areas

A drainage course traverses the southerly portion of the Project site, from east to west. The drainage is man-made, not fed by any upstream natural drainage, and originates at a storm drain culvert upstream, and flows southerly along the east side of Monte Vista Drive. It then crosses Monte Vista Drive via an underground culvert before entering the Project site on the west side of Monte Vista Drive.

Additionally, although the Jurisdictional Delineation prepared for the Project site preliminarily determined that the drainage was likely not subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps) 404 program and the California Department of Fish and Wildlife (CDFW) 1600 program, consultation with these agencies would be required to confirm this preliminary conclusion. As such, permitting may be required through these agencies, as well as the California Regional Water Quality Control Board (RWQCB). The EIR incorporates mitigation requiring consultation with the Corps, CDFW, and RWQCB;

and approval and permitting through these agencies if/as required. As mitigated, potential impacts to jurisdictional areas would be less-than-significant.

Wildlife Movement Corridors

The Project site is bounded by traveled roadways and developed or developing properties. As such, the site does not represent a connecting link between significant habitat or wildlife areas. Based on its location within an urban context, the potential for the site to function as a significant wildlife movement corridor is considered low. No potentially significant impacts to wildlife movement corridors would result from implementation and operation of the Project, and no mitigation is required.

Nesting Birds

The Project site provides suitable habitat for ground-nesting birds. Nesting birds are universally protected under provisions of the Migratory Bird Treaty Act. The Project would comply with applicable provisions of the Act as specified in the mitigation measures presented in EIR Section 4.7, Biological Resources. As mitigated, potential impacts to nesting birds are reduced to levels that are less-than-significant.

Summary

Mitigation proposed in the EIR reduces potential impacts to biological resources to levels that are less-than-significant. In this regard, mitigation of Project-specific biological resources impacts would also reduce the Project's potential incremental contributions to cumulative biological resources impacts within the region.

To the extent that each development proposal within the cumulative impact area(s) provides appropriate mitigation, cumulative impacts to biological resources are reduced to levels that are less-than-significant. Pursuant to the provisions of CEQA, each development project within the cumulative impact area that requires a discretionary action by a public agency would be assessed for its potential impacts on biological resources. Appropriate biological resources mitigation would also be required of other projects within the cumulative impact areas.

Based on the preceding discussion, the Project's potential contribution to cumulative impacts in regard to biological resources is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.8 Cumulative Impacts Related to Geology and Soils

The Project site and all of Southern California lie within a seismically active area, generally subject to earthquake hazards; in this sense, Southern California is considered the cumulative impact area for geology and soils considerations. As discussed at EIR Section 4.8, the Project's potential geology and soils impacts are determined to be less-than-significant as mitigated. No unique geologic features are present within the Project site or vicinity.

The Project would result in the construction of new commercial/retail land uses. Infrastructure improvements and utility extensions within the Project area will include: transportation system improvements, water, sewer, gas, electricity, and storm drainage facilities. Consistent with market demands, it is anticipated that telephone and cable television services will also be extended into the subject site.

Based on the creation and occupation of additional uses and implementation of supporting infrastructure described above within a generally active seismic area, the Project would therefore incrementally increase concentrations of persons, structures, and infrastructure systems on a previously undeveloped site within an earthquake-prone region. Potential impacts of increased exposure to seismic effects as a result of new development were considered, and determined to be less-than-significant with implementation of Project mitigation measures, together with application of standard seismic design and engineering practices, requirements of the California Building Code (CBC) and State Seismic Mapping Act, and applicable City building standards. Moreover, potential cumulative impacts related to erosion, subsidence, shrinkage, expansion, and soil consolidation are mitigated through conformance with local, regional, state, and federal permitting and regulatory requirements. Locally and regionally, project-by-project compliance with seismic design and engineering standards, soil conservation and erosion protection is mandated through

existing regulations and requirements as outlined above, thereby reducing potential cumulative geology and soils impacts within the region.

Summary

With the application of proposed mitigation, the Project's potential contribution to cumulative impacts in regard to geology and soils is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.9 Cumulative Impacts Related to Cultural Resources

The cumulative impact area for prehistoric, archaeological, and historic resources generally includes the City of Wildomar and surrounding areas of Riverside County. Impacts to any cultural resources within this area would be site-specific. Consistent with CEQA requirements, in the event that potentially significant cultural resources are encountered within the cumulative impact area, mitigation measures would be applied before to ensure the preservation and protection of potentially significant resources. (*CEQA Guidelines* §15064.5. et al.) As discussed in EIR Section 4.9, the Project's potential impacts to cultural resources are determined to be less-than-significant as mitigated. In this regard, mitigation proposed for the Project (i.e., monitoring of construction activities for potential discovery of cultural resources) is typical of, and consistent with, mitigation required for construction within urban and suburban areas throughout the City of Wildomar and surrounding region.

To the extent that each development proposal within the cumulative impact area provides appropriate mitigation during landform modification activities (as is the case for the Project), cumulative impacts to cultural resources are reduced to levels that are less-than-significant. Pursuant to the provisions of CEQA, each development project within the cumulative impact area that requires a discretionary action by a public agency would be assessed for its potential impacts on cultural resources. Appropriate cultural resources mitigation would also be required of other projects within the cumulative impact area.

Summary

With the application of proposed mitigation measures, the Project's potential contribution to cumulative impacts in regard to cultural resources is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.2 ALTERNATIVES ANALYSIS

Pursuant to *CEQA Guidelines* Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. As further presented in the *CEQA Guidelines*, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the *CEQA Guidelines* indicate that the range of alternatives selected for examination in an EIR should be governed by "rule of reason," and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

Consistent with the provisions of the *CEQA Guidelines,* the following analysis presents a reasonable range of alternatives to the Project that would potentially lessen its environmental effects while allowing for attainment of the basic Project Objectives. Rationale and basis for the selection of alternatives is presented together with a summary description of each alternative. The merits of the selected alternatives compared to the Project are described and evaluated.

The alternatives analysis concludes with identification of the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, the *CEQA Guidelines* require that one of the remaining considered Alternatives be identified as the environmentally superior selection.

5.2.1 Alternatives Overview

Descriptions of, and the rationale underlying, the alternatives considered in this EIR are presented below. As provided for under CEQA, the ultimate rationale underlying the development and selection of alternatives to the Project is the reduction or avoidance of otherwise resulting significant environmental impacts, while allowing for attainment of the basic Project Objectives. Alternatives evaluated within this analysis include CEQA-mandated "No Project" Alternative, and Reduced Commercial Intensity Alternative.

These Alternatives are described in greater detail in Section 5.2.2, "Description of Alternatives." To provide context for the subsequent consideration of Alternatives, significant Project impacts are summarized below in Table 5.2-1, and Project Objectives are subsequently restated.

Table 5.2-1
Summary of Significant and Unavoidable Impacts

Environmental Consideration	Comments
Traffic	
	Intersection Impacts Pending completion of required improvements, the Project's contributions to Existing (2013), Opening Year (2016) and General Plan Buildout (post-2035) cumulative traffic impacts at the predominance of Study Area intersections would be considered cumulatively significant. More specifically, absent recommended improvements, 21 of the 26 Study Area intersections are anticipated to experience unacceptable levels of service (i.e., LOS "D" or worse) during one or more peak hour period under at least one of the three analysis scenarios (Existing, Opening Year or General Plan Buildout). Only Study Area Intersections 1, 4, 5 and the two Project driveways (Study Area Intersections 18 and 19) would operate at acceptable LOS under all analysis scenarios. **Freeway Facilities Impacts** Freeway facilities in the Study Area are projected to operate at deficient LOS under General Plan Buildout conditions. Even with completion of planned I-15 freeway corridor improvements (to be completed by Caltrans), Study Area freeway segment LOS and vehicle density impacts would be considered cumulatively significant and unavoidable. The Project would contribute additional traffic to already cumulatively significant freeway facilities impacts, and the Project impacts would be considered cumulatively considerable. **Congestion Management Plan (CMP) Facilities Impacts** ***CMP Intersections*** Study Area Intersections 12, 13, 14, and 15 are CMP locations, as are all freeway segments in

Table 5.2-1
Summary of Significant and Unavoidable Impacts

Environmental Consideration	Comments
	the Study Area. Pending completion of required improvements, the Project's contributions to impacts at Study Area CMP intersections is considered cumulatively considerable. ***CMP Freeway Segments*** CMP freeway mainline facilities in the Study Area are projected to operate at deficient LOS under General Plan Buildout conditions. The Project would contribute additional traffic to these projected deficiencies. The Project's contributions to Study Area CMP freeway mainline deficiencies under General Plan Buildout conditions are therefore considered cumulatively considerable.
Air Quality	**Operational-Source Air Quality Impacts** Even after application of mitigation, Project operational-source emissions of oxides of nitrogen (NO_x) and Volatile Organic Compounds (VOCs) would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are individually and cumulatively significant air quality impacts. Moreover, the Project is located within an ozone non-attainment area (NO_x and VOCs are ozone precursors). Project operational NO_x and VOC emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the Project region is non-attainment. This is a cumulatively significant air quality impact.
Noise	**Construction-Source Noise Impacts** Project construction-source noise levels received at adjacent properties may exceed applicable City noise standards. As such, Project construction activities would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. On this basis, construction noise impacts affecting proximate adjacent properties are recognized as significant. These impacts would also be considered cumulatively significant for the duration of Project construction activities.

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary Project Objectives include the following:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;

- To create a complementary mix of commercial/retail uses;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;

- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;

- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City of Wildomar;

- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Wildomar;

- To provide a convenient source of grocery and food items to serve the local community;

- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;

- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;

- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;

- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

Please refer also to EIR Section 3.5, "Project Objectives."

5.2.2 Description of Alternatives

Two alternatives to the Project were selected for analysis. The No Project Alternative is presented consistent with the requirements of the *CEQA Guidelines* §15126.6. A Reduced Intensity Alternative was also selected based on its ability to fulfill the basic Project Objectives while reducing significant impacts of the proposal. Descriptions of the selected Alternatives are provided in the following paragraphs.

5.2.2.1 No Project Alternative

Overview

The *CEQA Guidelines* specifically require that the EIR include in its evaluation a No Project Alternative. The No Project Alternative should make a reasoned assessment as to future disposition of the subject site should the Project under consideration not be developed. In this latter regard, the *CEQA Guidelines* state in pertinent part:

> If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (*CEQA Guidelines*, Section 15126.6 (B) 3).

No Project/No Build Alternative

In the case considered here, the subject site is a vacant and available property absent any significant environmental or physical constraints. Further, the Project site is fully served by proximate available utilities and supporting public services; and is provided appropriate access. Areas around the subject site are developed with, or are being developed with urban uses.

The City General Plan Land Use Map designates the Project site as "Commercial Retail" (CR) with a "Community Center Overlay." The CR General Plan Land Use is intended for local and regional serving retail and service development at a Floor-to-Area Ratio (FAR) of 0.20–0.35. The Community Center Overlay encompassing the Project site allows for (but does not require) mixed-use development integrating a variety of land uses including: residential, commercial retail, office and business park, transit services, civic, single- family residences, multi-family residences, commercial retail, office and business park uses, civic uses, transit facilities, and recreational open space.

Given the subject site's "Commercial Retail/Community Center Overlay" designation and underlying "Commercial Retail" General Plan Land Use designation; availability of infrastructure/services, lack of environmental or physical constraints; and proximity of other urban development, it is considered unlikely that the subject site would remain vacant or in a "No Build" condition, and evaluation of a No Build condition would "analyze a set of artificial assumptions that would be required to preserve the existing physical environment." This is inconsistent with direction provided at *CEQA Guidelines*, Section 15126.6 (B) 3), as presented above.

It is also noted that a development similar to the Project was previously proposed for the subject site. In this context, failure to proceed with the Project would likely not result in preservation of existing environmental conditions, and the practical result of the Project's non-approval would be the development of some other variety or configuration of urban uses within the subject site. Accordingly, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another development proposal representing the highest and best use of the subject site.

If however, a No Project/No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. In all instances, a hypothetical No Build scenario would result in reduced environmental impacts when compared to the Project. A No Build condition would achieve none of the basic Project Objectives.

Evaluated No Project Alternative

In light of the preceding discussions, for the purposes of this Alternatives Analysis, and to provide for analysis differentiated from the Project, the No Project Alternative considered herein assumes mixed-use development of the subject site integrating multi-family residences with supporting amenities. This development mix is allowed under the site's General Plan Commercial/Retail-Community Center Overlay land use designation. Location of residential uses and related amenities proximate to a major transportation corridor (Interstate 15) also supports Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) promoting reduced commute distances and travel times within the region.

While any number of varying mixed-use residential development scenarios could be implemented under a No Project scenario, the No Project Alternative evaluated here assumes development of multi-family residential uses and supporting amenities at densities not exceeding those permitted under the City's "R-2" (Multi-Family Residential) Zoning designation.

The R-2 Zone permits multi-family residential uses up to three stories in height (not to exceed 40 feet), with a minimum lot area of 2,500 square feet per unit. Maximum allowed lot coverage in the R-2 Zone is 60 percent.

Based on the preceding, it is assumed that under the No Project Alternative the approximately 24.5-acre Project site would be developed with multi-family residential uses; and the lot area provided per dwelling unit is assumed at 2,500 square feet. This would yield a gross density of approximately 17 dwelling units per acre over the entire site, or a

total of approximately 428 dwelling units. It is further assumed that the development plan under this Alternative would not propose greater than 60 percent lot area coverage, and that the plan would be designed to integrate recreational and open space amenities supporting the proposed residential uses. Under the No Project Alternative, the baseline existing conditions would replicate those presented under each of the EIR's environmental topical discussions.

Comparative No Project and Project Trip Generation

Arguably, the predominance of significant or potentially significant environmental impacts resulting from the Project or any development of the subject site are sourced back to trip generation and related traffic and air quality impacts. In this regard, a rough approximation of comparative environmental impacts of alternative development scenarios can be ascertained by reviewing comparative trip generation attributes of these scenarios. Accordingly, as a point of departure, Table 5.2-2 summarizes and compares land uses and potential trip generation under the Project and No Project Alternative. Specific trip generation rates for the Project's commercial/retail land uses are obtained from the Project Traffic Impact Analysis (TIA), EIR Appendix C. Trip generation for the No Project Alternative assumes that the subject site is developed with a total of 428 multi-family residential units. Residential amenities provided under the No Project Alternative are assumed to be utilized primarily by tenants of the property, with no substantive external trip generation.

As indicated in Table 5.2-2, trip generation under the No Project Alternative would be reduced by approximately 76 percent when compared to the Project.

Table 5.2-2
Project and No Project Alternative
Land Use Summary and Trip Generation Comparison

Land Use Designation	ITE* Land Use Code	Daily Trip* Generation Factor	Project Building Area	Project Daily Trip Generation	No Project Dwelling Units	No Project Daily Trip Generation
Free-Standing Discount Superstore (Walmart)	813	50.75/TSF	200.00 TSF	10,150	---	---
Specialty Retail (Outparcel 1, Retail Component)	820/826	44.42/TSF	3.9 TSF	173	---	---
Fast-food with Drive-Through (Outparcel 1 Restaurant Component)	934	496.12/TSF	3.9 TSF	1,935	---	---
Apartment	220	6.65/DU	---	---	428	2,847
Total	**---**	**---**	**207.8TSF**	**12,258**	**428**	**2,847**

Sources: Project trip generation estimates from: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014. No Project trip generation estimates–Applied Planning, Inc.
Notes: * Land Use Codes and trip generation factors from Institute of Transportation Engineers (ITE), 9th Edition; assumes no internal capture or pass-by reduction. TSF–Thousand Square Feet; DU–Dwelling Unit

The No Project Alternative's traffic impacts at Study Area facilities would likely be incrementally reduced when compared to the Project, as would the extent of required mitigation and associated share fee payments. As with the Project, payment of fees for necessary traffic improvements at Study Area locations would not ensure timely construction of those improvements. As such, under the No Project Alternative, absent physical construction of required circulation system improvements, potentially significant cumulative traffic impacts at Study Area locations would remain significant even after payment of mitigation fees. Cumulatively significant traffic impacts occurring under the Project would therefore likely persist under the No Project Alternative.

Reduction in vehicular trips under the No Project Alternative would also reduce operational mobile-source air pollutant emissions. For purposes of comparison, the resulting decrease in mobile-source emissions is estimated to be roughly proportional to the reduction in trip generation (approximately 76 percent) indicated above. Table 5.2-3 provides a comparison of operational-source air pollutant emissions under the Project and No Project Alternative.

As indicated in Table 5.2-3, reduced trip generation under the No Project Alternative would translate to aggregate reductions in all operational-source air pollutant emissions otherwise occurring under the Project. Additionally, operational-source VOC and NO_x emissions thresholds exceedances occurring under the Project would be avoided under the No Project Alternative. Reduced trip generation under the No Project Alternative would also tend to further decrease already less-than-significant mobile-source noise impacts otherwise resulting from the Project.

Table 5.2-3
Project and No Project Alternative
Operational-Source Emissions Comparison
(With Mitigation-Pounds per Day, Maximum Summer/Winter Emissions)

Emissions Sources	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Project						
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.04	0.35	0.29	2.09e-3	0.03	0.03
Mobile Sources	45.91	98.29	367.92	0.74	50.44	14.29
Maximum Daily Emissions	**58.97**	**98.64**	**368.33**	**0.75**	**50.47**	**14.32**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	No	No	No	No
No Project Alternative						
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.04	0.35	0.29	2.09e-3	0.03	0.03
Mobile Sources	11.02	23.59	88.30	0.18	12.11	3.43
Maximum Daily Emissions	**24.09**	**23.94**	**88.71**	**0.19**	**12.14**	**3.46**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Sources: Project operational-source emissions estimates from: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads) April 3, 2014; No Project operational-source emissions estimates–Applied Planning, Inc.

Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 1.16e-3 = $1.16 \times 10^{-3} = 1.16 \times 0.001 = 0.00116$. Area source emissions and building energy consumption emissions are assumed to be constant under all development scenarios.

5.2.2.2 Reduced Intensity Alternative

Reduced Intensity Alternative Scoped to Minimize Significant Air Quality Impacts
As noted previously in this Section, the Project would result in certain significant traffic, air quality and construction-source noise impacts. Feasible reduced intensity alternatives would not substantively reduce the Project's significant traffic and/or construction-source noise impacts and were therefore not further considered.

More specifically, the Project's significant traffic impacts are cumulative in nature and are a byproduct of the urbanization of the City (including development of the Project site) as envisioned under the City General Plan. That is, development of the City consistent with the General Plan would generate additional traffic, the effects of which would result in interim areawide deficient operating conditions within what is now, a characteristically rural circulation system. Development and impact fees paid by new development proposals (including the proposed Wildomar Walmart Project) provide the means to resolve these deficiencies. Notwithstanding, interim deficient conditions affecting the existing roadway system are projected to occur pending completion of circulation system improvements commensurate with the development it is intended to support. In this regard, any development of the Project site consistent with the General Plan would generate additional traffic affecting the area roadway system, the effects of which would be cumulatively significant, and similar to those of the Project. A Reduced Intensity Alternative specifically directed toward substantively reducing or eliminating the Project's significant traffic impacts was therefore not considered further.

Construction-source noise is a byproduct of any development project, and is not materially affected by reductions in development scope. That is, the types of construction equipment and their operation would result in the same peak noise levels, irrespective of the overall scope of development. A Reduced Intensity Alternative specifically directed toward substantively reducing or eliminating the Project's significant construction-source noise impacts was therefore not considered further.

In light of the preceding considerations, the Reduced Intensity Alternative considered herein focuses on alternatives to the Project which would reduce or avoid certain

significant air quality impacts. As previously discussed within this Section, and as detailed in EIR Section 4.3, "Air Quality," operational-source air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for VOC and NO_x. The Project's threshold exceedances of these pollutants constitute violations of existing SCAQMD air quality standards. These are individually and cumulatively significant air quality impacts.

Further, the Project lies within a region that has been designated "non-attainment" for ozone. As such, the above-noted operational exceedances of VOC and NO_x (both of which are ozone precursors), in combination with emissions generated by other sources affecting the non-attainment area, would result in a cumulatively considerable net increase in ozone emissions within the region. This is a cumulatively significant air quality impact.

Project operational-source emissions exceedances of applicable SCAQMD regional thresholds are summarized below. "Worst case" summer/winter emissions estimates are presented.

- Total Mitigated Project Operational VOC emissions = 58.97 pounds per day
  SCAQMD threshold = 55 pounds per day
  (SCAQMD threshold = 93.3 percent of Project VOC emissions)

- Total Mitigated Project Operational NO_x emissions = 98.64 pounds per day
  SCAQMD threshold = 55 pounds per day
  (SCAQMD threshold = 55.8 percent of Project NO_x emissions)

As indicated in the preceding calculations, to achieve the least restrictive SCAQMD operational threshold (VOC), operational-source VOC emissions under the Reduced Intensity Alternative would need to be approximately 93.3 percent of VOC emissions otherwise generated by the Project (a 6.7 percent net reduction in Project operational-source VOC emissions). Similarly, NO_x thresholds could be achieved under the Reduced Intensity Alternative provided that operational-source NO_x emissions did not exceed 55.8 percent of NO_x emissions otherwise generated by the Project (an approximate 44.2 percent reduction in Project operational-source emissions.)

Significant Air Quality Impacts Diminished by Reducing Project Traffic

Of the total operational VOC and NO_x emissions generated by the Project, approximately 91.5 percent (by weight) are due to Project-related traffic. As such, in order to achieve meaningful reductions in Project operational emissions, correlating reductions in Project traffic generation would be required.

The Project's operational-source air pollutant emissions could therefore likely be reduced to levels that are less-than-significant through a reduction in the Project scope that would sufficiently reduce Average Daily Trips (ADT) and associated vehicular emissions. Such a reduction in vehicular-source emissions would also decrease the Project's contributions to cumulative air quality impacts to levels that are less-than-significant.

In general terms then, the Project's operational-source VOC emissions could be reduced by 6.7 percent through an approximate correlating reduction in total ADT thereby achieving applicable SCAQMD VOC thresholds. Similarly, the Project's operational-source NO_x emissions could be reduced by 44.2 percent through an approximate correlating reduction in total ADT, thereby achieving applicable SCAQMD NO_x thresholds.

Project Fast-Food Restaurant is Greatest per Square Foot Trip Generator

As presented in Table 5.2-1, the Project's greatest per square foot trip generator would be the proposed Fast-Food with Drive-Through Restaurant use (3,900 square feet; 496.12 trips per day/TSF; 1,935 total ADT). This single use would generate approximately ten times as many trips per day/TSF than would the other Project uses and would account for approximately 15.8 percent of the Project's total 12,258 ADT. The proposed Walmart (200,000 square feet; 50.75 trips per day/TSF; 10,150 total ADT) would account for approximately 82.8 percent of the Project's total ADT. The proposed Specialty Retail Use (3,900 square feet; 44.42 trips per day/TSF) would generate approximately 173 ADT, or approximately 1.4 percent of the Project total ADT.

Project ADT and operational-source emissions feasibly achieved by reducing the scope of the proposed fast-food use alone

As indicated in the preceding discussion, measurable reductions in total Project ADT (and related reductions in operational-source emissions) could likely be achieved by reducing the scope of the proposed fast-food use alone. For example, the reduction in ADT necessary

to achieve applicable SCAQMD VOC thresholds could likely be achieved by reducing the scope of the proposed fast-food restaurant use (which accounts for 15.8 percent of the Project total ADT) by approximately 50 to 60 percent, while leaving all the remaining Project elements intact. This 50 to 60 percent reduction in scope of the proposed fast-food restaurant would yield an estimated 7.9 to 9.5 percent reduction in total Project ADT, with comparable reductions in mobile-source VOC emissions. Under this scenario, applicable SCAQMD VOC thresholds for the development in total would not be exceeded, and significant VOC emissions impacts otherwise occurring under the project would be avoided.

The reduction in ADT and associated reductions in Project scope necessary to achieve applicable SCAQMD NO_x thresholds would, however, be more substantive, and ultimately prohibitive. That is, the approximate 44.2 percent reduction in Project ADT necessary to achieve applicable SCAQMD NO_x thresholds would establish a total "trip budget" for the entire development at 6,840 ADT (0.558 x 12,258 Project ADT). To remain within this trip budget would, at a minimum, require elimination of the Project's currently proposed fast food and specialty retail uses in total (yielding a net 2,108 ADT reduction); plus an estimated 84,880-square-foot reduction in the scope of the proposed Walmart (yielding a net 4,732 ADT reduction).

In brief, the estimated 44.2 percent reduction in Project ADT and associated Project scope reduction necessary to achieve SCAQMD NO_x thresholds is dismissed outright. That is, as noted above, a 44.2 percent reduction in Project ADT would translate to elimination of all the Project's outparcel uses, plus an estimated 84,880-square-foot reduction in the scope of the proposed Walmart, yielding a commercial/retail development of approximately 122,700 square feet. At this reduction in scope, and with elimination of synergistic outparcel uses, the Project's primary goal: "development of the subject site with a productive mix of commercial/retail uses" would not be realized. Moreover, the 122,700-square-foot scope limitation would effectively preclude development of the proposed Walmart (200,000 square feet); and the Project site in total (21.96 net acres) would be developed at a FAR of approximately 0.13, substantially less than the FAR of 0.20–0.35 intended for the site under

the City General Plan.[19] Moreover, at 122,700 square feet, and with preclusion of the Project Walmart use, there would be no defined anchor for the site, nor would there be a Project Applicant, or for that matter, a "Project."

As indicated above, a reduced intensity alternative that would avoid the Project's significant NO_x operational-source air quality impacts is not considered feasible. However, a feasible incremental reduction of the Project's scope (specifically, reduced scope of the Project's proposed fast-food use) could likely achieve applicable SCAQMD VOC operational emissions thresholds; and would thereby avoid significant operational-source VOC emissions exceedances otherwise occurring under the Project.

On this basis, and for the purposes of this Alternatives Analysis, a Reduced Intensity Alternative has been specifically developed to avoid the significant operational-source VOC emissions impacts that would otherwise occur under the Project. The reduced Intensity Alternative evaluated here reflects an approximate 50 to 60 percent reduction in the scope of the Project's proposed fast-food with drive-through restaurant. It is also noted that configurations other than the described Reduced Intensity Alternative could likely achieve ADT reductions and associated VOC emissions reductions sufficient to achieve applicable SCAQMD VOC thresholds.

For discussion purposes, and to provide a readily-envisioned Reduced Intensity Alternative development concept, the evaluated Reduced Intensity Alternative would retain the proposed 200,000-square-foot Walmart store, and would develop the proposed outparcel with specialty retail uses (approximately 3,900 square feet) and a reduced footprint fast-food drive-through restaurant at approximately 40 to 50 percent of the currently proposed 3,900-square-foot fast-food restaurant (1,560–1,950 square feet; a midpoint of 1,750 square feet is assumed). Under this Reduced Intensity Alternative, an approximate 8.7 percent reduction in total ADT otherwise resulting from the Project could be achieved, and would translate to comparable reductions in vehicular-source emissions.

[19] General Plan–Project Description, page 3-19.

Table 5.2-4 summarizes and compares land uses and trip generation that would occur under the Project and the Reduced Intensity Alternative. Table 5.2-5 compares estimated air pollutant emissions generated under the Project with estimated air pollutant emissions generated under the Reduced Intensity Alternative (an 8.7 percent reduction in all mobile-source emissions is reflected). The analysis conservatively assumes no reductions in area-source or energy consumption emissions, or emissions reductions achieved through internal trip capture. It is also again noted that the analysis in total provides only one example of a Reduced Intensity Alternative development scenario demonstrating how, or if, significant operational-source VOC emissions impacts of the Project could be materially reduced or avoided. Multiple alternative scenarios achieving this same end are possible.

Table 5.2-4
Project and Reduced Intensity Alternative
Land Use Summary and Trip Generation Comparison

Land Use Designation	ITE* Land Use Code	Daily Trip* Generation Factor	Project Bldg. Area	Project ADT	Reduced Intensity Alt. Bldg. Area	Reduced Intensity Alt. ADT
Free-Standing Discount Superstore (Walmart)	813	50.75/TSF	200.00 TSF	10,150	200.00 TSF	10,150
Specialty Retail (Outparcel 1, Retail Component)	820/826	44.42/TSF	3.9 TSF	173	3.9 TSF	173
Fast-food with Drive-Through (Outparcel 1 Restaurant Component)	934	496.12/TSF	3.9 TSF	1,935	1.75 TSF	868
Total	**---**	**---**	**207.8 TSF**	**12,258**	**205.65 TSF**	**11,191**

Sources: Project trip generation estimates from: *Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California* (Urban Crossroads, Inc.), June 10, 2014. Reduced Intensity Alternative trip generation estimates–Applied Planning, Inc.
Notes: * Land Use Codes and trip generation factors from Institute of Transportation Engineers (ITE), 9th Edition; assumes no internal trip capture or pass-by reduction. TSF–Thousand Square Feet.

Table 5.2-5
Project and Reduced Intensity Alternative
Operational-Source Emissions Comparison
(With Mitigation-Pounds per Day, Maximum Summer/Winter Emissions)

Emissions Sources	VOC	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
PROJECT						
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.04	0.35	0.29	2.09e-3	0.03	0.03
Mobile Sources	45.91	98.29	367.92	0.74	50.44	14.29
Maximum Daily Emissions	**58.98**	**98.64**	**368.33**	**0.75**	**50.47**	**14.32**
SCAQMD Regional Threshold	55	55	550	150	150	55

Table 5.2-5
Project and Reduced Intensity Alternative
Operational-Source Emissions Comparison
(With Mitigation-Pounds per Day, Maximum Summer/Winter Emissions)

Emissions Sources	VOC	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Threshold Exceeded?	**YES**	**YES**	No	No	No	No
REDUCED INTENSITY ALTERNATIVE						
Area Sources (Landscape and Building Maintenance, Consumer Products)	13.03	1.16e-3	0.12	1.00e-5	4.40e-4	4.40e-4
Building Energy Consumption	0.04	0.35	0.29	2.09e-3	0.03	0.03
Mobile Sources	41.91	89.73	335.89	0.68	46.05	13.04
Maximum Daily Emissions	**54.98**	**90.08**	**336.3**	**0.68**	**46.08**	**13.07**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	**YES**	No	No	No	No

Sources: Project operational-source emissions from: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads) April 3, 2014; No Project operational-source emissions estimates by Applied Planning, Inc.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g., 1.16e-3 = 1.16 $x10^{-3}$ = 1.16 x 0.001 = 0.00116. Area source emissions and building energy consumption emissions are assumed constant.

As indicated in Table 5.2-5, operational-source VOC emissions under the Reduced Intensity Alternative would not exceed applicable SCAQMD thresholds, and generated emissions under all pollutant categories would be incrementally reduced when compared to the Project. The extent of operational-source NO_x emissions exceedances would be diminished under the Reduced Intensity Alternative, however, significant NO_x emissions impacts would persist.

Summary

The Reduced Intensity Alternative would avoid significant VOC emissions impacts otherwise occurring under the Project, and the magnitude of air quality impacts in aggregate would be reduced. NO_x emissions exceedances would however persist and remain significant, though diminished. Other effects of development under the Reduced Intensity Alternative would be similar to those of the Project, though perhaps incrementally reduced in scope and intensity.

5.2.3 Alternatives Considered and Rejected

5.2.3.1 Alternative Sites Considered and Rejected

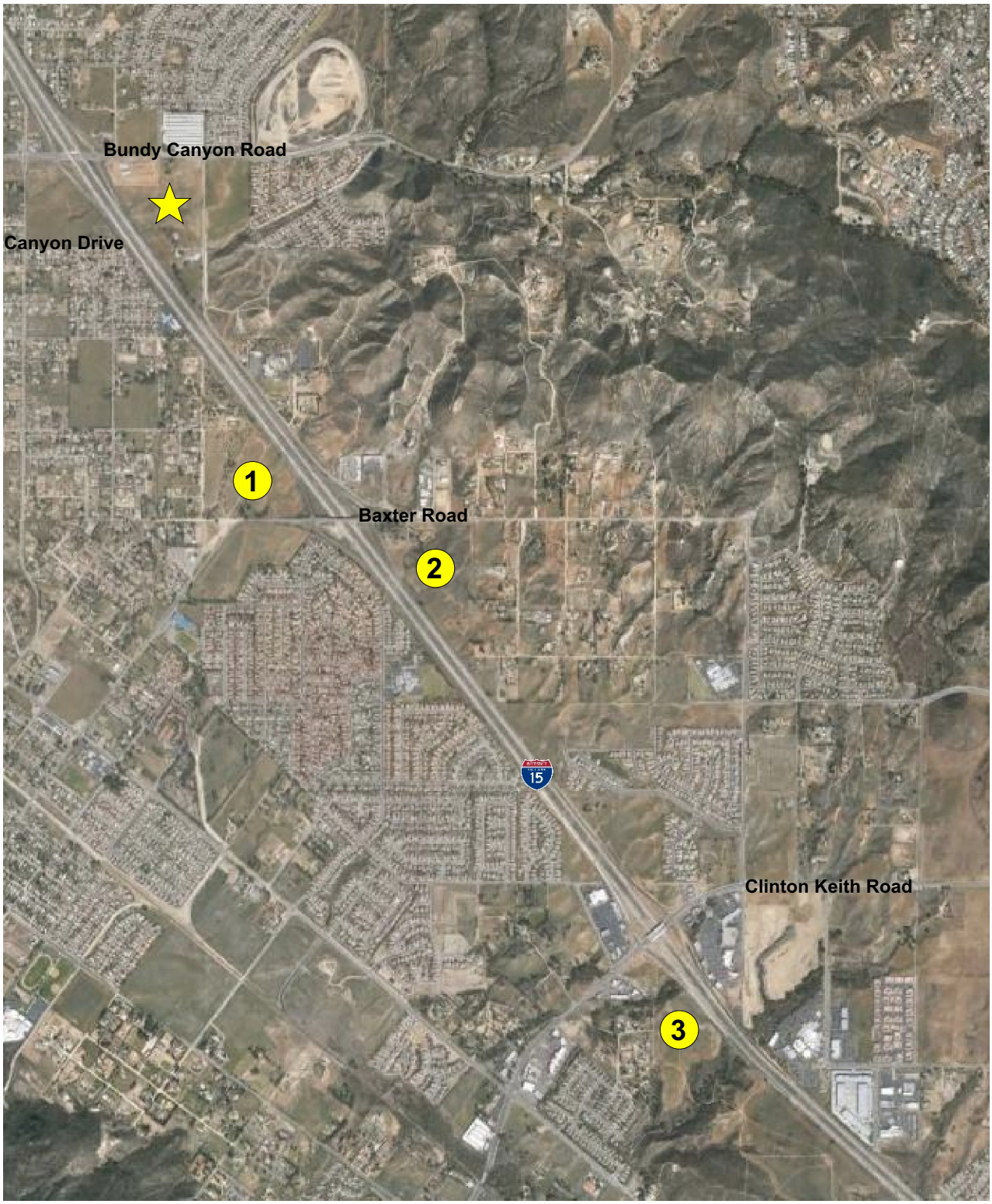
As stated in the *CEQA Guidelines* section 15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." *CEQA Guidelines* section 15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be taken into account are "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context) 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). None of these factors establishes a fixed limit on the scope of reasonable alternatives."

Overview

As stated in the *CEQA Guidelines* section 15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location." Only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.

Three possible alternative sites for the Project were preliminarily identified. The locations of these sites are presented in Figure 5.2-1, "Overview of Alternative Sites."

Initial evaluation of the considered sites indicated that they would be unsuitable or infeasible based on basic screening criteria deficiencies including, but not limited to: a) existing impediments or encumbrances; b) no demonstrable reduction in environmental impacts when compared to the current Project site; or c) potential increased environmental impacts when compared to the current Project site. On this basis, potential alternative locations for the Project were considered but ultimately rejected.



Source: Google Earth, Applied Planning, Inc.

Figure 5.2-1
Overview of Alternative Sites

Site Selection Criteria

The Project would result in certain significant impacts under the environmental considerations of: traffic impacts, operational-source air quality impacts; and construction-source noise impacts. The fundamental basis for selection of an Alternative Site would therefore be a site that would avoid or substantially lessen the Project's significant traffic impacts, operational-source air quality impacts, and/or construction-source noise impacts.

Further, consistent with the basic Project Objectives, one of which is to provide new fiscal benefits to the City of Wildomar in the form of new sales tax revenues and increased property tax revenues, any potential Alternative Site need be located within the City of Wildomar. An Alternative Site within the City would be considered potentially viable if it were located along a regional commercial corridor or at a regional commercial transportation hub; was also locally accessible; was currently available; could feasibly be configured at an appropriate size (minimum of 20 acres); exhibited appropriate General Plan and Zoning designations or could be feasibly so-designated; and was provided, or could feasibly be provided, adequate serving utilities infrastructure.

Alternative Site Evaluations

Based on the above screening criteria, three sites were selected for consideration. The selected sites are identified in Figure 5.2-1, and are described and evaluated subsequently.

Alternative Site #1 – Alternative Site #1 comprises approximately 35 acres, located northwesterly of the Baxter Road–Interstate 15 interchange. The site conforms to basic selection criteria noted above. Notwithstanding, development of the Project at Alternative Site #1 would not substantively or demonstrable reduce the Project's significant environmental impacts as summarized below. Further, the proponent cannot reasonably acquire, control, or otherwise have access to the alternative site.

Significant Traffic Impacts Not Avoided or Substantively Reduced

That is, traffic generation and trip distribution characteristics of the Project if located at Alternative Site #1 would still likely require mitigation of cumulative traffic impacts as well as extra-jurisdictional traffic impact mitigation, though the precise locations and

configurations of required traffic improvements may be altered. That is, as with the Project, interim deficient conditions affecting the existing roadway would likely occur pending completion of circulation system improvements commensurate with the development it is intended to support. In this regard development of Alternative Site # 1 consistent with the City General Plan would generate additional traffic affecting the area roadway system, the effects of which would be cumulatively significant, and similar to those of the Project. As with the Project, timely completion of improvements necessary to mitigate cumulative traffic impacts as well as improvements necessary to mitigate extra-jurisdictional impacts could not be assured, and traffic impacts at affected locations would remain significant.

Significant Air Quality Impacts Not Avoided or Substantively Reduced

Air quality impacts of the Project comprise regional threshold exceedances, and would occur at all locations within the South Coast Air Basin (Basin). Any relocation of the Project within the City would have no effect on Project-related air quality impact significance determinations.

Significant Noise Impacts Not Avoided or Substantively Reduced

Only construction-source noise impacts of the Project are considered significant; and acknowledge temporary and transient construction-source noise in excess of City Noise Ordinance Standards that could be received at proximate receptors. Relocation of the Project would have no effect on the intensity or duration of construction-source noise emanating from the development site.

Summary

Development of the Project at Alternative Site #1 would provide no substantive or demonstrable reduction in the Project significant environmental impacts. Construction-source noise impacts may be increased if the Project were developed at Alterative Site #1. Additionally, the proponent cannot reasonably acquire, control, or otherwise have access to the alternative site. Based on the preceding, Alternative Site #1 was rejected from further consideration.

Alternative Site #2 – Alternative Site #2 comprises approximately 24 acres, located southeasterly of the Baxter Road–Interstate 15 interchange. The site generally conforms to basic selection criteria noted above, but does however exhibit constraints not affecting the current Project site. More specifically, as of January 2013, several residential structures were located in the northwesterly portion of the site, and would need to be demolished in order to accommodate the proposed development. Additionally, the site exhibits more extensive and varied vegetation than does the current Project site. The site also accommodates several drainages that would likely be considered jurisdictional. Presence of these biological resources could substantively constrain developable areas of the site, and at a minimum, would require greater and more extensive biological resources mitigation than would be required of the Project in its currently proposed location. In addition, the proponent cannot reasonably acquire, control, or otherwise have access to the alternative site.

Significant Traffic Impacts Not Avoided or Substantively Reduced

Development of the Project at Alternative Site #2 would not substantively or demonstrably reduce the Project's traffic impacts. Considerations in these regards replicate those noted above for Alternative Site #1.

Significant Air Quality Impacts Not Avoided or Substantively Reduced

Development of the Project at Alternative Site #2 would not substantively or demonstrably reduce the Project's air quality impacts. Considerations in these regards replicate those noted above for Alternative Site #1.

Significant Noise Impacts Not Avoided or Substantively Reduced

Development of the Project at Alternative Site #2 would not substantively or demonstrably reduce the Project's construction-source noise impacts. Considerations in these regards replicate those noted above for Alternative Site #1.

Summary

Development of the Project at Alternative Site #2 would be affected by additional physical and environmental constraints not affecting the current Project site. Such constraints could

limit the site's development potential, and at a minimum would likely impose design requirements and mitigation not required of the Project in its current location. Development of the Project at Alternative Site #2 would provide no substantive or demonstrable reduction in the Project significant environmental impacts. Additionally, the proponent cannot reasonably acquire, control, or otherwise have access to the alternative site. Based on the preceding, Alternative Site #2 was rejected from further consideration.

Alternative Site #3 – Alternative Site #3 comprises approximately 35 acres, located southwesterly of the Clinton Keith Road–Interstate 15 interchange. The site generally conforms to basic selection criteria noted previously, but is subject to physical and environmental constraints not affecting the current Project site. More specifically, the site exhibits extensive and varied vegetation not evident at the current Project site and is traversed by blue line streams. Additionally, irregular configuration of the site would impose design constraints not affecting the current Project site. Lastly, the proponent cannot reasonably acquire, control, or otherwise have access to the alternative site.

Significant Traffic Impacts Not Avoided or Substantively Reduced

Development of the Project at Alternative Site #3 would not substantively or demonstrably reduce the Project's traffic impacts. Considerations in these regards replicate those noted above for Alternative Sites #1 and #2.

Significant Air Quality Impacts Not Avoided or Substantively Reduced

Development of the Project at Alternative Site #3 would not substantively or demonstrably reduce the Project's air quality impacts. Considerations in these regards replicate those noted above for Alternative Sites #1 and #2.

Significant Noise Impacts Not Avoided or Substantively Reduced

Development of the Project at Alternative Site #3 would not substantively or demonstrably reduce the Project's construction-source noise impacts. Considerations in these regards replicate those noted above for Alternative Sites #1 and #2.

Summary

Development of the Project at Alternative Site #3 would be affected by additional physical and environmental constraints not affecting the current Project site. Such constraints could limit the site's development potential, and at a minimum would likely impose design requirements and mitigation not required of the Project in its current location. Development of the Project at Alternative Site #3 would provide no substantive or demonstrable reduction in the Project significant environmental impacts. The proponent cannot reasonably acquire, control, or otherwise have access to the alternative site. Based on the preceding, Alternative Site #3 was rejected from further consideration.

5.2.3.2 "NO_x Threshold Exceedance" Alternative for Air Quality Rejected

As discussed previously in this Section, in order to reduce Project operational-source NO_x emissions to levels that would avoid the exceedance of applicable SCAQMD thresholds the Project scope and related vehicle trips would need to be reduced by levels by an estimated minimum 44.2 percent. At such a reduction in scope, the Project Objectives would be substantively marginalized and/or not realized in any meaningful sense; and the Project would likely not be further pursued by the Applicant. Neither would the Project at an approximate 44.2 percent reduction conform to FAR policies for the subject site established under the City General Plan. As such, potential alternatives with the specific goal of avoiding significant operational-source NO_x exceedances otherwise resulting from the Project were rejected from consideration and are not further evaluated in this discussion. The Reduced Intensity Alternative described previously would however, incrementally reduce all Project operational-source air pollutants, including NO_x emissions.

5.2.4 Comparative Impacts of Alternatives

For each environmental topic addressed in the EIR, the alternative analyses present an assessment of comparative impacts. Although significant and unavoidable impacts have not been identified under every EIR topic, the environmental impacts associated with each of the considered Alternatives are described relative to the potential and identified impacts of the Project. At the conclusion of these discussions, Table 5.2-6 summarizes and compares relative impacts of the considered Alternatives.

5.2.4.1 Comparative Land Use Impacts

Land use impacts of the Project are associated in part with its requested discretionary actions and permits.

Discretionary Actions

Requested decisions, or discretionary actions, necessary to realize the Project include, but may not be limited to the following:

- Certification of the EIR;
- Approval of a zone change from Rural Residential (RR) to Scenic Highway Commercial (C-P-S);
- Approval of a Tentative Parcel Map or Parcel Merger to merge the four existing parcels into two parcels;
- Plot Plan approval for Project design and architectural details;
- Approval of a Conditional Use Permit to allow alcohol sales for off-site consumption;
- Approval of a Master Sign Program.

Additionally, the Project would require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

Other Consultation and Permits

Based on the current Project design concept, anticipated permits necessary to realize the proposal would likely include, but are not limited to the following:

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.

- Permitting may be required by/through the Santa Ana Regional Water Control Board and/or the San Diego Regional Water Control Board.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Permitting may be required from Army Corps of Engineers.

- Permitting may be required from California Department of Fish and Wildlife.

- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

Approval of the requested discretionary actions, issuance of necessary permits, and Project compliance with associated requirements incorporated therein, would reduce potential land use impacts of the Project below levels of significance. No mitigation measures were found to be necessary as part of the EIR Project land use analysis.

No Project Alternative

The No Project Alternative assumes development of the subject site with mixed uses (residential uses and supporting amenities) as allowed under the site's Community Center Overlay designation, and at residential densities not exceeding those permitted under the City's R-2 Zone district. Discretionary approvals and permits similar to those of the Project would likely be required, though likely absent requirements for a Conditional Use Permit to allow alcohol sales for off-site consumption, or approval of a Master Sign Program.

There would be no competitive economic concerns under the No Project Alternative; and as with the Project, there would be no substantive potential to result in or cause potentially significant urban decay impacts.

On this basis, potential land use impacts under the No Project Alternative would be similar to those of the Project, and land use impacts would remain less-than-significant.

Reduced Intensity Alternative

It is assumed that, like the Project, the Reduced Intensity Alternative would incorporate all discretionary actions and mitigation measures necessary to preclude or reduce potential

land use impacts. Potential economic and market effects of the Reduced Intensity Alternative would be similar to those of the Project. That is, under the Reduced Intensity Alternative, the Project uses would be retained essentially intact, (though the proposed fast-food use would be reduced in scope), with no substantive effect on sales categories and total sales within those categories. As with the Project, the Reduced Intensity Alternative would not result in, nor cause, urban decay.

On this basis, potential land use impacts of the Reduced Intensity Alternative would be comparable to those of the Project.

5.2.4.2 Comparative Traffic/Transportation Impacts

At buildout, implementation of the Project would generate approximately 12,258 (gross) weekday trips on the Study Area roadway system. Site adjacent and on-site traffic improvements constructed by the Project would act to preclude Project-specific traffic impacts. However, even with implementation of mitigation, the Project would result in cumulatively significant traffic impacts affecting the predominance of Study Area intersections.

The Project does not propose, nor would it result in, inherently hazardous traffic/circulation design features. The Project Site Plan Concept provides for adequate and safe access. Final Site Plan design, including site access, internal circulation, and parking are subject to review and approval by the City. Designed and constructed consistent with City requirements and standards, the potential for the Project to result in or cause adverse impacts related to hazardous features or improper access and internal circulation features is determined to be less-than-significant.

No Project Alternative

Under the No Project Alternative, potential traffic impacts would be incrementally decreased compared to the Project, since the number of vehicular trips would be reduced by approximately 9,411 ADT (76 percent). Trip generation under the Project and the No Project Alternative are compared in previous Table 5.2-2.

On this basis, the No Project Alternative would likely require less extensive traffic improvements; and proportional fair share fees for these improvements would be reduced. It is assumed that like the Project, development of the subject site under the No Project Alternative would incorporate those site adjacent and on-site circulation system improvements necessary to avoid or mitigate development-specific traffic impacts. It is also likely that, as with the Project, potentially significant cumulative Study Area circulation system impacts would result from the No Project Alternative. Absent physical construction of the necessary improvements, these impacts under the No Project Alternative would be considered cumulatively significant.

Under either the Project or the No Project Alternative, development-specific circulation system impacts would be less-than-significant. However, under both the Project and the No Project Alternative, cumulative circulation system impacts affecting Study Area locations would be considered significant. As a byproduct of reduced trip generation under the No Project Alternative, the scope of traffic facilities affected and traffic improvements required would likely be diminished when compared to the Project.

Reduced Intensity Alternative

When compared to the Project, the Reduced Intensity Alternative would realize an estimated reduction of 1,067 daily trips generated by the development, or an approximate 8.7 percent reduction in Project ADT. Trip generation under the Project and the Reduced Intensity Alternative are compared in previous Table 5.2-4. The Reduced Intensity Alternative may require less extensive traffic improvements, although the reduction in trip generation under this Alternative may not be sufficient to realize any discernible difference in the extent or configuration of required traffic improvements. Proportional fair share fees for these improvements would, however be reduced under the Reduced Intensity Alternative. Under either the Project or the Reduced Intensity Alternative, development-specific circulation system impacts would be less-than-significant. However, under both the Project and the Reduced Intensity Alternative, cumulative circulation system impacts affecting Study Area locations would be considered significant. As a byproduct of reduced trip generation under the Reduced Intensity Alternative, the scope of traffic facilities

affected, and traffic improvements required, may be diminished when compared to the Project.

5.2.4.3 Comparative Air Quality Impacts

Project construction and operations would generate additional air pollutant emissions. Construction-source air pollutant emissions have been determined to be less-than-significant as mitigated under the Project development scenario. However, the Project's mitigated operational emissions would exceed SCAQMD regional thresholds for VOCs, and NO_x. These are significant Project-specific and cumulative air quality impacts. Additionally, the Project lies within a region classified as non-attainment for ozone. Project VOC and NO_x exceedances within the encompassing ozone non-attainment area would be cumulatively significant.

No Project Alternative

Under the No Project Alternative, maximum air pollutant emissions from site preparation and grading would be comparable to those resulting from the Project. That is, the same types and amount of equipment would be employed, and the maximum daily area of disturbance would be the same under all development scenarios. As with the Project, mitigated construction-source air pollutant emissions would not exceed SCAQMD emissions thresholds.

Operational air pollutant emissions would be decreased under the No Project Alternative based on the estimated 76 percent reduction in vehicle trips and associated mobile-source emissions reductions under this Alternative. Operational-source emissions resulting from the No Project Alternative and the Project are compared in previous Table 5.2-3. As shown in this Table, operational-source emissions would be incrementally reduced for all criteria pollutants, and there would be no exceedance of SCAQMD thresholds. Under the No Project Alternative, operational-source air quality impacts would be less-than-significant, and would not be cumulatively considerable.

Reduced Intensity Alternative

As with the Project, mitigated construction-source emissions under the Reduced Intensity Alternative would not exceed SCAQMD emissions thresholds. Operational-source emissions resulting from the Reduced Intensity Alternative and the Project are compared in previous Table 5.2-5. As shown in this Table, operational-source emissions would be incrementally reduced for all criteria pollutants, and VOC emissions would be reduced below regional significance thresholds. Notwithstanding, as with the Project, operational-source NO_x emissions would continue to exceed applicable regional thresholds and would be considered individually and cumulatively significant. Additionally, the Reduced Intensity Alternative's NO_x regional threshold exceedances within the encompassing ozone non-attainment area would be cumulatively significant.

5.2.4.4 Comparative Noise Impacts

Development of the subject site as proposed under the Project would result in increased noise levels, including temporary short-term construction noise, as well as long-term operational noise. Noise generated by Project construction activities would temporarily result in exceedance of the City's Noise Ordinance Standards criteria at sensitive receptors located nearest the Project site. This impact is recognized as significant. The Project's operational-source noise impacts are less-than-significant.

No Project Alternative

Construction equipment use, construction operations and resulting maximum noise levels that would be generated during site preparation and grading would be unchanged when compared to the Project, remaining temporarily significant and unavoidable.

Based on residential development of the site, and absence of commercial/retail noise sources otherwise resulting from the Project, maximum stationary (area-source) operational-source noise would likely be diminished under the No Project Alternative. The approximately 76 percent reduction in vehicle trips under the No Project Alternative would likely reduce vehicular (mobile-source) noise levels along area roadways. On this basis the No Project Alternative would likely further reduce already less-than-significant operational-source noise impacts resulting from the Project.

Reduced Intensity Alternative

Construction equipment use, construction operations and resulting maximum noise levels that would be generated during site preparation and grading would be unchanged when compared to the Project, remaining temporarily significant and unavoidable.

Based on substantively similar commercial/retail operations, maximum stationary (area-source) operational-source noise would likely be similar under the Reduced Intensity Alternative and the Project. The approximately 8.7 percent reduction in ADT under the Reduced Intensity Alternative would potentially reduce vehicular (mobile-source) noise levels along area roadways. However, any such reduction would likely be indiscernible. In this latter regard, a discernible change in roadway noise levels (3 dB or more) would typically occur when roadway traffic volumes are doubled (or halved).

5.2.4.5 Comparative Public Services and Utilities Impacts

Potentially increased demands for public services such as fire protection and police protection services are addressed in part through the Project's physical design features, (e.g., fire protection systems, security systems), which act to reduce the extent and frequency of fire and police service calls. Further, fees and taxes paid by the Project would provide funds available for the purchase and maintenance of equipment and hiring of personnel commensurate with Project-related demands. On this basis, Project-related public services impacts were determined to be less-than-significant.

Utility purveyors serving the Project site have adequate existing and programmed capacities and capabilities to serve the Project as well as existing and anticipated customers. Connection and service fees paid by the Project and other customers within the affected purveyor service areas provide funds available to provide for expansion, enhancement, and maintenance of utilities services and facilities commensurate with anticipated demands. On this basis, Project-related utilities impacts were determined to be less-than-significant.

No Project Alternative

The No Project Alternative would result in multi-family residential rather than commercial development of the subject site. On a per capita basis, demands for fire and police protection services would likely be increased. Additionally, residential development of the subject site would result in comparatively increased demands for schools and parks services. Fees and tax increments which serve to fund increased services demands would also be increased. As with the Project, public services impacts would be less-than-significant based on incorporation of demand-reducing design features and payment of requisite fees.

Utilities impacts would likely be increased under the No Project Alternative. Notably, water demands would be increased when compared to the Project. In this regard, the Project water demand is estimated at six acre-feet/year. The estimated 428 residential units developed under the No Project Alternative would result in water demands estimated as follows: 240 gallons per capita per day (gpcd)[20] x 3.15-to-3.20 persons per household[21] x 428 dwelling units[22] = 362.4-to-368.2 acre-feet/year. Wastewater conveyance and wastewater treatment demands would likely be comparably increased. Solid waste management demands and other potential utilities impacts for the No Project's 428 residential units would also likely be greater than would result from the commercial/retail uses proposed under the Project. As with the Project, utilities services impacts would be less-than-significant based on incorporation of demand-reducing design features and payment of requisite fees.

Reduced Intensity Alternative

The Reduced Intensity Alternative would result in substantively the same development intensity and resulting demands for public services and utilities that would occur under the

[20] Elsinore Valley Municipal Water District [EVMWD] Urban Water Management Plan (EVMWD) July 2011, page 4, "Water Demand Projections," EVMWD water use target (240 gpcd).

[21] Southern California Association of Governments [SCAG] 2012-2035 Regional Transportation Plan [RTP], Table 5 "Demographic Characteristics of Regional Population, 2010, 2020 and 2035," line item "Wildomar." Reflects projected household sizes 2010 through 2035.

[22] The number of "dwelling units" and "households" are considered equal for the purposes of this analysis.

Project. Potential public services/utilities impacts of the Project are determined to be less-than-significant, and would be similarly less-than-significant under the Reduced Intensity Alternative.

5.2.4.6 Comparative Hydrology/Water Quality Impacts

The Project would be developed and operated in a manner that ensures post-development stormwater discharges do not exceed pre-development conditions. The Project would implement stormwater management systems that would ensure adequate and appropriate conveyance of developed stormwater discharges to the City storm sewer system. Further, the Project would implement a construction Storm Water Pollution Prevention Plan (SWPPP) and operational Water Quality Management Plan (WQMP) ensuring that stormwater discharges for the Project site do not adversely affect water quality. On this basis, the Project's impacts to hydrology and water quality are considered less-than-significant.

No Project Alternative

Under the No Project Alternative the amount of impervious areas would likely be reduced based on residential yards, open space and outdoor recreational facilities that would accompany residential development of the subject site. As such, scope of detention/detention facilities otherwise implemented by the Project may be reduced. As with the Project, the site under the No Project Alternative would be developed and operated in a manner that ensures post-development stormwater discharges do not exceed pre-development conditions.

The No Project Alternative would also implement stormwater management systems that would ensure adequate and appropriate conveyance of developed stormwater discharges to the City storm sewer system. The No Project Alternative would also comply with mandated SWPPP and WQMP requirements, thereby reducing potential water quality impacts to levels that are less-than-significant.

Based on the preceding, as with the Project, potential hydrology and water quality impacts of the No Project Alternative would be less-than-significant.

Reduced Intensity Alternative

Development intensity and configuration under the Reduced Intensity Alternative and the Project are substantively equivalent; and potential hydrology water quality impacts would also be substantively the same. The Reduced Intensity Alternative would also comply with mandated SWPPP and WQMP requirements, thereby reducing potential water quality impacts to levels that are less-than-significant.

5.2.4.7 Comparative Biological Resources Impacts

The subject site in total is considered to be of limited biologic value and is located amid other contiguous developed or developing areas of the City. The site also exhibits extensive disturbance by human activity, including but not limited to: off-road vehicle tracks, informal pedestrian trails, and areas of dumped or windblown refuse/litter. It is further noted that development of the Project site is anticipated under the City General Plan, and the site would not be preserved for biologic purposes in any case.

No special interest plant communities, special interest plant species, or potentially valuable habitat exists within the Project site, or would otherwise be adversely affected by the Project.

The only special interest wildlife species that would be directly affected by the Project is the burrowing owl, a California Species of Special Concern (SSC). Surveys conducted for the site indicate that the owl is not present. The Project site also serves as a potential nesting site for ground-nesting migratory birds, and contains a drainage potentially considered to be subject to CDFW and ACOE jurisdictional requirements. Mitigation is included in the Project that reduces potential impacts to the owls, nesting migratory birds, and jurisdictional areas to levels that are less-than-significant.

No Project Alternative

Development realized under the No Project Alternative would result in disturbance of the subject site similar to that occurring under the Project. Potential impacts to biological resources would also likely be similar to those of the Project. As with the Project, mitigation

would be provided that reduces potential biological resources impacts to levels that are less-than-significant.

Reduced Intensity Alternative

Potential impacts to biological resources would likely be similar to those of the Project. As with the Project, mitigation would be provided that reduces potential biological resources impacts to levels that are less-than-significant.

5.2.4.8 Comparative Geology/Soils Impacts

As concluded in the Project Geotechnical Investigation (Geotechnical Investigation), the subject site can be developed as proposed under the Project, contingent on adherence to the recommendations and requirements of the Geotechnical Investigation and incorporation of applicable California Building Code (CBC) design/construction requirements. Specific recommendations of the Geotechnical Investigation are restated as EIR Mitigation Measures to ensure their monitored implementation. As mitigated, potential geology/soils impacts affecting the Project are determined to be less-than-significant.

No Project Alternative

Under the No Project Alternative, as with the Project, compliance with requirements and recommendations identified in a site-specific geotechnical investigation, and incorporation of applicable California Building Code (CBC) design/construction requirements would act to reduce potential geotechnical/soils impacts to levels that are less-than-significant. In this sense, potential geology/soils impacts of the No Project Alternative would be similar to those of the Project.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, as with the Project, compliance with requirements and recommendations identified in the geotechnical investigation, and incorporation of applicable CBC design/construction requirements would act to reduce potential geotechnical/soils impacts to levels that are less-than-significant. In this sense, potential geology/soils impacts of the Reduced Intensity Alternative would be similar to those of the Project.

5.2.4.9 Comparative Cultural Resources Impacts

The Cultural Resources investigation prepared for the Project indicates that there are no known historic, archaeological, or paleontological resources on the site. However, there is a potential for these resources to be present in a buried context. Should as-yet-unidentified cultural resources be encountered in the course of Project development, mitigation is provided requiring that construction activities be halted, allowing for identification, cataloguing, and as applicable, protection and preservation of resources. As mitigated, potential cultural resources impacts of the Project would be less-than-significant.

No Project Alternative

As with the Project, if cultural resources are present onsite, they are located below the surface in an as-yet unknown location. As with the Project, mitigation would be required to ensure that grading activities are monitored by a professional and halted if the presence of cultural resources is suspected, allowing for identification, cataloguing, and as applicable, protection and preservation of resources. As mitigated, potential cultural resources impacts of the No Project Alternative would be less-than-significant.

Reduced Intensity Alternative

As with the Project, if cultural resources are present onsite, they are located below the surface in an as-yet unknown location. As with the Project, mitigation would be required to ensure that grading activities are monitored by a professional and halted if the presence of cultural resources is suspected, allowing for identification, cataloguing, and as applicable, protection and preservation of resources. As mitigated, potential cultural resources impacts of the Reduced Intensity Alternative would be less-than-significant.

5.2.5 Comparative Attainment of Project Objectives

Comparative Attainment of Project Objectives is summarized for each of the Alternatives considered here. For ease of reference, the Project Objectives are restated below.

5.2.5.1 Project Objectives

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary Project Objectives include the following:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;

- To create a complementary mix of commercial/retail uses;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;

- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;

- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City of Wildomar;

- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Wildomar;

- To provide a convenient source of grocery and food items to serve the local community;

- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;

- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;

- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;

- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

No Project Alternative

Residential uses, rather than commercial/retail uses, would be implemented under the No Project Alternative. The No Project Alternative would therefore realize none of the basic Project Objectives related to the provision and enhancement commercial/retail development within the City. Objectives related to taking advantage of proximate available access and serving infrastructure would be realized, though in a manner different than the Project. Similarly, residential development of the site would support objectives to increase the City tax base, though in a manner different than the Project.

Reduced Intensity Alternative

Development of the site under the Reduced Intensity Alternative would essentially equate to that proposed by the Project. All the Project Objectives would be substantively achieved under the Reduced Intensity Alternative.

5.2.6 Comparison of Alternatives

The *CEQA Guidelines* require that the environmentally superior alternative (other than the No Project Alternative) be identified among the Project and other Alternatives considered in an EIR. The following Table 5.2-6 provides a summary, by topic, of the preceding alternatives analysis, indicating whether impacts may be reduced (or increased) when compared to the Project. Potential reductions in impacts (whether these impacts are significant or otherwise) are identified with **bold** text. Potential reductions in otherwise significant impacts are indicated with **bold shaded** text. Comparative impacts that have been identified as potentially greater than those of the Project are indicated with *italicized* text. Instances where alternatives may result in significant impacts beyond those occurring under the Project, or where the Project Objectives are not substantively realized, are indicated with ***bold italicized*** text.

Table 5.2-6
Summary of Potential Impacts, Alternatives Compared to Project, By Topic

Topic of Analysis	No Project Alternative	Reduced Intensity Alternative
Land Use and Planning: With approval of a General Plan amendment and Conditional Use Permit(s) to support the development of the Project, no significant impacts have been identified.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Traffic and Circulation: Project-specific traffic impacts are reduced to levels that are less-than-significant. The Project would pay all requisite fees addressing potentially significant cumulative impacts within the Study Area. Notwithstanding, cumulatively significant impacts would persist pending the completion of required improvements	**Traffic generation would be reduced. The scope of mitigation and proportional fair share requirements would be reduced.**	**Traffic generation would be reduced. The scope of mitigation and proportional fair share requirements may be reduced.**
Air Quality: Exceedances of regional thresholds for VOC and NO_x would be significant. VOC and NO_x exceedances would also be cumulatively considerable within the encompassing ozone non-attainment area.	**Significant air quality impacts would be eliminated.**	**Operational-source exceedances of SCAQMD VOC regional thresholds would be avoided. NO_x regional threshold exceedances would be reduced, but not eliminated. Operational-source NO_x emissions impacts would remain significant. NO_x exceedances within an ozone non-attainment area would remain cumulatively significant.**
Noise: Project construction-source noise would exceed City noise standards for the duration of construction activities, resulting in a significant temporary and periodic increase in ambient noise levels in the Project vicinity. These noise impacts would be considered cumulatively significant for the duration of construction activities.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Public Services and Utilities: Demand for public services and utilities would be increased. Potential impacts are less-than-significant.	*Impacts would be greater than those of the Project. Water supply/service demands and wastewater conveyance/treatment demands would be substantively greater than those of the Project.*	Impacts would be similar to those of the Project.

Table 5.2-6
Summary of Potential Impacts, Alternatives Compared to Project, By Topic

Topic of Analysis	No Project Alternative	Reduced Intensity Alternative
Hydrology/Water Quality: Stormwater management systems would be implemented to control and treat stormwater runoff, ensuring that stormwater management system capacities and stormwater runoff water quality are not adversely affected. Potential impacts are less-than-significant.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Biological Resources: The subject site is considered to be of limited biologic value in that it is isolated amongst other contiguous developed areas of the City. Mitigation is provided for potential impacts to the burrowing owl, nesting migratory birds, and potential jurisdictional areas. As mitigated, impacts would be less-than-significant.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Geology and Soils: The Project could be affected by seismic activity. Compliance with mitigation requiring site-specific geotechnical recommendation compliance reduces potential impacts to levels that are less-than-significant.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Cultural Resources: Project grading could disturb buried historic and prehistoric resources; with mitigation, no significant impacts would result.	Impacts would be similar to those of the Project.	Impacts would be similar to those of the Project.
Relative Attainment of Project Objectives:	***The No Project Alternative would realize none of the basic Project Objectives related to provision and enhancement commercial/retail development within the City. Objectives related to taking advantage of proximate available access and serving infrastructure would be realized, though in a manner different than the Project. Similarly, residential development of the site would support objectives to increase the City tax base, though in a manner different than the Project.***	All of the Project Objectives would be substantively attained.

5.2.7 Environmentally Superior Alternative

No Project Alternative Eliminated from Consideration

As indicated in Table 5.2-6, the No Project Alternative would avoid significant operational-source VOC and NO_x air quality impacts otherwise occurring under the Project. The No Project Alternative would also incrementally reduce the extent and severity of traffic impacts, though significant cumulative traffic impacts within the Study Area would likely persist. Substantively increased water demands and wastewater treatment demands under the No Project Alternative could likely be accommodated without significant impacts to service providers or existing customers. Other impacts would be similar to those of the Project. Notwithstanding the potential reductions in environmental impacts under the No Project Alternative, this Alternative would not achieve the basic Project Objectives and would not be pursued by the Applicant. The No Project Alternative is therefore eliminated from consideration as the environmentally superior alternative.

Reduced Intensity Alternative Considerations

As also indicated in Table 5.2-6, the Reduced Intensity Alternative would likely avoid significant operational-source VOC impacts of the Project, and would incrementally reduce other air quality impacts, though significant NO_x emissions impacts would persist. The Reduced Intensity Alternative would also incrementally reduce the extent and severity of traffic impacts otherwise occurring under the Project. However, significant cumulative traffic impacts within the Study Area would likely persist. Other impacts would be similar to those of the Project. The Reduced Intensity Alternative would substantively achieve the Project Objectives.

Based on the reduction in general environmental effects and likely attainment of the basic Project Objectives, the Reduced Intensity Alternative is identified as the Environmentally Superior Alternative.

5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

5.3.1 Overview

The California Environmental Quality Act requires a discussion of the ways in which a project could be growth-inducing. (Pub. Resources Code, §21100, subd. (b)(5); *CEQA Guidelines*, § 15126, subd. (d), 15126.2, subd (d.).) The *CEQA Guidelines* identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Development pressures are a result of economic investment in a particular locality. These pressures help to structure the local politics of growth and the local jurisdiction's posture on growth management and land use policy. The land use policies of local municipalities and counties regulate growth at the local level.

Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

5.3.2 Direct Growth-Inducing Effects

The Project does not propose creation of housing or a change in land use that would result in additional residential development and population growth beyond that anticipated under the City General Plan. The Project would, however, create additional employment opportunities, also a potential direct growth-inducing effect. The extent to which new jobs opportunities are filled by the existing resident population tends to reduce any growth-inducing effect of a project.

The Project would result in the creation of new commercial/retail uses and associated employment opportunities. However, because development of the Project is consistent with that anticipated under the General Plan, the 300 to 320[23] jobs which may be created would also be consistent with additional employment opportunities and related growth anticipated under the General Plan.

Based on the preceding discussion, the Project would not directly result in unanticipated significant population growth or other direct growth-inducing effects.

5.3.3 Indirect Growth-Inducing Effects

Investment in the Project would have local and regional economic impacts which may result in indirect growth-inducing effects. The Project's potential economic benefits could indirectly result in employment growth in the region. This growth, in combination with other anticipated employment growth in the region, could indirectly result in population growth and an increased demand for housing. Such growth has a variety of potential effects on the physical environment, including but not limited to, effects on air quality, ambient noise levels, traffic impacts, and water quality. As discussed previously, additional employment opportunities created by the Project would not result in unanticipated population growth within the City and region. However, the Project, in combination with

[23] "Each Walmart [Supercenter] store is about 182,000 square feet and employs about 300 associates"; http://corporate.walmart.com/our-story/our-business/walmart-us; retrieved May 9, 2014. It is assumed that the 7,900 square feet of other commercial uses within the Project site would create jobs in similar proportion (an estimated 20 additional jobs).

other planned or anticipated projects in the area, would contribute to employment and population growth of the region.

Development of the Project as envisioned would entail upgrades to infrastructure in the immediate Project vicinity, including abutting roadways. Infrastructure improvements necessitated by the implementation of the Project could serve to facilitate and encourage development of nearby properties; however, certain of the properties adjacent to the Project site are already developed. Further, the characteristics and intensities of development that could occur on properties near the Project site are governed by the City's General Plan. Development of these properties within the context of the approved General Plan should not result in unforeseen or unmitigable impacts.

5.4 SIGNIFICANT ENVIRONMENTAL EFFECTS

An EIR must identify any significant environmental effects that would result from the Project. (Public Resources Code, §21100, subd. (b)(2)(B).) The significant environmental impacts of the Project are summarized below.

5.4.1 Significant Air Quality Impacts

Even after compliance with applicable regulations and requirements, and application of mitigation measures, the Project would result in operational emissions of volatile organic compounds (VOC), and oxides of nitrogen (NO_x) that would exceed applicable South Coast Air Quality Management District (SCAQMD) regional thresholds. These are significant Project-level and cumulative air quality impacts. Moreover, the Project is located within an ozone non-attainment area (VOCs and NO_x are ozone precursors). Project operational VOC and NO_x emissions exceedances would therefore result in a cumulatively considerable net increase in criteria pollutants (ozone) for which the region is in non-attainment. This is a significant cumulative air quality impact.

5.4.2 Significant Traffic Impacts

Intersection Impacts

Pending completion of required improvements, the Project's contributions to Existing (2013), Opening Year (2016) and General Plan Buildout (post-2035) cumulative traffic impacts at the predominance of Study Area intersections would be considered cumulatively significant and unavoidable. More specifically, absent recommended improvements, 21 of the 26 Study Area intersections are anticipated to experience unacceptable levels of service (i.e., LOS "D" or worse) during one or more peak hour period under at least one of the three analysis scenarios (Existing, Opening Year or General Plan Buildout). Only Intersections 1, 4, 5 and the two Project driveways (Intersections 18 and 19) would operate at acceptable LOS under all analysis scenarios.

Freeway Facilities Impacts

Freeway facilities in the Study Area are projected to operate at deficient LOS under General Plan Buildout conditions. Even with completion of planned I-15 freeway corridor improvements (to be completed by Caltrans) Study Area freeway segment LOS and vehicle density impacts would be considered cumulatively significant and unavoidable. The Project would contribute additional traffic to already cumulatively significant freeway facilities impacts, and the Project impacts would be considered cumulatively considerable.

Congestion Management Plan (CMP) Facilities Impacts

CMP Intersections

Study Area Intersections 12, 13, 14, and 15 are CMP locations, as are all freeway segments in the Study Area. Pending completion of required improvements, the Project's contributions to impacts at Study Area CMP intersections is considered cumulatively considerable.

CMP Freeway Segments

CMP freeway mainline facilities in the Study Area are projected to operate at deficient LOS under General Plan Buildout conditions. The Project would contribute additional traffic to these projected deficiencies. The Project's contributions to Study Area CMP freeway mainline deficiencies under General Plan Buildout conditions are therefore considered cumulatively considerable.

5.4.3 Significant Noise Impacts

Construction-source noise received at proximate off-site land uses would temporarily and periodically exceed applicable noise standards, resulting in significant periodic increased noise levels. These noise levels would tend to diminish as the use of heavy equipment in the early construction stages concludes, and would cease entirely at the end of construction activities. Nonetheless, Project construction-source noise would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This is a significant noise impact. For the duration of construction activities, Project construction-source noise would be considered cumulatively significant.

5.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The *CEQA Guidelines* sections 15126 (c), 15126.2 (c) & 15127 require that for certain types or categories of projects, an EIR must address significant irreversible environmental changes that would occur should the Project be implemented. As presented at *CEQA Guidelines* section 15127, the topic of Significant Irreversible Environmental Changes need be addressed in EIRs prepared in connection with any of the following activities:

(a) The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;

(b) The adoption by a local agency formation commission of a resolution making determinations; or

> (c) A project which would be subject to the requirements for preparing of an environmental impact statement pursuant to the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. sections 4321-4347.

The Project qualifies under *CEQA Guidelines* section 15127 (a) in that a Zone Change is required in order to implement the Project. As such, this EIR analysis addresses any significant irreversible environmental changes which would be involved in the proposed action should it be implemented [*CEQA Guidelines*, §§ 15126(e) and 15127]. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

With regard to the above considerations, various natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project, but their use is not expected to result in shortfalls in the availability of these resources. Development of the site with the Project commercial/retail uses would commit the property to such uses for the foreseeable future, and thereby limit the site's prospective alternative uses. Notwithstanding, given the current General Plan Land Use designation of the site, and the urbanization of surrounding properties, commitment of the site to commercial/retail development, such as is proposed by the Project, is considered appropriate.

The Project presents no significant possibility of irreversible environmental damage "from any potential environmental incidents associated with the project." The Project does not propose facilities or uses that would result in potentially significant environmental incidents. Moreover, all feasible mitigation is incorporated in the Project to reduce its

potential environmental effects. As discussed herein, the Project would not result in or cause unwarranted or wasteful use of resources, including energy.

5.6 ENERGY CONSERVATION

5.6.1 Overview

Consistent with *CEQA Guidelines* Appendix F, this Section of the EIR addresses the potential for the Project to result in the inefficient, wasteful, or unnecessary consumption of energy. For new development such as that proposed by the Wildomar Walmart Project, compliance with California Title 24 energy efficiency requirements is considered demonstrable evidence of efficient use of energy. As discussed below, the Project would provide for, and promote, energy efficiencies beyond those required under other applicable state or federal standards and regulations, and in so doing would meet or exceed all Title 24 standards. Moreover, energy consumed by the Project would be comparable to, or less than, energy consumed by other retail/commercial uses of similar scale and intensity. On this basis, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards are less-than-significant. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems. The Project, therefore, would not create or result in a potentially significant impact on energy resources.

5.6.2 Background and Introduction

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct responses to energy emergencies; and, perhaps most importantly, to promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

Germane to the Project and this EIR, AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the potential for wasteful, inefficient, and/or

unnecessary consumption of energy caused by or resulting from a project. Appendix F to the *CEQA Guidelines* assists EIR preparers in this regard. More specifically, Appendix F is an advisory document establishing parameters and context for determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

5.6.3 Existing Conditions

5.6.3.1 Overview

California's estimated annual energy use as of 2013 included:

- Approximately 280,561 gigawatt hours of electricity;[24]
- Approximately 12,767 million therms natural gas (approximately 3.5 billion cubic feet of natural gas per day);[25] and
- Approximately 18 billion gallons of gasoline.[26]

As of 2012, energy use in California by demand sector was:

- Approximately 38.5 percent transportation;
- Approximately 22.8 percent industrial;
- Approximately 19.3 percent residential; and
- Approximately 19.4 percent commercial.[27]

[24] California Energy Demand 2014–2024 Final Forecast (California Energy Commission, Commission Final Report) January 2014, page 2.
[25] Ibid. page 5.
[26] 2013 Integrated Energy Policy Report, IEPR (California Energy Commission, Commission Final Report) (n.d.), page 255.
[27] U.S. Energy Information Administration. California State Profile and Energy Estimates. California Energy Consumption by End-Use Sector. Web. June 24, 2014. <http://www.eia.gov/state/?sid=CA#tabs1.>

A summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- Excluding federal offshore areas, California ranked third in the nation in crude oil production in 2013, despite an overall decline in production rates since the mid-1980s.
- California also ranked third in the nation in refining capacity as of January 2013, with a combined capacity of almost 2 million barrels per calendar day from its 18 operable refineries.
- In 2011, California's per capita energy consumption ranked 47th in the nation; the state's low use of energy was due in part to its mild climate and its energy efficiency programs.
- In 2013, California ranked fourth in the nation in conventional hydroelectric generation, second in net electricity generation from other renewable energy resources, and first as a producer of electricity from geothermal energy.
- In 2013, California ranked 15th in net electricity generation from nuclear power after one of its two nuclear plants was taken out of service in January 2012; as of June 2013, operations permanently ceased at that plant, the San Onofre Nuclear Generating Station.
- Average site electricity consumption in California homes is among the lowest in the nation (6.9 megawatt hours per year), according to EIA's Residential Energy Consumption Survey.[28]

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient.

[28] Ibid. <http://www.eia.gov/state/?sid=CA#tabs2.>

5.6.3.2 Electricity and Natural Gas Resources

Electricity

Electricity would be provided to the Project by Southern California Edison (SCE). Site adjacent overhead service lines exist on the south side of Bundy Canyon Road and on the west side of Monte Vista Drive. As part of the Project, existing overhead electrical lines would be relocated underground. All new electrical connections would also be underground.

Southern California Edison provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.[29]

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator ("ISO") is a nonprofit public benefit corporation, and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California residential and commercial users. While utilities [such as SCE] still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that sufficient power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost

[29] California Energy Almanac. Utility Energy Supply Plans from 2013. California Energy Commission.Web. June 24, 2014.< http://energyalmanac.ca.gov/electricity/s-2_supply_forms_2013/>

power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.[30]

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, transmission owners (investor-owned utilities such as SCE) file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Natural Gas

Natural gas would be provided to the Project by The Gas Company (Southern California Gas, SoCalGas) via connection to an existing service line located in Bundy Canyon Road, northerly adjacent to the Project site. The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the California Public Utilities Commission (PUC).

> The California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.
>
> The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers, who accounted

[30] Understanding the ISO. California ISO. Web. June 25, 2014. <http://www.caiso.com/about/Pages/OurBusiness/UnderstandingtheISO/default.aspx>

for approximately 32% of the natural gas delivered by California utilities in 2012. Large consumers, like electric generators and industrial customers, referred to as "noncore" customers, accounted for approximately 68% of the natural gas delivered by California utilities in 2012.

The PUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California. California gas utilities may soon also begin receiving biogas into their pipeline systems.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California consumers are the Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, the Ruby Pipeline, Questar Southern Trails and Mojave Pipeline. Another pipeline, the North Baja – Baja Norte Pipeline, takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, the PUC often participates in FERC regulatory proceedings to represent the interests of California natural gas consumers.

Most of the natural gas transported via the interstate pipelines, as well as some of the California-produced natural gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" natural gas pipeline system). Natural

gas on the utilities' backbone pipeline systems is then delivered into the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large noncore customers take natural gas directly off the high-pressure backbone pipeline systems, while core customers and other noncore customers take natural gas off the utilities' distribution pipeline systems. The PUC has regulatory jurisdiction over 150,000 miles of utility-owned natural gas pipelines, which transported 82% of the total amount of natural gas delivered to California's gas consumers in 2012.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, and currently receive all of their natural gas from the SoCalGas system (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area). Some other municipal wholesale customers are the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Some of the natural gas delivered to California customers may be delivered directly to them without being transported over the regulated utility systems. For example, the Kern River/Mojave pipeline system can deliver natural gas directly to some large customers, "bypassing" the utilities' systems. Much of California-produced natural gas is also delivered directly to large consumers.

PG&E and SoCalGas own and operate several natural gas storage fields that are located in northern and southern California. These storage fields, and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. (A portion of the Gill Ranch facility is owned by PG&E).

California's regulated utilities do not own any natural gas production facilities. All of the natural gas sold by these utilities must be purchased from

> suppliers and/or marketers. The price of natural gas sold by suppliers and marketers was deregulated by the FERC in the mid-1980's and is determined by "market forces." However, the PUC decides whether California's utilities have taken reasonable steps in order to minimize the cost of natural gas purchased on behalf of their core customers.[31]

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The PUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

5.6.3.3 Transportation Energy Resources

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline. There are more than 27 million registered vehicles in California, and those vehicles (as noted previously) consume an estimated 18 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially-provided commodities, and would be available to the Project patrons and employees via commercial outlets.

Petroleum comprises approximately 92 percent of California's transportation energy sources. Notwithstanding, technology advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total by 2020. In these regards, at the federal and state levels various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled (VMT). Market forces have driven the price of

[31] Natural Gas and California. California Public Utilities Commission. Web. June 24, 2014. <http://www.cpuc.ca.gov/puc/energy/gas/natgasandca.htm>

petroleum products steadily upward, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

Largely as a result of, and in response to these multiple factors, gasoline consumption within the state has declined in recent years, while availability of other alternative fuels/energy sources has increased. In total, the quantity and availability and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate.[32] Increasingly available and diversified transportation energy resources acts to promote continuing reliable and affordable means to support vehicular transportation within the State.

5.6.4 Regulatory Setting

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. On the state level, the PUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below. Project consistency with applicable federal and state regulations is also presented in *italicized* text.

5.6.4.1 Federal Energy Policy and Conservation Act

The Federal Energy Policy and Conservation Act of 1975 (Act) intends that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the United States Department of Transportation, is responsible for establishing additional vehicle standards and for revising existing standards. *Vehicles accessing the Project site are subject to the Federal*

[32] 2013 Integrated Energy Policy Report, IEPR (California Energy Commission, Commission Final Report) (n.d.), Transportation Energy Trends, pages 255-302.

Energy Policy and Conservation Act (Act). The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of the Act.

5.6.4.2 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. *Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA.*

5.6.4.3 The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. *The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.*

5.6.4.4 State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. *The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the introduction of commercial uses on a commercially-designated site. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.*

5.6.4.5 California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californians more than $74 billion in reduced electricity bills since 1975.[33]

California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards would continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on July 1, 2014, following approval of the California Building Standards Commission.

[33] http://www.energy.ca.gov/efficiency/savings.html, retrieved May 9, 2014.

The 2013 Energy Efficiency Standards in their entirety may be reviewed at: http://www.energy.ca.gov/title24/2013standards/. The 2013 Energy Efficiency Standards may also be reviewed at the California Energy Commission, 1516 Ninth Street, MS-37, Sacramento, CA 95814-5512. The Project would be designed, constructed and operated so as to meet or exceed incumbent Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards

5.6.5 Project Energy Demands and Energy Efficiency/Conservation Measures

Estimated energy demands of Project construction and Project operations are summarized in the following discussions. Project design features and operational programs, as well as regulations and EIR Mitigation Measures that promote energy conservation end energy conservation are also identified. Because tenants are not currently under contract for the Project's proposed secondary use(s), the majority of the features and design elements and programs described in this Section are specific to the Project's proposed Walmart Store (Store). Notwithstanding, the Project in total would surpass by five (5) percent incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards).

Also, given rising energy prices, contractors and owners have vested financial incentives to avoid wasteful, inefficient, and unnecessary consumption of energy during construction and operations. In summary, there is growing recognition among developers and retailers that efficient and sustainable construction and operational practices yield both environmental and economic benefits. In these regards, it is anticipated that the energy efficiency/conservation measures identified in the following discussions, or similar measures, would be reflected in construction and operations of the Project facilities in total.

5.6.5.1 Construction Energy Demands and Energy Efficiency/Conservation Measures

Construction Energy Demands

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 5.6-1. Eight-hour daily use of all equipment is assumed. The aggregate fuel consumption rate for all equipment is estimated at 18.5 hp-hr-gal., obtained from CARB 2013 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines.[34] For the purposes of this analysis, it is assumed that all construction equipment is diesel-powered. Diesel fuel would be supplied by existing commercial fuel providers serving the City and region.

[34] *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects And Congestion Mitigation and Air Quality Improvement (CMAQ) Projects, Emission Factor Tables* (California Air Resources Board) May 2013; Table D-24 Moyers Guidelines Fuel Consumption Rate Factors - All Engines < 750 hp = 18.5 hp-hr-gal.

Tale 5.6-1
Construction-Source Fuel Consumption Estimates

Activity/ Duration	Equipment	HP rating	Quantity	Load Factor	HP-hrs./day	Total Fuel Consumption (gal. diesel fuel)
Grading/ 45 days/	Excavators	162	2	0.38	Total=16,784 HP-hrs./day (See note 2)	40,826
	Graders	174	2	0.41		
	Rubber Tired Dozers	255	2	0.40		
	Scrapers	361	2	0.48		
	Tractors/Loaders/ Backhoes	97	2	0.37		
Utilities and Trenching/ 30 days/	Rubber Tired Dozers	255	3	0.40	2,448	3,970
	Tractors/Loaders/ Backhoes	97	4	0.37	1,148	1,862
Building Construction/ 110 days	Cranes	226	1	0.29	524	3,116
	Forklifts	89	3	0.20	427	2,539
	Generator Set	84	1	0.74	497	2,955
	Tractors/Loaders/ Backhoes	97	3	0.37	861	5,119
	Welders	46	1	0.45	166	987
Paving/ 35 days	Pavers	125	2	0.42	840	1,589
	Paving Equipment	130	2	0.36	749	1,417
	Rollers	80	2	0.38	486	919
Architectural Coatings/ 90 days	Air Compressors	78	1	0.48	300	1,459
TOTAL CONSTRUCTION FUEL DEMAND						**66,758 gallons diesel fuel**

Notes:
1. Construction equipment schedules, power ratings, load factors populated from CalEEMod data presented in *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014 (EIR Appendix D).
2. Grading activity phase maximum equipment horsepower output capped at 16,784 hp-hrs. /day per EIR Mitigation Measure 4.3.3. Fuel consumption estimates conservatively assume maximum allowable daily equipment horsepower output for the duration of grading activities.

As presented in Table 5.6-1, Project construction activities would consume an estimated 66,758 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Energy Efficiency/Conservation Measures

The equipment used for Project construction would conform to CARB regulations and CA emissions standards and would evince related fuel efficiencies. Related, EIR Mitigation Measure 4.3.3 requires that dozers and scrapers (≥ 50 horsepower) used during grading activities shall be CARB Tier 3 Certified or better. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations and the EIR Mitigation Measures. More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. To this end, EIR Mitigation Measure 4.3.2 requires that "*[g]rading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.*" In this manner, construction equipment operators are informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed Store through the use of recycled/recyclable materials and related procedures; and energy efficiencies realized from bulk purchase, transport and use of construction materials. In general, the use of materials and construction processes described below

promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of recycled and recyclable materials and use of materials in bulk as described below also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Recycled Materials and Building Finishes

- Cement Mixes: The Store would be built using cement mixes that include 15 to 20 percent fly ash, a waste product of coal-fired electrical generation, or 25 to 30 percent slag, a by-product of the steel manufacturing process;

- The Store would use recyclable Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate;

- Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one-gallon and five-gallon buckets needed. One-gallon and five-gallon buckets used in the application of paint products would be cleaned and reused;

- Exposed concrete stones are used "to reduce surface applied flooring materials", eliminating the need for most chemical cleaners, wax strippers propane-powered buffing, and would reduce post-construction facilities maintenance energy demands associated with production, transport, storage, and application of cleaning products.

- Construction of the Store would use steel containing approximately 90 to 98 percent recycled structural steel;

- All of the plastic baseboards and much of the plastic shelving included in the expansion area would be composed of recycled plastic.

Construction Waste Management Plan

Consistent with Section 5.408 "Construction Waste Reduction, Disposal, and Recycling" of the California Green Building Standards Code (CALGreen Code), as adopted by the City of Wildomar, Walmart would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. The Project Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code.

Summary

Construction equipment used by the Project would result in single event consumption of approximately 66,758 gallons of diesel fuel. Diesel fuel would be supplied by City and regional commercial vendors. Construction equipment use of fuel would not be atypical for the type of construction proposed, and Project construction equipment would conform to CARB emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. EIR Mitigation Measure 4.3.2 informs construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures; and energy efficiencies realized from bulk purchase, transport and use of construction materials. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

5.6.5.2 Operational Energy Demands and Energy Efficiency/Conservation Measures

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles

accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. With respect to estimated VMT, the Project would generate an estimated 11,030.96 average weekday trips, 14,213.91 average Saturday trips, and 12,078.68 average Sunday trips, resulting in approximately 19,052,952 annual VMT along area roadways.[35] With regard to vehicle fuel economies, the predominance of vehicles accessing the Project site would be light trucks, automobiles, and SUVs; collectively, light duty vehicles (LDVs). As presented in *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration USEIA) April 2014, average fuel economies of LDVs in aggregate have improved from approximately 19.9 miles per gallons in 1978, to approximately 32.7 mpg in 2012.[36] Fuel demands of private vehicles would be met through commercial fuel providers.

Table 5.6-2
Project-generated Traffic Annual Fuel Consumption

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
19,052,952	19.9	957,435
19,052,952	32.7	582,659

Notes:
1. Estimated VMT from: *Wildomar Walmart Air Quality Impact Analysis City of Wildomar, California* (Urban Crossroads, Inc.) April 3, 2014, Appendix 3.1: CalEEMod Emissions Model Outputs, page 23.
2. Average fuel economies from: *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration, USIEA) April 2014, page MT-14.

Reflecting respectively, the lowest and highest estimated fuel economies for LDVs presented in *Annual Energy Outlook 2014* for the period of record (1978 through 2012), Table 5.6-2 provides an estimated range of annual fuel consumption resulting from Project-generated traffic.

[35] *Wildomar Walmart Air Quality Impact Analysis City of Wildomar, California* (Urban Crossroads, Inc.) April 3, 2014, Appendix 3.1: CalEEMod Emissions Model Outputs, page 23.
[36] *Annual Energy Outlook 2014, with projections to 2040* (U.S. Energy Information Administration, USEIA) April 2014, page MT-14.

Facilities Energy Demands

Project building operations and Project site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by The Gas Company; electricity would be supplied to the Project by Southern California Edison. Annual natural gas and electricity demands of the Project are summarized in Table 5.6-3.

Table 5.6-3

Project Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year
Free Standing Discount Superstore (Walmart)	322,600
Parking lot	0
Regional Shopping Center (Outparcel No.1)	6,291
Fast Food Restaurant w Drive Thru (Outparcel No. 1)	970,714
Total Natural Gas Demand	**1,299,605 kBTU/year**
Electricity Demand	**kWh/year**
Free Standing Discount Superstore	2,587,600
Parking lot	300,326
Regional Shopping Center	50,458
Fast Food Restaurant w Drive Thru	180,279
Total Electricity Demand	**3,118,663 kWh/year**

Source: *Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar, California* (Urban Crossroads, Inc.) April 3, 2014, Appendix 3.1: CalEEMod Emissions Model Outputs, pages 27, 29.

Operational Energy Efficiency/Conservation Measures

Energy efficient/energy conserving design features and operational programs that would be implemented under the Project are summarized below. Because tenants are not currently under contract for the Project's proposed secondary use(s), the majority of the features and design elements and programs described in this Section are specific to the Project's proposed Walmart Store (Store).

Also noted in the following discussions, energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced

building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Code). In this latter regard, pursuant to EIR Mitigation Measure 4.3.4, the Project in total would be required to surpass by 5 percent incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards). Additionally, pursuant to EIR Mitigation Measure 4.3.5 the Project Applicant is required to prepare and implement a Water Conservation Strategy demonstrating a minimum 30 percent reduction in outdoor water usage when compared to baseline water demands of the Project. The implemented Water Conservation Strategy would reduce Project water demands with associated reductions in water/wastewater conveyance and treatment energy demands.

Enhanced Vehicle Fuel Efficiencies

Estimated annual fuel consumption estimates presented previously in Table 5.6-2 represent likely potential maximums that would occur in the Project Opening Year. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Project Location and Access

The Project's commercial/retail facilities are located proximate to customers and patrons, and are readily accessible from regional and local roadways. In this manner, the Project at its current location acts to reduce vehicle miles traveled (VMT) within the region and associated consumption of resources. Collocation of fast food and retail uses within the Project site also acts to reduce VMT by allowing patrons access to these services and facilities by single rather than multiple vehicle trips.

Alternative Transportation

Pedestrian Access

Project walkways and pedestrian crosswalks would be provided consistent with City of Wildomar requirements, allowing for patrons to walk rather than drive between commercial uses within the Project site, as well as between the Project site and adjacent areas. In order to encourage pedestrian access from nearby residential areas, and consistent with City requirements, the Project would install signalized crosswalks on Bundy Canyon Road (at the primary Project driveway and at Monte Vista Drive). Provision of pedestrian access acts to reduce vehicle miles traveled and associated vehicle energy consumption.

Bicycle Access

Bicycle racks and lockers would be provided on-site consistent with City requirements thereby facilitating and encouraging use of bicycles. Bicycle racks provided for both employees and patrons would implement securable locations for bikes; lockers provided for employees would allow for additional secured storage of helmets and biking gear. Facilitating bicycle access acts to reduce vehicle miles traveled and associated vehicle energy consumption.

Transit

Riverside Transit Authority (RTA), a public transit agency serves the unincorporated Riverside County region near the City of Wildomar. RTA does not currently provide service within one-quarter mile of the Project site, and patrons/employees accessing the Project site via existing RTA service routes is considered unlikely. Notwithstanding, transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use and new development (such as the Project) can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. It is recommended that the Applicant work in conjunction with the City of Wildomar and RTA to determine the feasibility of providing future bus service within walking distance (approximately ¼ mile or less) of the Project site. Availability of transit services would act to further reduce VMT and associated vehicle energy consumption.

Energy Efficient/Energy Conserving Systems, Fixtures, and Operational Programs

Lighting

The Store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied, thereby avoiding potentially wasteful use of energy for lighting.

All lighting in the Store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15 to 20 percent reduction in energy demands when compared to conventional fluorescent lighting.

All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). LED technology is up to 52 percent more energy efficient than fluorescent lights. In refrigerated applications, such as would occur in Project facilities allocated for storage of perishable foods, LEDs produce less heat than fluorescent bulbs. This translates to reduced refrigeration energy demands. When compared to energy consumed by fluorescent bulbs, LED lighting in the Store's grocery section would yield an estimated net reduction of 59,000 kilowatt-hours per year.

The Store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the Store lights if they are not needed, thereby reducing energy consumed by interior lights. Dimming and turning off building lights also helps eliminate unnecessary heat, acting to reduce building air conditioning and refrigeration energy demands.

HVAC Systems

The Store would employ energy efficient heating, ventilating and air-conditioning (HVAC) systems that meet or surpass Title 24 Energy Efficiency Standards.

Building Dehumidification

The Store would include a dehumidifying system thereby allowing comfortable operations at higher room temperatures, using less energy for air conditioning, and allowing refrigeration systems to operate more efficiently.

White Roofs

The Store would utilize a white membrane roof instead of darker colored roof materials typically employed in commercial construction. The white membrane roof's higher reflectivity reduces solar heating of interior spaces, with related reduction of air conditioning energy demands.

Heat Reclamation

The Store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the Store, thereby reducing hot water heating energy demands.

Central Energy Management System

Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy usage for the Store would be monitored and controlled in this manner, thereby facilitating efficient use of energy resources.

Water Conservation

Water conserving features and operational programs that would be implemented by the Store are summarized below. In total, it is estimated that Walmart's water conservation measures could save up to 530,000 gallons of potable water annually at this Store when compared to a conventionally built building of similar size and use. In addition to conserving water resources, reduced water consumption by the Store would act to reduce the amount of energy required to convey and treat water and wastewater.

- Walmart would install high-efficiency urinals that use only 1/8 gallon (one pint) of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal.

- All restroom sinks would use sensor-activated 1/2 gallon per minute high-efficiency faucets. These faucets reduce water usage by approximately 75 percent compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

- All restroom toilets would use 20 percent less water compared to mandated EPA Standards, of 1.6 gallon per flush fixtures. The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

Landscaping

Landscaping throughout the Project site would be provided consistent with City of Wildomar requirements, and recognizing competing demands for available water resources. Drought-tolerant plants would be used, where appropriate, reducing water consumption and power demand related to water delivery/irrigation systems. The Project would connect to the EVMWD recycled water distribution system when available to the Project site, further reducing potable water demands of the Project. As noted previously, reduced water consumption provides corollary energy conservation benefits by reducing related water/wastewater conveyance and treatment energy consumption.

Solid Waste Diversion/Recycling

The Project would comply with requirements and policies the City's Source Reduction and Recycling Element (SRRE) acting to reduce the amount of solid waste transported to, and disposed at area landfills, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Summary

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the Project would result in an estimated 582,659 to 957,435 gallons of fuel consumption per year. These fuel consumption estimates average fuel economies for U.S. LDVs in operation between the years 1978 and 2012. Fuel would be provided current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other commercial/retail uses of similar scale and configuration, as reflected respectively in Transportation Engineers (ITE) *Trip Generation Manual* (9th Ed., 2012); and California Emissions Estimator Model (CalEEMod) v2013.2.2. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of LDVs to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to its patronage base, and proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Collocation of fast food and retail uses within the Project site also acts to reduce VMT by allowing patrons access to these services and facilities by single rather than multiple vehicle trips.

The Project would also implement sidewalks and signalized pedestrian crossings of abutting streets, facilitating and encouraging pedestrian access. Bike racks for patrons and employees, and employee lockers allowing for storage of bicycle gear would be provided, facilitating and encouraging use of bicycles. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facilities Energy Demands

Project facility operational energy demands are estimated at: 1,299,605 kBTU/year natural gas; and 3,118,663 kWh/year electricity. Natural gas would be supplied to the Project by The Gas Company; electricity would be supplied by Southern California Edison. The Project proposes conventional commercial/retail uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other retail/commercial projects of similar scale and configuration.

Energy demands of the Project are reduced through design features and operational programs that in aggregate would ensure that Project energy efficiencies would surpass incumbent Title 24 energy efficiency requirements by a minimum of five percent. Various energy conserving features and operational programs that would be realized under the Project are discussed previously.

Based on the preceding, Project facilities energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

CONCLUSIONS

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards are less-than-significant. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project, therefore, would not create or result in a potentially significant impact affecting energy resources or energy delivery systems.

6.0 ACRONYMS AND ABBREVIATIONS

6.0 ACRONYMS AND ABBREVIATIONS

ACMs	Asbestos Containing Materials
ADT	Average Daily Traffic
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AVO	Average Vehicle Occupancy
BAT	best available technology
BCT	best conventional pollutant control technology
BMP	Best Management Practice
BOE	Board of Equalization
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CALINE4	California Line Source Dispersion Model
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations

CC&Rs	Covenants, Conditions and Restrictions
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH_4	Methane
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	Carbon dioxide
CPUC	California Public Utilities Commission
CRA	Community Redevelopment Agency
CRWQCB	California Regional Water Quality Control Board
CTP	Comprehensive Transportation Plan
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DHS	California Department of Health Services
DIF	Development Impact Fees
DOT	U. S. Department of Transportation
DPM	Diesel Particulate Matter
DPW	Department of Public Works
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Energy Management System

EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
Fed/OSHA	Federal Occupational Safety and Health Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rating Map
fpm	feet per minute
GHG	Greenhouse Gas
GLA	Gross Leasable Area
GMP	Growth Management Plan
GPA	General Plan Amendment
gpd	gallons per day
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
HPLV	High Pressure Low Volume
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments Act
HUD	U. S. Department of Housing and Urban Development
HVAC	Heating, Ventilation, & Air Conditioning
ICU	Intersection Capacity Utilization
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
IWA	Integrated Waste Management Act
kV	kilovolt
kVA	kilovolt-ampere
Ldn	day/night average sound level
LEA	Local Enforcement Agency
LED	light-emitting diodes
Leq	equivalent sound level
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service

LST	Localized Significance Threshold
M	Richter Magnitude
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MOE	Measure of Effectiveness
MPE	maximum probable earthquake
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	Materials Recycling Facility
MSDS	Material Safety Data Sheets
msl	mean sea level
MSW	Municipal Solid Waste
MTA	Metropolitan Transit Authority
$\mu g/m^3$	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NDFE	Non-Disposal Facility Element
NIH	National Institutes of Health
NO_2	Nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_x	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRC	Nuclear Regulatory Commission
O_3	Ozone
OAP	Ozone Attainment Plan
OEHHA	California Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OIMP	Odor Impact Minimization Plan
OSHA	Occupational Safety and Health Administration
PA	Preliminary Assessment
Pb	Lead

PCE	passenger car equivalency
PD	Planned Development
$PM_{2.5}$	Particulate Matter Less Than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less Than 10 Microns in Diameter
PPE	Personal Protection Equipment
ppm	parts per million
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Conditions
REMEL	Reference Energy Mean Emission Level
RFPA	Regional Fire Protection Authority
RMP	Risk Management Plan
ROG	Reactive Organic Gases
RTA	Retail Trade Area
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments & Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SIP	State Implementation Plan
SLM	Sound Level Meter
SO_x	Oxides of sulfur
SRRE	Source Reduction and Recycling Element
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study

TPD	tons per day
UBC	Uniform Building Code
UFC	Uniform Fire Code
USEPA	United States Environmental Protection Agency
USFS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
V/C	Volume to Capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

7.0 REFERENCES

7.0 REFERENCES

PERSONS AND ORGANIZATIONS CONSULTED

City of Wildomar
Matthew Bassi, Planning Director

Project Applicant
Walmart Real Estate Business Trust
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Bentonville, AR 72716

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DOCUMENTS CONSULTED

A Phase I Cultural Resources Investigation of the Wildomar Walmart Superstore Project Area in the City of Wildomar, Riverside County, California (McKenna et al.) November 26, 2013.

Biological Report for the Wildomar Walmart Project (Harmsworth Associates) February 14, 2014.

City of Wildomar General Plan, City of Wildomar, 2013.

City of Wildomar Development Code, City of *Wildomar*, 2012.

Geotechnical Investigation, Wal-Mart Supercenter Store No. 3882-02, 22313 Bundy Canyon Road, Wildomar, California (Geocon Incorporated), January 14, 2014.

Guidelines for Implementation of the California Environmental Quality Act, Sections 15000-15387 of the California Code of Regulations, Governor's Office of Planning and Research.

Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014.

On-Site Hydrology for Proposed Wal-Mart #3882-02, I-15 and Bundy Canyon Road, Wildomar, CA (Nasland Engineering) May 9, 2014.

Project Specific Water Quality Management Plan for Wildomar Gateway (Nasland Engineering) May 9, 2014.

DOCUMENTS CONSULTED (continued)

Urban Decay Study for Wildomar Walmart (The Natelson Dale Group, Inc.) March 12, 2014.

Wildomar Walmart Air Quality Impact Analysis, City of Wildomar (Urban Crossroads, Inc.) April 3, 2014.

Wildomar Walmart Air Toxics Health Risk Assessment, City of Wildomar (Urban Crossroads, Inc.) April 3, 2014.

Wildomar Walmart Greenhouse Gas Analysis, City of Wildomar (Urban Crossroads, Inc.) April 3, 2014.

Wildomar Walmart Initial Study (Applied Planning, Inc.) January 2014.

Wildomar Walmart Jurisdictional Delineation Report (Harmsworth Associates) March 2014.

Wildomar Walmart Noise Impact Analysis, City of Wildomar (Urban Crossroads, Inc.) March 4, 2014.

Wildomar Walmart Supplemental Traffic Analysis (Urban Crossroads, Inc.) June 10, 2014.

Wildomar Walmart Traffic Impact Analysis, City of Wildomar, California (Urban Crossroads, Inc.) June 10, 2014.

Attachment C

Walmart FEIR Package-Document



Wildomar Walmart Project

(Planning Application No. 13-0086)

Final Environmental Impact Report

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

Prepared by:
Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

December 2014

FINAL ENVIRONMENTAL IMPACT REPORT

for the

Wildomar Walmart Project

State Clearinghouse Number:
2014011014

Prepared for:

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

Prepared by:

Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

December 2014

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OVERVIEW

This document, combined with the Draft Environmental Impact Report (DEIR), constitutes the Final EIR for the Wildomar Walmart Project (Project). The DEIR describes existing environmental conditions relevant to the proposal, evaluates the Project's potential environmental effects, and identifies mitigation measures to reduce or avoid the potentially significant impacts. The DEIR was circulated for public review and comment from August 22 through October 6, 2014.

1.2 CONTENT AND FORMAT

Subsequent to this introductory Section 1.0, Section 2.0 of this Final EIR presents revisions and errata corrections to the DEIR text. Responses to comments received on the DEIR are presented at Final EIR Section 3.0. The EIR Mitigation Monitoring Plan is presented at Final EIR Section 4.0.

1.3 DRAFT EIR COMMENTORS

1.3.1 Overview

The complete list of Draft EIR commentors, along with copies of comment letters and responses to comments, is presented at Section 3.0 of this Final EIR. The following list identifies the comment letters received in regard to the Draft EIR:

- Governor's Office of Planning and Research, State Clearinghouse
- California Department of Transportation, District 8
- Elsinore Valley Municipal Water District
- Cornerstone Community Church
- Johnson & Sedlack

- Ms. Martha Bridges & Mr. John Burkett
- Mr. Paul Colmer
- Ms. Beryl Yasinosky

1.3.2 Presentation of Comments and Responses

All comment letters received in regard to the Draft EIR are included, along with corresponding responses, in their entirety at Final EIR Section 3.0, "Comments and Responses."

1.4 LEAD AGENCY AND POINT OF CONTACT

The Lead Agency for the Project and EIR is the City of Wildomar. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Mr. Matthew Bassi, Planning Director
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

1.5 PROJECT SUMMARY

The following information is summarized from the Project Description in the Draft EIR. For additional detail in regard to Project characteristics and Project-related improvements, along with analyses of the Project's potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

1.5.1 Project Location

The Project site is located within the central portion of the City of Wildomar, within Riverside County. The site is an irregularly-shaped parcel located southeasterly of the Interstate 15 (I-15) and Bundy Canyon Road interchange. Specifically, Bundy Canyon Road forms the site's northerly boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. Canyon Drive (alignment) borders the site to the south.

1.5.2 Project Overview

The Project includes the proposed Wildomar Walmart, one outparcel building, on- and off-site supporting improvements, and associated discretionary actions necessary to realize the proposed development (*see also*: City Planning Application No. 13-0086, available through the City of Wildomar). In summary, approval of the Project would result in up to 207,800 square feet of new retail/commercial uses on the approximately 24.5-acre subject site. The Project also includes on-site supporting infrastructure, parking, landscaping/hardscaping, and signs. The Project would further implement those off-site improvements necessary to ensure safe and efficient operations of the proposed development.

1.5.3 Project Objectives

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary Project Objectives include the following:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;

- To create a complementary mix of commercial/retail uses;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;

- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;

- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City of Wildomar;

- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Wildomar;

- To provide a convenient source of grocery and food items to serve the local community;

- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;

- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;

- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;

- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

1.5.4 Discretionary Actions

1.5.4.1 Lead Agency Discretionary Actions and Permits

Requested decisions, or discretionary actions, necessary to realize the Project include, but may not be limited to the following:

- Certification of the EIR;

- Approval of a zone change from Rural Residential (RR) to Scenic Highway Commercial (C-P-S);

- Approval of a Tentative Parcel Map or Parcel Merger to merge the four existing parcels into two parcels;

- Plot Plan approval for Project design and architectural details;

- Approval of a Conditional Use Permit to allow alcohol sales for off-site consumption;

- Approval of a Master Sign Program.

Additionally, the Project would require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

1.5.4.2 Responsible and Trustee Agency Discretionary Actions, Permits, and Consultation

CEQA Guidelines Section 15124 also states that the EIR should, to the extent known, include a list of all the agencies expected to use the EIR in their decision-making (Responsible Agencies) and a list of permits and other approvals required to implement the project. Based on the current Project design concept, the anticipated permits to realize the proposal (and associated Responsible Agencies) will likely include, but are not limited to, the following:

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.

- Permitting may be required by/through the Santa Ana Regional Water Control Board and/or the San Diego Regional Water Control Board.

- Permitting (i.e., utility connection permits) may be required from utility providers.

- Permitting may be required from Army Corps of Engineers.

- Permitting may be required from California Department of Fish and Wildlife.

- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

2.0 REVISIONS AND ERRATA CORRECTIONS

2.0 REVISIONS AND ERRATA CORRECTIONS

2.1 INTRODUCTION

As no substantive new or different information was provided through the public comment process, the findings and conclusions of the Draft EIR are not affected. The Lead Agency has determined that no revisions to the Draft EIR's text or graphic illustrations are needed.

3.0 COMMENTS AND RESPONSES

3.0 COMMENTS AND RESPONSES

3.1 INTRODUCTION

The following Section presents written comments received pursuant to public review of the DEIR, and provides responses to those comments as required by California Code of Regulations, Title 14 (hereinafter, "*CEQA Guidelines*") Sections 15089, 15132, and 15088. Specifically, *CEQA Guidelines* Section 15088 (a) requires that: "[t]he lead agency . . . evaluate comments on environmental issues received from persons who reviewed the draft EIR and . . . prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments." The 45-day comment period on the Draft EIR commenced on August 22, 2014 and concluded October 6, 2014.

In summary, the City's written responses describe the disposition of significant environmental issues raised and any necessary revisions to the Draft EIR are made as a result of the comments. Additionally, the City's written responses provide a good faith, reasoned analysis of all environmental issues raised and cite to specific factual and legal support for the Draft EIR's conclusions.

3.1.1 Comments Received

The following Section presents a list of the comment letters received during the Draft EIR public review period. Comment letters have been generally organized by state agencies; regional agencies; and local organizations and individuals. Each letter has been assigned an identifying designation (generally an acronym or name abbreviation), and topical items within each letter have been numbered. Table 3-1 lists all DEIR commentors and the designation assigned to each. Commentor correspondence and correlating responses are

presented subsequently. Comments have been reproduced verbatim and without grammatical or typographical correction.

Table 3-1
DEIR Commentors

Commentor	Acronym Assigned	Correspondence Date
State Agencies		
State Clearinghouse	SCH	
California Department of Transportation, District 8	DOT	October 1, 2014
Regional Agencies		
Elsinore Valley Municipal Water District	EVMWD	September 22, 2014
Individuals and Organizations		
Cornerstone Community Church	CCC	October 6, 2014
Johnson & Sedlack	JS	October 8, 2014
Ms. Martha Bridges & Mr. John Burkett	MBJB	October 8, 2014
Mr. Paul Colmer	PC	September 27, 2014
Ms. Beryl Yasinosky	BY	October 7, 2014



Wildomar Walmart Project

SCH Number: 2014011014

Document Type: EIR - Draft EIR

Project Lead Agency: Wildomar, City of

Project Description

The project proposes construction of ~207,800 sf of commercial/retail uses within the ~24.5 acre project site. The project includes an ~200,000 sf Walmart Store and a 7,800 sf commercial outpad use. Onsite detention/infiltration basins and various infrastructure dedications and improvements are also proposed.

Contact Information

Primary Contact:
Matthew Bassi
City of Wildomar
951 677-7751
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Project Location

County: Riverside
City: Wildomar
Region:
Cross Streets: Bundy Canyon Road, Monte Vista Drive
Latitude/Longitude:
Parcel No: 367-100-033, 034, 035, 037
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-15
Airports: Skylark Field
Railways: No
Waterways: No
Schools: 5 ES, 2 HS, 3 Private,
Land Use: Vacant, Undeveloped/Z: Rural Residential (RR)/GP: Commercial Retail (CR)

Development Type

Commercial

Local Action

Rezone, Site Plan

Project Issues

Archaeologic-Historic, Biological Resources, Drainage/Absorption, Geologic/Seismic, Noise, Public Services, Traffic/Circulation, Water Quality, Water Supply, Landuse, Air Quality

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 9; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

---

Date Received: 8/22/2014 **Start of Review:** 8/22/2014 **End of Review:** 10/6/2014

CEQAnet HOME | NEW SEARCH

STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE
SCH No. 2014011014

Response SCH-1

State Clearinghouse receipt of the Wildomar Walmart Project Draft EIR is acknowledged, as is distribution of the Draft EIR to the listed State Agencies. The State-assigned Clearinghouse reference number (SCH No. 2014011014) and dates of the public review period for the Draft EIR (August 22, 2014 through October 6, 2014) are also acknowledged.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th Floor
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY (909) 383-6300
www.dot.ca.gov/dist8

Serious drought
Help save water!

RECEIVED
OCT 02 2014
CITY OF WILDOMAR

October 1, 2014

Matthew Bassi
Planning Director
City of Wildomar
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Mr. Bassi:

City of Wildomar Wal-Mart (Planning Application Number 13-0086) Environmental Impact Report (EIR) Notice of Preparation (NOP). APN 367-100-033/034 & 035, 037(Riv 15 PM 16.37)

We have received the Notice for Availability for the above referenced project, located east of Interstate-15 (I-15) right-of-way, at the intersection of Bundy Canyon Road. Total project development consists of a new 200,000 square foot Wal-Mart located in the southern portion of the site. The constructions of a new 7,800 square foot out-pad use located in the northerly portion of the site on approximately 2.54 acres. DOT-1

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Wildomar to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS. DOT-2

If this development proposal is later modified in any way, please forward copies of revised plans as necessary so that we may reevaluate all proposed changes for potential impacts to the SHS. DOT-3

If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review/Community and Regional Planning

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and mobility"

California Department of Transportation, District 8
464 West 4th Street, 6th Floor
San Bernardino, CA 92401

Letter Dated October 1, 2014

Comment DOT-1

We have received the Notice of Availability for the above referenced project, located east of Interstate 15 (I-15) right-of-way, at the intersection of Bundy Canyon Road. Total project development consists of a new 200,000 square foot Wal-Mart located in the southern portion of the site. The constructions [sic] of a new 7,800 square foot out-pad use located in the northerly portion of the site on approximately 2.54 acres.

Response DOT-1

The Department of Transportation's (DOT's) summary of the Project is mostly correct, however, the actual acreage of the site is 24.5 (Walmart Parcel = 20.13, Outparcel = 1.83, Infrastructure = 2.54).

Comment DOT-2

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Wildomar to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

Response DOT-2

DOT's responsibility for the SHS and role under CEQA are noted. The City acknowledges ongoing coordination and consultation with DOT regarding the Project.

Comment DOT-3

If this development proposal is later modified in any way, please forward copies of revised plans as necessary so that we may reevaluate all proposed changes for potential impacts to the SHS.

If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Response DOT-3

DOT's request to be added to the Project distribution list is noted. The additional contact information provided is appreciated.

From: April Carpenter
To: Matthew Bassi
Cc: Christina Bachinski
Subject: Planning App. No. 13-086 - Request for Review - 14-074
Date: Monday, September 22, 2014 3:20:41 PM
Attachments: image002.png

Subject: Planning Application No. 13-0086
Wildomar Walmart Project DEIR
EVMWD WO# 2014-074

On August 22, 2014 the District received the above request for review and comments. The project consists of the construction of a new Walmart, out-pad use and infrastructure dedications and improvements. We have the following comments: EVMWD-1

- Developer will need to submit a Will Serve Application EVMWD-2
- Developer will be required to submit plans per Districts Development process, and pay all applicable fees. EVMWD-3

Please feel free to call Imad Baiyasi at (951) 674-3146, Ext. 8786, should you have any questions.

ORIGINAL SENT VIA USPS

April K. Carpenter
Engineering Services Assistant
(951) 674-3146, ext. 8337
Fax (951) 674-7554
acarpenter@evmwd.net
P.O. Box 3000
31315 Chaney Street
Lake Elsinore, CA 92530

This email and any files transmitted with it may contain privileged or otherwise confidential information. If you are not the intended recipient, or believe that you may have received this communication in error, please advise the sender via reply email and delete the email you received.

Elsinore Valley Municipal Water District
P.O. Box 3000
31315 Chaney Street
Lake Elsinore, CA 92530

Letter Dated September 22, 2014

Comment EVMWD-1

On August 22, 2014 the District received the above request for review and comments. The project consists of the construction of a new Walmart, out-pad use and infrastructure dedications and improvements. We have the following comments:

Response EVMWD-1

EVMWD's receipt of the Draft EIR and brief summary of the Project are noted.

Comment EVMWD-2

Developer will need to submit a Will Serve Application.

Response EVMWD-2

Developer has already submitted a Will Serve Application to EVMWD.

Comment EVMWD-3

Developer will be required to submit plans per Districts Development process, and pay all applicable fees.

Response EVMWD-3

Should the Project be approved, the developer will submit plans per EVMWD requirements, and pay all applicable fees.

Matthew Bassi

From: Rosen, Jeff <JRosen@go2cornerstone.com>
Sent: Monday, October 06, 2014 11:17 AM
To: Matthew Bassi
Subject: Wal Mart DEIR Comment

RECEIVED
OCT 06 2014
CITY OF WILDOMAR

Dear Mr. Bassi,

Cornerstone Community Church is not opposed to the Wildomar Wal Mart project, in fact we believe this will be a positive addition to our community. We do however have serious concerns regarding the proposed traffic flow, specifically that Wal Mart customers exiting from the east exit, will be forced to turn right onto southbound Monte Vista, with no option to turn left towards Bundy Canyon Rd. We believe it would beneficial to everyone for the plans to be revised to allow for left turns from the east exit. CCC-1

Please confirm receipt of this email comment. On behalf of our staff and congregation, thank you very much for your thoughtful consideration of our concern.

CORNERSTONE
COMMUNITY CHURCH

Jeff Rosen
Senior Associate Pastor
Office 951.674.8661 ext. 1009
Mobile 909.262.5970
jrosen@go2cornerstone.com
www.go2cornerstone.com

Mr. Jeff Rosen
Cornerstone Community Church
34570 Monte Vista Drive
Wildomar, CA 92595

Letter Dated October 6, 2014

Comment CCC-1

Cornerstone Community Church is not opposed to the Wildomar Wal Mart project, in fact we believe this will be a positive addition to our community. We do however have serious concerns regarding the proposed traffic flow, specifically that Wal Mart customers exiting from the east exit, will be forced to turn right onto southbound Monte Vista, with no option to turn left towards Bundy Canyon Rd. We believe it would [be] beneficial to everyone for the plans to be revised to allow for left turns from the east exit.

Response CCC-1

Cornerstone Community Church's support of the Project is noted; as are the traffic flow concerns regarding patrons exiting the Project site along Monte Vista Drive.

As proposed (and described within Section 3.4.5 of the Draft EIR), patrons exiting the Project site would use their choice of three driveways:

- The main Project driveway, located along Bundy Canyon Road, would be signalized providing both right and left turns out of the Project site.

- The northerly driveway along Monte Vista Drive would provide STOP-controlled right-out movement. Full access at this location would be restricted due to the proximity to Bundy Canyon Road.

- The southerly driveway along Monte Vista Drive (at Canyon Drive) would be signalized, allowing both right and left turns exiting the Project site.

The Project provides ample patron egress in all directions depending on the exit chosen. No revisions are necessary, the results and conclusions of the EIR are not affected.

Johnson & Sedlack
ATTORNEYS at LAW

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October 8, 2014

Matthew Bassi
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VIA US MAIL AND EMAIL

RE: Comments on Wildomar Walmart Project Draft Environmental Impact Report

To the City of Wildomar:

The following comments are submitted on behalf of local residents regarding the Draft Environmental Impact Report for the Wildomar Wal-Mart project located south of Bundy Canyon Road and west of Monte Vista Drive in the City of Wildomar.

We submit that additional analysis and mitigation is required under the California Environmental Quality Act (CEQA), for the following reasons.

GENERAL COMMENTS

The DEIR, Section 1.2.1 states that the City shall have flexibility to "later determine location and sizes of proposed uses" with respect to the project. To the extent that the location and sizes of proposed uses are subject to change, the analysis and mitigation described in the EIR may no longer be applicable. This is also not a certain and finite "Project Description" within the meaning of CEQA. JS-1

Similarly, there is currently no tenant for the out parcel(s). The DEIR asserts that "the location of loading areas for this use would be designed, constructed, and operated to preclude visual or noise impacts." (DEIR p. 3-32). It is not clear that a post-project review of the out parcel(s) will ensure that noise and visual impacts are reduced to levels of less-than-significant. Analysis and mitigation of impacts must occur at the EIR and project approval stages. For instance, there is no proposal to limit the hours of operation of the out parcels to ensure that noise impacts to nearby residences (located, for instance, within 100 feet across Monte Vista) will be less than significant. JS-2

The DEIR repeatedly "credits" the project for the purported diversity of uses among other so-called design features. This is not appropriate. The project constitutes an automobile-oriented JS-3

supercenter development. For instance, it is not a mixed-use project inclusive of residential and community-serving commercial uses. Notably also, there is no transit service currently projected for the project site. (DEIR p. 4.2-19)

JS-3 cont'd.

Finally, the DEIR relies on compliance with existing regulations, such as SCAQMD Rule 403, as "mitigation" for project impacts. This is improper. Compliance with the law cannot be claimed as mitigation. The DEIR should explore additional measures as mitigation for project impacts particularly in the area of operational air quality impacts, which are shown to be significant.

JS-4

AIR QUALITY

Construction air quality impacts should be deemed significant as to NO_x. The analysis is divided between years 2015 and 2016 (*see*, DEIR p. 4.3-52) but the project is not a phased development in that the entire project will be built at one time. If years 2015 and 2016 are considered together, NO_x impacts would exceed the significant threshold. We submit there are numerous construction air quality mitigation measures available:

1. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
2. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (eg. Install wheel shakers, wheel washers, and limit site access.)
3. All roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
4. Pave all construction roads.
5. Pave all construction access roads at least 100 feet on to the site from the main road.
6. Limit fugitive dust sources to 20 percent opacity.
7. Require a dust control plan for earthmoving operations.
8. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
9. All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
10. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
11. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
12. Extend grading period sufficiently to reduce air quality impacts below a level of significance.
13. The simultaneous disturbance of the site shall be limited to five acres per day.
14. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize

JS-5

wind erosion of the soil.

15. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
16. Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.
17. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
18. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) scheduling of construction truck trips during non-peak hours to reduce peak hour emissions; c) limitation of the length of construction work-day period; and d) phasing of construction activities.*
19. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees
20. Require high pressure injectors on diesel construction equipment.*
21. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*
22. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*
23. Utilize only CARB certified equipment for construction activities.*
24. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.*
25. Restrict engine size of construction equipment to the minimum practical size.*
26. Use electric construction equipment where technically feasible.*
27. Substitute gasoline-powered for diesel-powered construction equipment.*
28. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.*
29. Use methanol-fueled pile drivers.*
30. Install catalytic converters on gasoline-powered equipment.*
31. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
32. Electrical powered equipment shall be utilized in-lieu of gasoline-powered engines where technically feasible.*
33. All forklifts shall be electric or natural gas powered.*
34. Suspend use of all construction equipment operations during second stage smog alerts.*
35. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
36. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

JS-5 cont'd.

37. Reroute construction trucks away from congested streets and sensitive receptor areas.*
38. Configure construction parking to minimize traffic interference.*
39. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.*
40. Minimize construction worker trips by requiring carpooling and providing for lunch onsite. *
41. Provide shuttle service to food service establishments/commercial areas for the construction crew.*
42. Provide shuttle service to transit stations/multimodal centers for the construction crew.*

JS-5 cont'd.

In addition, Air Quality Technical Report Appendix 3.1 is not available on the City's website as of October 7, 2014, thus it is not possible to review and comment on the assumptions of the construction air quality analysis. For instance, are the soil import trips for the 60,000 cubic yards of fill included in the analysis? Are worker trips included? Incorporated by reference is the DEIR's Air Quality Technical Report available on the City's website as of October 8, 2014 which omits Appendix 3.1:

http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.0%20Air%20Quality%20Impact%20Analysis.pdf

The Greenhouse Gas Emission Technical Report also omits Appendix 3.1:

http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.2%20Greenhouse%20Gas%20Analysis.pdf

JS-6

As to operational air quality, it is not appropriate to take "credit" for the so-called design features listed on Air Quality Technical Report p. 29. It is not reasonable to say that the project – a mega superstore – "increases the diversity of land uses," etc. Thus to the extent that the so-called design features are employed to credit the project in the reduction of air quality emissions, this is improper. Moreover, the design features are not fully articulated in the text of the DEIR and Appendix 3.1 is missing from the documents available online. As such, the information regarding the reductions taken for the design features is not made available for review and comment. The same comment can be made of the Greenhouse Gas Emissions Technical Report which credits the project for the so-called design features (p. 29). That is, the report asserts that the project achieves a reduction of over 30% from the BAU standard, but it is not clear from the available information that credits for the design features are appropriate for this project.

JS-7

Furthermore, we submit there are additional operational mitigation measures available for air quality impacts:

1. All spaces utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material

JS-8

breach of the lease that will result in the termination of the lease.*

2. Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where technically feasible.*
3. Utilize only electrical equipment for landscape maintenance.*
4. All forklifts shall be electric or natural gas powered.*
5. Prohibit idling of trucks for periods exceeding three minutes.*
6. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*
7. Install EV charging facilities for a minimum of 10% of all parking spaces.*
8. Install a CNG fueling facility.*
9. Provide preferential parking locations for EVs and CNG vehicles.*
10. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*
11. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city/county landscaping requirements.*
12. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that already required by city or county ordinance. Consider roadside, sidewalk, and driveway shading.*
13. Orient 75 percent or more of buildings to face either north or south (within 30 degrees of N/S) and plant trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months.*
14. Provide grass paving, tree shading, or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard black asphalt paving by 10% or more.*
15. Require each user to establish a carpool/vanpool program.*
16. Provide preferential parking for carpool/vanpool vehicles.*
17. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*
19. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
20. Connect bicycle lanes/paths to city-wide network.*
21. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.*
22. Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees.
23. Provide shuttle service to transit stations/multimodal centers.*
24. All buildings shall be constructed to LEED Platinum standards.*
25. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.*
26. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire Project.*
27. Install an ozone destruction catalyst on all air conditioning systems.*
28. Construct renewable energy sources sufficient to offset the equivalent of 100% of all greenhouse gas emissions from mobile sources (internal combustion engines) for the entire Project. *

JS-8 cont'd.

29. Purchase only green/ renewable power from the electric company.*
30. Install solar water heating systems to generate all hot water requirements.*

JS-8 cont'd.

(* Would reduce impacts to GHGs as well)

TRAFFIC

Traffic mitigation is uncertain and improperly deferred in violation of CEQA. The fact that impacts are deemed significant does not excuse the lead agency from adopting all feasible mitigation at the time of project approval.

For instance, the DEIR states that if a particular traffic improvement mitigation measure is "ultimately excluded" from the City's DIF program that the applicant will be required to contribute "fair share" fees to some other fund. Thus, apparently new "fair share" programs will be established in the event that a particular measure does not fall under an existing fee-based program (see, DEIR p. 4.2-59). This represents uncertain mitigation. For instance, there is no evidence that other funds will be collected from other projects under these newly created fee accounts, and, thus, there is no assurance that the necessary improvements will be built in the foreseeable future. Notably, many of the impacts tied to the necessary improvements are significant in the project's opening year, thus making the measures necessary in the short term. In total, traffic mitigation is not shown to be tied to a particular program for the implementation of necessary traffic mitigation measures, nor is there any evidence how much funding has been collected thus far under a particular program, or any timetable on when the particular improvements can be expected to be implemented. There is mention of the City's DIF Program and the TUMF program but no disclosure of which improvements fall under these programs. Creating new fee accounts for measures not otherwise covered by the existing programs is not sufficient to show that traffic improvements are reasonably certain to occur in the future, let alone contemporaneously with the demonstrated time of need.

JS-9

Furthermore, the project is inconsistent with General Policies relative to traffic, for instance C.25, where in some instances according to the DEIR, are no established programs for the improvement of the facilities impacted by the development.

JS-10

Finally, we comment that traffic signal is needed at the intersection of Baxter and Monte Vista concurrent with the project's operation.

JS-11

NOISE

As to noise impacts, the analysis (Table 4.4-9) assumes that the "proposed" eight-foot high screen wall will be constructed. This wall must be made a mandatory requirement of the project in order to rely upon it in the calculation of noise impacts.

JS-12

Noise also must be deemed significant during nighttime hours. Table 4.4-8 states that receptor R4 will experience nighttime noise at 47.8 dbA due to the project. This is a significant impact per the adopted threshold of significance (City Ordinance setting a maximum of 45 dBA at nighttime). As such, mitigation must be adopted for this impact pursuant to CEQA. For instance,

JS-13

the store's operating hours or truck delivery hours could be restricted during nighttime hours. Certain parking lot areas could likewise be restricted at nighttime. JS-13 cont'd.

HYDROLOGY/WATER QUALITY

This is natural drainage occurring on the site. There is concern that with the project the drainage plan is incomplete or dependent on the development of the residential tract so that drainage issues have not been fully addressed for the project. JS-14

ALTERNATIVES

The alternatives analysis fails to satisfy CEQA's requirements. First, CEQA provides that an EIR shall consider a "reasonable range" of project alternatives. The DEIR considers only two alternatives, one of which is described as a "no project" alternative, which is mandated for consideration under CEQA. The evaluation of only one alternative apart from the no-project alternative is not a "reasonable" range of alternatives. Second, the no-project alternative is not a no-development/ no-build alternative, but rather assumes the development of the site with high density multi-family residential. Arguably this does not meet the requirements for description and analysis of a "no project" alternative. Third, the Reduced Density Alternative is inadequately described and it apparently involves only a reduction of the size of the outparcel. No alternative is proposed involving a reduction in the size or scope of the Wal-Mart store. For instance, the elimination of some element of the Wal-Mart, such as the grocery store component, may reduce traffic and mobile emissions. Notably, such an alternative involving a smaller store would still meet project objectives, where, for instance, grocery store sales are not a tax-generating activity. JS-15

CONCLUSION

Thank you for your consideration of the above comments and for notifying my office when the Final EIR is available.

Sincerely,



Raymond W. Johnson
JOHNSON & SEDLACK

Mr. Raymond W. Johnson
Johnson & Sedlack
26785 Camino Seco
Temecula, CA 92590

Letter Dated October 8, 2014

Comment JS-1

The DEIR, Section 1.2.1 states that the City shall have flexibility to "later determine location and sizes of proposed uses" with respect to the project. To the extent that the location and sizes of proposed uses are subject to change, the analysis and mitigation described in the EIR may no longer be applicable. This is also not a certain and finite "Project Description" within the meaning of CEQA.

Response JS-1

The actual citation can be found within Section 1.2.2, "Development Concept." As an introduction to Table 1.2-1, "Wildomar Walmart Project, Proposed Land Uses," the Draft EIR notes the following: "It is noted that the location and sizes of proposed uses within the Project site are approximate, but considered accurate for planning and environmental purposes. Ultimate configuration and orientation of uses proposed by the Project are subject to City review and approval."

This language is included to recognize that minor changes typically occur throughout the development process; however, these changes seldom affect the overall environmental process. For example, the orientation of a building may be changed to provide more efficiency or to meet a specific tenants needs. Driveway and parking fields may also need to be adjusted based on unforeseen constraints. Under no circumstances would the overall intensity of the changes exceed the intensity proposed and evaluated within the Draft EIR.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

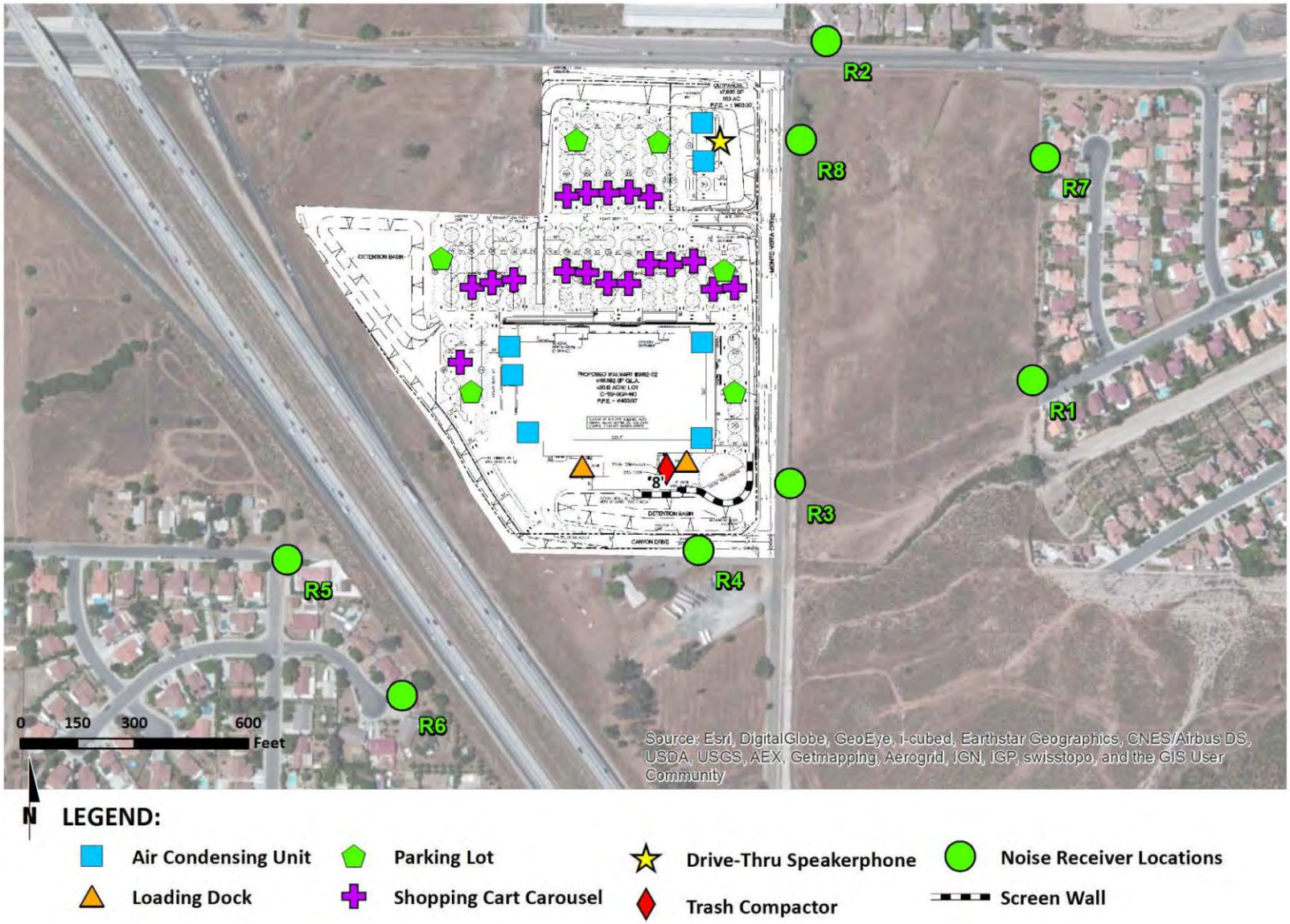
Comment JS-2

Similarly, there is currently no tenant for the out parcel(s). The DEIR asserts that "the location of loading areas for this use would be designed, constructed, and operated to preclude visual or noise impacts." (DEIR p. 3-32). It is not clear that a post-project review of the out parcel(s) will ensure that noise and visual impacts are reduced to levels of less-than-significant. Analysis and mitigation of impacts must occur at the EIR and project approval stages. For instance, there is no proposal to limit the hours of operation of the out parcels to ensure that noise impacts to nearby residences (located, for instance, within 100 feet across Monte Vista) will be less than significant.

Response JS-2

In order to directly respond to the comment, a receiver location (identified as R8 on the following graphic, Exhibit A) has been identified in the Project study area. The purpose of this receiver location is to describe the potential operational noise impacts identified in the *Wildomar Walmart Noise Impact Analysis*, prepared by Urban Crossroads, Inc., in March 2014. Currently, receiver location R8 represents a vacant lot located approximately 115 feet east of the Project site at the southeast corner of Bundy Canyon Road and Monte Vista Drive. This property is zoned residential. The Project grading plan shows that this outparcel will be developed approximately 21 feet below the grade of Monte Vista Avenue. The finished floor of the outparcel will be at 1404 feet (msl) and Monte Vista Avenue is at 1425 feet (msl). Therefore, the roof of the outparcel building will be approximately 10 feet below the existing grade of the street and the future residences across Monte Vista Avenue. This fact coupled with the extensive landscaping (trees) proposed between the building and Monte Vista Avenue will more than alleviate any concerns regarding visual impacts.

Related to noise, the existing ambient noise levels at this location are expected to exhibit exterior noise levels similar to those observed at noise level measurement location L3, shown on Exhibit 5-A of the Noise Impact Analysis, which was collected roughly 100 feet east of the Project site. At location L3 the background ambient noise levels ranged from 62.9 to 70.6 dBA Leq during the daytime hours to levels of 55.3 to 68.9 dBA Leq during the nighttime hours. The energy (logarithmic) average daytime noise level was calculated at 66.0 dBA Leq with an average nighttime noise level of 64.0 dBA Leq.



Source: Urban Crossroads, Inc.

appliedplanning inc

Exhibit A
Noise Source Locations

As established in the *Wildomar Walmart Noise Impact Analysis*, Section 9.48.040 of the City of Wildomar Municipal Code establishes the exterior noise level standards of 55 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.) for the residential properties adjacent to the Project site. The Municipal Code exterior noise level standards are used to evaluate the operational noise levels from the Project site at the nearby residential receiver locations.

Reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the loading docks, roof-top air condenser units, shopping cart carousels, parking lot, trash compactors and drive-thru speakerphone activities at the Project site. The Noise Impact Analysis provides a detailed description of the reference noise level measurements on Table 9-1, which are used to estimate the Project operational noise impacts. It is important to note that the projected noise levels assume the worst-case noise environment with the loading docks, roof-top air condenser units, shopping cart carousels, parking lot, trash compactors and drive-thru speakerphones activities all operating simultaneously. Exhibit A shows the location of receiver R8 and the noise sources identified within the Project site.

Receiver location R8 does not have a direct line of sight to the loading dock activities and trash compactor locations. At a distance of approximately 262 feet from receiver location R8, the air condenser units will create noise levels of 44.5 dBA Leq. Shopping cart carousels, located approximately 424 feet from location R8, will create noise levels approaching 29.5 dBA Leq. With a distance of 373 feet from receiver R8, parking lot activity will produce noise levels of 22.6 dBA Leq. Further, the drive-thru speakerphone located approximately 212 feet from receiver R8 will create noise levels of 28.1 dBA Leq. The combined Project-related operational noise levels are expected to approach 44.8 dBA Leq, which will satisfy the City of Wildomar 55 dBA Leq daytime and 45 dBA Leq nighttime noise level standards at this receiver location. Therefore, the direct Project-only operational noise levels at receiver location R8 will be less than significant.

To describe the potential cumulative Project operational noise level impacts at receiver location R8, the Project operational noise levels were combined and then compared with

the existing ambient noise level measurements. The difference between the combined Project and ambient noise levels describe the Project noise level contributions and potential cumulative impacts. To assess the cumulative Project operational noise level impacts, the Project contributions are compared with the cumulative significance criteria, outlined in Section 4.2 of the Noise Impact Analysis, for the daytime and nighttime periods. The cumulative noise analysis shows that the Project's 44.8 dBA Leq operational noise levels will not contribute to the ambient noise levels during the daytime hours, and will contribute up to 0.1 dBA Leq during the nighttime hours. Based on the significance criteria presented in Section 4.2, the Project-related noise level increase of 0.1 dBA Leq will be less than significant at receiver location R8.

The noise levels at receiver location R8 will also be influenced by traffic noise south of Bundy Canyon Road along Monte Vista Drive, however, the Project contribution at this roadway segment was shown to be less than significant for Existing, Year 2016, and Year 2035 conditions based on the findings of the Noise Impact Analysis. Therefore, the Project-related operational and off-site traffic noise level impacts are expected to be less than significant at receiver location R8. The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-3

The Draft EIR repeatedly "credits" the project for the purported diversity of uses among other so-called design features. This is not appropriate. The project constitutes an automobile-oriented supercenter development. For instance, it is not a mixed-use project inclusive of residential and community-serving commercial uses. Notably also, there is no transit service currently projected for the site. (DEIR p. 4.2-19)

Response JS-3

The commentor does not provide a specific reference to these "credits," making a specific response difficult. The Draft EIR does reference the fact that the site is located within a Community Center Overlay which allows, but does not require, mixed use development, integrating a variety of land uses including: residential, commercial, retail, office and business park, transit facilities, civic uses, and recreational open space. The Project would

implement commercial/retail uses allowed under the Community Center Overlay designation.

Within the commercial/retail genre, by definition, a large format store reduces vehicle trips by providing a variety of goods and services under one roof. Customers are able to combine their food shopping, general retail shopping, banking, and (for example) optometry or pharmacy needs without requiring multiple automobile trips. This is referred to as "internal trip capture." As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of ten percent was applied to recognize the interactions that would occur between the various complementary land uses. For example, patrons of the free-standing discount superstore may also visit the specialty retail or fast food restaurant without leaving the site. These vehicle trips that are internal to the site are reflected in the ten percent internal trip capture rate noted above.

Table 7.1 of the ITE Trip Generation Handbook indicates that the internal capture percentage between retail-to-retail land uses is approximately 29 percent during the weekday mid-day peak hour and approximately 20 percent during the weekday PM peak hour. The ten percent internal capture reduction that was utilized in the Draft EIR analysis is therefore considered a conservative underestimation of internal trip capture that would be realized under the Project.

The commentor correctly states that transit service is not currently provided to the Project site. Draft EIR page 4.2-19 states, "Bus transit services are currently provided to the Project area by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near the City of Wildomar. While there is currently no transit service provided to the Project site, transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to enhanced or altered service." Since the time that the Draft EIR was circulated for public review, the Applicant has added a bus stop/turn-out on the Project site. It is noted that the expansion of transit services is driven by demand, and the Project site is currently vacant. The addition

of the bus stop and the future demand generated by a retail use should entice the RTA to consider service to the area. However, the determination to expand the service is the responsibility of the RTA and is outside of the purview of the Project Applicant.

The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-4

Finally, the DEIR relies on compliance with existing regulations, such as SQAQMD Rule 403, as "mitigation" for project impacts. This is improper. Compliance with the law cannot be claimed as mitigation. The DEIR should explore additional measures as mitigation for project impacts particularly in the area of operational air quality impacts, which are shown to be significant.

Response JS-4

The Draft EIR acknowledges that the Project must comply with SCAQMD Rule 403 and includes the following measure (Draft EIR page 4.3-51), referenced by the commentor:

> *4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:*
>
> - *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;*
> - *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*
> - *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*

The inclusion of Rule 403 as a mitigation measure was done for administrative tracking purposes. Inclusion of the measure allows these requirements to be included within the Final Mitigation Monitoring Plan, as a means for City staff to easily monitor compliance throughout the construction process.

It is noted that the Project would be subject to these same requirements even without the inclusion of this mitigation measure within the Draft EIR. Therefore, any reduction in Project impacts would be realized whether the measure was included within the Mitigation Monitoring Plan or not. The measure simply allows the City to more easily assure that monitoring and reporting can be undertaken on an ongoing basis during the development process. The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-5

Construction air quality impacts should be deemed significant as to NO_x. The analysis is divided between years 2015 and 2016 (*see*, DEIR p. 4.3-52) but the project is not a phased development in that the entire project will be built at one time. If years 2015 and 2016 are considered together, NO_x impacts would exceed the significant threshold. We submit there are numerous construction air quality mitigation measures available:

1. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
2. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (eg. Install wheel shakers, wheel washers, and limit site access.)
3. All roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
4. Pave all construction roads.
5. Pave all construction access roads at least 100 feet on to the site from the main road.
6. Limit fugitive dust sources to 20 percent opacity.
7. Require a dust control plan for earthmoving operations.

8. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
9. All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
10. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
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21. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*
22. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*
23. Utilize only CARB certified equipment for construction activities.*
24. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.*
25. Restrict engine size of construction equipment to the minimum practical size.*
26. Use electric construction equipment where technically feasible.*
27. Substitute gasoline-powered for diesel-powered construction equipment.*
28. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.*
29. Use methanol-fueled pile drivers.*
30. Install catalytic converters on gasoline-powered equipment.*
31. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM_{10} and NO_x reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NO_x and a 63% reduction in PM_{10} compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
32. Electrical powered equipment shall be utilized in-lieu of gasoline-powered engines where technically feasible.*
33. All forklifts shall be electric or natural gas powered.*
34. Suspend use of all construction equipment operations during second stage smog alerts.*
35. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
36. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

37. Reroute construction trucks away from congested streets and sensitive receptor areas.*
38. Configure construction parking to minimize traffic interference.*
39. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.*
40. Minimize construction worker trips by requiring carpooling and providing for lunch onsite. *
41. Provide shuttle service to food service establishments/commercial areas for the construction crew.*
42. Provide shuttle service to transit stations/multimodal centers for the construction crew.*

Response JS-5

The commentor correctly states that the Project is not a phased development, but would span two calendar years. As noted within the Draft EIR (page 4.3-50), "Project construction is expected to commence in June 2015 and would last through January 2016." However, the commentor misinterprets the analysis. The commentor references page 4.3-52, where he concludes the analysis is "divided between years 2015 and 2016," and the following table is presented:

Table 4.3-6
Maximum Daily Construction-Source Emissions (lbs/day)–With Mitigation

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2015	8.72	92.60	81.58	0.20	12.10	6.39
2016	62.34	62.60	56.71	0.10	6.84	4.19
Maximum Daily Emissions	**62.34**	**92.60**	**81.58**	**0.20**	**12.10**	**6.39**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: *Wildomar Walmart Air Quality Impact Analysis, City of Wildomar* (Urban Crossroads, Inc.) April 3, 2014.

The commentor erroneously suggests that the emissions presented (in Table 4.3-6) for 2015 and 2016 be added together, thus resulting in an exceedance of the NO_x threshold. As noted within the title, the Table presents the maximum **daily** construction emissions. The table compares the maximum construction emissions on the most intensive day of construction activities (regardless of the year in which they occur) with applicable SCAQMD **daily** thresholds. As such, there is no need to add the figures together.

As further explanation, the air quality modeling presents the anticipated Project construction emissions based on the respective years. This is due to the fact that construction occurs in distinct phases: grading, building construction, painting, paving, etc. Although minor overlap can occur, for the most part, one construction phase must be completed before the next phase can be accomplished. This is not done to "divide the analysis between years," rather to acknowledge the distinctive properties of construction. In addition, this method identifies which construction phase(s) are anticipated to generate the most emissions, allowing mitigation measures (and their timing) to be as specific and effective as possible.

Based on the incorrect assumption that a new significant impact has been identified, the commentor also provides a list of 42 mitigation measures to be incorporated into the Project. However, based on the preceding discussion, there is no new significant impact that requires the incorporation of the suggested mitigation measures. In fact, CEQA Guidelines Section 15126.4(a)(3) states that mitigation measures are not required for effects which are not found to be significant. The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-6

In addition, Air Quality Technical Report Appendix 3.1 is not available on the City's website as of October 7, 2014, thus it is not possible to review and comment on the assumptions of the construction air quality analysis. For instance, are the soil import trips for the 60,000 cubic yards of fill included in the analysis? Are worker trips included? Incorporated by reference is the DEIR's Air Quality Technical Report available on the City's website as of October 8, 2014 which omits Appendix 3.1:
http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.0%20Air%20Quality%20Impact%20Analysis.pdf

The Greenhouse Gas Emission Technical Report also omits Appendix 3.1: http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.2%20Greenhouse%20Gas%20Analysis.pdf

Response JS-6

The commentor notes that the City's website did not include Appendix 3.1 of the Air Quality Impact Analysis. The City apologizes for this inadvertent oversight. Appendix 3.1 contains the CALEEMOD emissions model output, which are summarized within the body of the technical study and summarized within the Draft EIR. While the City puts its environmental documents online for the public's convenience, there are other methods of obtaining copies of environmental documents and their technical appendices. The City, just as they provided the commentor with a copy of the Draft EIR, would have provided any additional materials that were requested. At no point during the 45-day public review period did the commentor request additional information or clarification.

It is noted that the SCAQMD requested (and received) the modeling data during the public review period. As the SCAQMD had no comments on the Draft EIR, it can be assumed they were satisfied with the data contained in the modeling and report.

Comment JS-7

As to operational air quality, it is not appropriate to take "credit" for the so-called design features listed on Air Quality Technical Report p. 29. It is not reasonable to say that the project – a mega superstore – "increases the diversity of land uses," etc. Thus to the extent that the so-called design features are employed to credit the project in the reduction of air quality emissions, this is improper. Moreover, the design features are not fully articulated in the text of the DEIR and Appendix 3.1 is missing from the documents available online. As such, the information regarding the reductions taken for the design features is not made available for review and comment. The same comment can be made of the Greenhouse Gas Emissions Technical Report which credits the project for the so-called design features (p. 29). That is, the report asserts that the project achieves a reduction of over 30% from the BAU standard, but it is not clear from the available information that credits for the design features are appropriate for this project.

Response JS-7

As previously stated in the response to JS-3, by definition, a large format store reduces vehicle trips by providing a variety of goods and services under one roof. Customers are afforded a combination of retail and service options and are able to combine their food shopping, general retail shopping, banking, and (for example) optometry or pharmacy needs without requiring multiple automobile trips. The combination or "diversity of land uses is referred to as "internal trip capture."

As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of ten percent was applied to recognize the interactions that would occur between the various complementary land uses. For example, patrons of the free-standing discount superstore may also visit the specialty retail or fast food restaurant without leaving the site. These vehicle trips that are internal to the site are reflected in the ten percent internal trip capture rate noted above.

Table 7.1 of the ITE Trip Generation Handbook indicates that the internal capture percentage between retail-to-retail land uses is approximately 29 percent during the weekday mid-day peak hour and approximately 20 percent during the weekday PM peak hour. The ten percent internal capture reduction that was utilized in the Draft EIR analysis is therefore considered a conservative underestimation of internal trip capture that would be realized under the Project.

The commentor also questions the appropriateness of taking "credit" for "so called" design features listed in the Air Quality Analysis. The Draft EIR (at Section 3.4.11) presents a complete discussion of energy efficiency/sustainability features of the Project. The discussion covers lighting, HVAC, dehumidification, white roofs, refrigeration, heat reclamation, central energy management, water conservation, the use of recycled building materials, and construction waste management plans. The discussion also identifies the landscaping, pedestrian connections, and bicycle racks, and onsite lockers to be provided by the Project. These Project features are acknowledged within the Air Quality Analysis.

The commentor is directed to Draft EIR Table 4.3-17, which presents the annual emissions that would be generated by the Project under BAU Scenario assumptions compared to emissions that would result pursuant to GHG emissions reductions achieved through the Project design and operational programs in combination with state policies and requirements. Detailed reductions by source and reduction measures are presented at Draft EIR Table 4.3-18.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-8

Furthermore, we submit there are additional operational mitigation measures available for air quality impacts:

1. All spaces utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material breach of the lease that will result in the termination of the lease.*
2. Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where technically feasible.*
3. Utilize only electrical equipment for landscape maintenance.*
4. All forklifts shall be electric or natural gas powered.*
5. Prohibit idling of trucks for periods exceeding three minutes.*
6. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*
7. Install EV charging facilities for a minimum of 10% of all parking spaces.*
8. Install a CNG fueling facility.*
9. Provide preferential parking locations for EVs and CNG vehicles.*
10. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*

11. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city/county landscaping requirements.*
12. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that already required by city or county ordinance. Consider roadside, sidewalk, and driveway shading.*
13. Orient 75 percent or more of buildings to face either north or south (within 30 degrees of N/S) and plant trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months.*
14. Provide grass paving, tree shading, or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard black asphalt paving by 10% or more.*
15. Require each user to establish a carpool/vanpool program.*
16. Provide preferential parking for carpool/vanpool vehicles.*
17. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*
19. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
20. Connect bicycle lanes/paths to city-wide network.*
21. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.*
22. Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees.
23. Provide shuttle service to transit stations/multimodal centers.*
24. All buildings shall be constructed to LEED Platinum standards.*
25. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.*
26. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire Project.*
27. Install an ozone destruction catalyst on all air conditioning systems.*
28. Construct renewable energy sources sufficient to offset the equivalent of 100% of all

greenhouse gas emissions from mobile sources (internal combustion engines) for the entire Project. *

29. Purchase only green/ renewable power from the electric company.*
30. Install solar water heating systems to generate all hot water requirements.*

(* Would reduce impacts to GHGs as well)

Response JS-8

The commentor provides numerous additional measures as a means to reduce the operational threshold exceedances of VOC and NO_x identified within the Draft EIR. However, no indication as to the efficacy of the proposed measures in reducing Project impacts is provided, nor is nexus provided between the proposed measures and their implied environmental benefit vis-à-vis Project impacts. Certain other suggested measures proposed by the commentor replicate project components, existing policies/requirements/regulations, and would not constitute an "additional" mitigation measure. Both of these exceedances are primarily derived from tailpipe exhausts from customers. In fact, 99 percent of the NO_x emissions and 77 percent of the VOC emissions are from tailpipe exhaust.

In *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita ("SCOPE")* (2011) 197 Cal.App.4th 1042, opponents challenged an EIR, which concluded that the increased GHG emissions associated with Project vehicles and transportation sources would be significant, and that there were no feasible mitigation measures to reduce the impact to a less-than-significant level. The opponents challenged this latter claim, citing a comprehensive list of suggested mitigation measures for GHG emissions prepared by the California Attorney General's office.

In response, the court ruled that the city was not required to address the feasibility of each of the numerous measures recommended by the Attorney General, distinguishing cases where courts faulted an agency for not considering specific, potentially feasible measures (see, e.g., 197 Cal.App.4th at 1055 ("Considering the large number of possible mitigation measures . . . as well as the [opponent's admission] that not all measures would be

appropriate for every project, it is unreasonable to impose on the city an obligation to explore each and every one."). Furthermore, the Court noted that emissions from vehicle exhaust are controlled by the state and federal government, and were therefore outside the control of the project.

The Court's holding in SCOPE is analogous to the Project at issue, where the new Walmart building would be constructed to maximize building efficiency, in accordance with Walmart's building practices as well as California Code of Regulations Title 24. However, the greatest emissions associated with the proposed Project are generated by motor vehicles. As a commercial project, only about two percent of the vehicle trips are generated by employees. The remaining trips would be generated by customers. There are no feasible measures to reduce or restrict the number of customer vehicles traveling to and from the site to a level where the net increase in operational emissions would not exceed the thresholds of significance recommended by the SCAQMD for NO_x or VOC. Any such measures would be beyond the control of the City and the Project.

In sum, this comment does not appear to identify any substantive inadequacy within the EIR, and merely suggests that "something could be done" to reduce emissions. Particularly in light of the court's ruling in SCOPE, these potential other mitigation measures were not required to be discussed in the Draft EIR.

All feasible mitigation measures to reduce operational emissions were adequately addressed within the Draft EIR, and no further response is necessary.

Comment JS-9

Traffic mitigation is uncertain and improperly deferred in violation of CEQA. The fact that impacts are deemed significant does not excuse the lead agency from adopting all feasible mitigation at the time of project approval. For instance, the DEIR states that if a particular traffic improvement mitigation measure is "ultimately excluded" from the City's DIF program that the applicant will be required to contribute "fair share" fees to some other fund. Thus, apparently new "fair share" programs will be established in the event that a particular measure does not fall under an existing fee-based program (see, DEIR p. 4.2-59).

This represents uncertain mitigation. For instance, there is no evidence that other funds will be collected from other projects under these newly created fee accounts, and, thus, there is no assurance that the necessary improvements will be built in the foreseeable future. Notably, many of the impacts tied to the necessary improvements are significant in the project's opening year, thus making the measures necessary in the short term. In total, traffic mitigation is not shown to be tied to a particular program for the implementation of necessary traffic mitigation measures, nor is there any evidence how much funding has been collected thus far under a particular program, or any timetable on when the particular improvements can be expected to be implemented. There is mention of the City's DIF Program and the TUMF program but no disclosure of which improvements fall under these programs. Creating new fee accounts for measures not otherwise covered by the existing programs is not sufficient to show that traffic improvements are reasonably certain to occur in the future, let alone contemporaneously with the demonstrated time of need.

Response JS-9

CEQA Guidelines, Section 15130 specially addresses the commentor's concerns: "A projects contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact." As such, the payment of fees is an appropriate form of mitigation for cumulative impacts.

The Draft EIR explains that development projects are only required to mitigate their proportional share of the identified impact. To this end, the City of Wildomar currently has a number of programs, including the Riverside County Transportation Uniform Mitigation Fee (TUMF), Riverside County Road and Bridge Benefit District, and the City of Wildomar Development Impact Fee. The Project would be further required to pay fair share fees to identified intersections that are not included within these programs. As explained on Draft EIR page 4.2-43, the Project would contribute a fair share percentage towards the costs of recommended improvements. Fair share fees assessed of the Project in this manner would be collected by the City and deposited to a dedicated Capital Improvement Project account created for the express purpose of constructing the improvements.

All Cities have this type of Capital Improvement Project account which allows them to prioritize the funding and construction of improvements based on need. This process fulfills the Project's responsibility to fund its fair share of specific improvements.

The Draft EIR further explains (page 4.2-77):

> "Improvements required to mitigate potentially significant cumulative impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and implementation of required improvements under their control.
>
> Project proportional responsibilities for construction of necessary improvements is addressed through fee payments noted previously. However, depending on jurisdictional improvements priorities and coordination with broader transportation planning objectives, timing of these off-site improvements may or may not coincide with construction and opening of the Project.
>
> Further, within areas that are extra-jurisdictional to the City, or are under shared jurisdictional control, neither the Lead Agency nor the Project Applicant can autonomously construct improvements. Thus, while the physical improvements identified at these extra-jurisdictional or shared-jurisdictional locations may be capable of mitigating potentially significant impacts, these improvements cannot be feasibly implemented or assured by the Project Applicant or the City of Wildomar, nor can their timely completion be assured. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of

> Wildomar does not have an existing agreement with any of these jurisdictions regarding the improvement or timing of improvement of these intersections."

From a mitigation stand point, the Project has fulfilled its requirements. However, the Draft EIR identifies the impact as significant and unavoidable in an effort to provide the decision-makers and the public with the knowledge that although the Project will fund its share of the improvements, the timing of their construction is beyond the control of the Project. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-10

Furthermore, the project is inconsistent with General Policies relative to traffic, for instance C.25, where in some instances according to the DEIR, are no established programs for the improvement of the facilities impacted by the development.

Response JS-10

Policy C.25 states "The cumulative and indirect impact of development may be mitigated through the payment of various impact mitigation fees, such as City Development Impact Fees, Road and Bridge Benefit Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement if facilities impacted by development."

This policy embodies the approach that has been used in developing the traffic mitigation for the Project. For all the reasons set forth in the previous response (JS-9), the proposed Project and the approach to mitigation used in the Draft EIR are completely consistent with City Policy C.25.

It can be further argued that the use of a fair share funding process goes beyond the intent of Policy C.25 by creating a mechanism to assure all Project impacts (whether or not the improvement has been included in a defined impact fee program) are funded and constructed. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-11

Finally, we comment that traffic signal is needed at the intersection of Baxter and Monte Vista concurrent with the project's operation.

Response JS-11

Existing traffic, more so than Project traffic, would be causal to the calculated "Existing plus Project" AM peak hour deficiency identified at Monte Vista Drive/Baxter Road. In this regard, as indicated at Draft EIR Table 4.2-11, the existing AM peak hour traffic volume at Monte Vista Drive/Baxter Road is estimated at 786 trips. The Project would contribute an additional 136 trip to the AM peak hour condition, resulting in a total of 922 trips during the AM peak hour condition. Proportionally, Project traffic at Monte Vista Drive/Baxter Road would represent approximately 17.3 percent of total traffic under the "Existing plus Project" scenario; and existing traffic would account for the balance and predominance (approximately 82.7 percent) of the Monte Vista Drive/Baxter Road intersection traffic volumes under Existing plus Project AM peak hour conditions.

Absent the relatively high existing baseline traffic volumes, Project traffic impacts at Monte Vista Drive/Baxter Road would not cause or result in deficient conditions, and traffic impacts at Monte Vista Drive/Baxter Road would be less-than-significant. In as much as existing traffic accounts for 82.7 percent of the traffic volumes at Monte Vista Drive/Baxter Road under Existing plus Project AM Peak Hour Conditions, while the Project accounts for only 17.3 percent of the Existing plus Project AM Peak Hour Condition, it is considered unreasonable to require the Project alone to resolve a deficient condition which is predominantly attributable to pre-existing circumstances, even though Project traffic may be the nominal "trigger" to the deficient condition.

Mitigation Measure 4.2.4 (Draft EIR page 4.2-58, and presented below) would however, appropriately mitigate the Project's proportional responsibilities for potentially significant impacts at Monte Vista Drive/Baxter Road consistent with CEQA requirements.

> *4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the*

intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):

- *Install a traffic signal; and*
- *Construct an EB left-turn lane.*

Completion of the improvements listed in Mitigation Measure 4.2.4 would achieve acceptable LOS conditions at this intersection. However, the payment of fees noted above does not ensure timely completion of required improvements; and pending completion of the required improvements, impacts at Monte Vista Drive/Baxter Road are considered significant and unavoidable.

Improvements required to mitigate potentially significant impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through the jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system.

The scenario at Monte Vista Drive/Baxter Road described above is typical of interim circulation system deficiencies that can be expected as byproducts of the transition of the existing Study Area roadway system to one capable of supporting continuing urbanization of the City envisioned under the City General Plan. That is, development of the City consistent with the General Plan would generate additional traffic, the effects of which would result in interim areawide deficient operating conditions within what is now, a characteristically rural circulation system. Development and impact fees paid by new development proposals (including the proposed Wildomar Walmart Project) provide the means to construct improvements necessary to resolve these deficiencies. Notwithstanding, interim deficient conditions affecting the Study Area roadway system are projected to occur pending completion of circulation system improvements commensurate with the development it is intended to support.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-12

As to noise impacts, the analysis (Table 4.4-9) assumes that the "proposed" eight-foot high screen wall will be constructed. This wall must be made a mandatory requirement of the project in order to rely upon it in the calculation of noise impacts.

Response JS-12

The commentor is directed to Draft EIR Section 3.4.6, "Walls and Screening." The Project proposes the construction of an 8-foot high screening wall around the bale and pallet storage, as well as the truck turn around area in the southerly portion of the site (as shown on Draft EIR 3.4-1, "Site Plan Concept"). This is a Project commitment, and the inclusion of the wall will be verified via the Plot Plan approval process. Additionally, the City has the option to include this (and all other Project commitments) in the final Conditions of Approval. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-13

Noise also must be deemed significant during nighttime hours. Table 4.4-8 states that receptor R4 will experience nighttime noise at 47.8 dBA due to the project. This is a significant impact per the adopted threshold of significance (City Ordinance setting a maximum of 45 dBA at nighttime). As such, mitigation must be adopted for this impact pursuant to CEQA. For instance, the store's operating hours or truck delivery hours could be restricted during nighttime hours. Certain parking lot areas could likewise be restricted at nighttime.

Response JS-13

The commentor is directed to Draft EIR Table 4.4-10, "Nighttime (10 p.m. to 7 a.m.) Operational Noise Impacts." The column titled "Reference Ambient Noise Levels" demonstrates that the ambient noise condition for receiver location R4 is 63.7 dBA Leq, which is mostly due to the fact that this receiver is located approximately 600 feet from I-15. While the Project operational noise level is 47.8 at this location, this noise level would be overshadowed by the existing ambient noise level.

From an acoustical perspective, the Project would contribute a mere 0.1 dBA, which is below that State threshold of significance as presented in Draft EIR Table 4.4-2. As shown therein, if the ambient noise level is between 60-65 dBA the Project would need to contribute at least 3 dBA to be considered significant. Since the Project's contribution to the ambient noise level is 0.1 dBA, it was correctly categorized as a less-than-significant impact within the Draft EIR.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-14

This is natural drainage occurring on the site. There is concern that with the project the drainage plan is incomplete or dependent on the development of the residential tract so that drainage issues have not been fully addressed for the project.

Response JS-14

The commentor correctly states that a drainage occurs on the Project site. As noted within Draft EIR Section 4.6, "Hydrology and Water Quality," storm water runoff from the majority of the Project site currently sheet flows across the site generally southwesterly, and then enters the existing 24-inch and 30-inch storm drains located beneath Interstate 15.

Under post-development conditions, the Project storm water management system would convey and discharge storm water runoff in a manner comparable to pre-development discharge patterns. In summary, the Project has been designed to continue the drainage improvements that would be constructed as part of the easterly adjacent tract maps (TTMs 31409 and 32024). The Project storm water management system will ensure that post-development storm water discharge rates do not exceed pre-development conditions.

Contrary to the commentor's assertion that the Project's drainage plan is "incomplete or dependent," the Draft EIR also provides for an interim solution to handle flows in the event the Wildomar Walmart Project precedes the construction of the TTM 31409 and 32024 drainage improvements. Draft EIR page 4.6-20 notes, "…redirection of stormwater discharges pursuant to Conditions of Approval for TTMs 31409 and 32024 would preclude

westerly-directed stormwater discharges from these properties entering the Project site, as is currently the case. Should the drainage improvements required pursuant to the Conditions of Approval for TTMs 31409 and 32024 not be timely completed, an Interim Off-site Drainage Concept … would be implemented by the Project. The proposed Interim Off-site Drainage Concept would be designed to accept, redirect, and convey off-site stormwater discharges currently entering the Project site from the east."

Further, the interim plan is required by Draft EIR Mitigation Measure 4.6.3, as follows:

> 4.6.3 *If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 &Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.*

Based on the detailed, site-specific hydrologic modeling presented in EIR Appendix F, the Project's proposed drainage facilities entail those improvements necessary to adequately collect and convey on- and off-site storm waters, even if the Project is developed prior to the properties located to the east. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-15

The alternatives analysis fails to satisfy CEQA's requirements. First, CEQA provides that an EIR shall consider a "reasonable range" of project alternatives. The DEIR considers only two alternatives, one of which is described as a "no project" alternative, which is mandated for consideration under CEQA. The evaluation of only one alternative apart from the no-project alternative is not a "reasonable" range of alternatives. Second, the no-project alternative is not a no-development/ no-build alternative, but rather assumes the development of the site with high density multi-family residential. Arguably this does not

meet the requirements for description and analysis of a "no project" alternative. Third, the Reduced Density Alternative is inadequately described and it apparently involves only a reduction of the size of the outparcel. No alternative is proposed involving a reduction in the size or scope of the Wal-Mart store. For instance, the elimination of some element of the Wal-Mart, such as the grocery store component, may reduce traffic and mobile emissions. Notably, such an alternative involving a smaller store would still meet project objectives, where, for instance, grocery store sales are not a tax-generating activity.

Response JS-15

Rather than a numerical goal for the presentation of alternatives, CEQA Guidelines Section 15126.6 provides specific guidance related to the selection of alternatives within a Draft EIR. Specifically, an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. As further presented in the CEQA Guidelines, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the CEQA Guidelines indicate that the range of alternatives selected for examination in an EIR should be governed by "rule of reason," and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

In crafting the alternatives to be evaluated for the Project, the following scenarios were considered:

- **Alternative Site Analysis.** As stated in CEQA Guidelines Section 15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location." To this end, three possible alternative sites for the Project were preliminarily identified. The locations of these sites are presented in Draft EIR Figure 5.2-1, "Overview of Alternative Sites."

In summary of Draft EIR Section 5.2.3.1, evaluation of the considered sites indicated that they would be unsuitable or infeasible based on basic screening criteria deficiencies including, but not limited to: a) existing impediments or encumbrances; b) no demonstrable reduction in environmental impacts when compared to the current Project site; or c) potential increased environmental impacts when compared to the current Project site. On this basis, potential alternative locations for the Project were considered, but ultimately rejected.

- **"NO_x Threshold Exceedance" Alternative for Air Quality.** In order to reduce Project operational-source NO_x emissions to levels that would avoid the exceedance of applicable SCAQMD thresholds the Project scope and related vehicle trips would need to be reduced by an estimated minimum 44.2 percent.

  In summary, the Draft EIR concludes that, at such a reduction in scope, the Project Objectives would be substantively marginalized and/or not realized in any meaningful sense; and the Project would likely not be further pursued by the Applicant. Neither would the Project, at an approximate 44.2 percent reduction, conform to FAR policies for the subject site established under the City General Plan. As such, potential alternatives with the specific goal of avoiding significant operational-source NO_x exceedances otherwise resulting from the Project were rejected from consideration and not further evaluated.

- **No Project Alternative.** Related to the commentor's statement, "the no-project alternative is not a no-development/ no-build alternative, but rather assumes the development of the site with high density multi-family residential. Arguably this does not meet the requirements for description and analysis of a "no project" alternative," the Draft EIR (page 5-54) provides the following rationale:

  > "Given the subject site's "Commercial Retail/Community Center Overlay" designation and underlying "Commercial Retail" General Plan Land Use designation; availability of infrastructure/services, lack of environmental or physical constraints; and proximity of other urban

development, it is considered unlikely that the subject site would remain vacant or in a "No Build" condition, and evaluation of a No Build condition would "analyze a set of artificial assumptions that would be required to preserve the existing physical environment." This is inconsistent with direction provided at CEQA Guidelines, Section 15126.6 (e)(3)(B)...

It is also noted that a development similar to the Project was previously proposed for the subject site. In this context, failure to proceed with the Project would likely not result in preservation of existing environmental conditions, and the practical result of the Project's non-approval would be the development of some other variety or configuration of urban uses within the subject site. Accordingly, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another development proposal representing the highest and best use of the subject site.

If however, a No Project/No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. In all instances, a hypothetical No Build scenario would result in reduced environmental impacts when compared to the Project. A No Build condition would achieve none of the basic Project Objectives.

In light of the preceding discussions, for the purposes of this Alternatives Analysis, and to provide for analysis differentiated from the Project, the No Project Alternative considered herein assumes mixed-use development of the subject site integrating multi-family residences with supporting amenities. This development mix is allowed under the site's General Plan Commercial/Retail-Community Center Overlay land use

> designation. Location of residential uses and related amenities proximate to a major transportation corridor (Interstate 15) also supports Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) promoting reduced commute distances and travel times within the region."

As presented in the previous excerpt, instead of merely reiterating existing site conditions (which does not appear to provide decision-makers with any benefit), the No Project Alternative evaluates a scenario in which a different type of project, allowed under the site's current land use designations, was developed instead of the proposed Walmart Project.

- **Reduced Intensity Alternative.** The Reduced Intensity Alternative considered within the Draft EIR focuses on alternatives to the Project which would reduce or avoid certain significant air quality impacts. As discussed within Draft EIR Section 4.3, "Air Quality," operational-source air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for VOC and NO_x. The Project's threshold exceedances of these pollutants constitute violations of existing SCAQMD air quality standards.

  As indicated on Draft EIR page 5-60, to achieve the least restrictive SCAQMD operational threshold (VOC), operational-source VOC emissions under the Reduced Intensity Alternative would need to be approximately 93.3 percent of VOC emissions otherwise generated by the Project (a 6.7 percent net reduction in Project operational-source VOC emissions). Similarly, NO_x thresholds could be achieved under the Reduced Intensity Alternative provided that operational-source NO_x emissions did not exceed 55.8 percent of NO_x emissions otherwise generated by the Project (an approximate 44.2 percent reduction in Project operational-source emissions).

Of the total operational VOC and NO_x emissions generated by the Project, approximately 91.5 percent (by weight) are due to Project-related traffic. In general terms then, the Project's operational-source VOC emissions could be reduced by 6.7 percent through an approximate correlating reduction in total ADT thereby achieving applicable SCAQMD VOC thresholds. Similarly, the Project's operational-source NO_x emissions could be reduced by 44.2 percent through an approximate correlating reduction in total ADT, thereby achieving applicable SCAQMD NO_x thresholds.

As presented in Draft EIR Table 5.2-1, the Project's greatest per square foot trip generator would be the proposed Fast-Food with Drive-Through Restaurant use (3,900 square feet; 496.12 trips per day/TSF; 1,935 total ADT). This single use would generate approximately ten times as many trips per day/TSF than would the other Project uses and would account for approximately 15.8 percent of the Project's total 12,258 ADT. The proposed Walmart (200,000 square feet; 50.75 trips per day/TSF; 10,150 total ADT) would account for approximately 82.8 percent of the Project's total ADT. The proposed Specialty Retail Use (3,900 square feet; 44.42 trips per day/TSF) would generate approximately 173 ADT, or approximately 1.4 percent of the Project total ADT.

Based on the preceding paragraph, the Draft EIR evaluates the Reduced Intensity Alternative based on modifications to the proposed outparcel uses.

As detailed above, the Draft EIR describes a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. The discussion of alternatives and their relative merits and impacts are provided in a manner that fosters informed decision-making. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

October 8, 2014

From: Martha Bridges
35465 Woshka Lane
Wildomar, CA 92595

John Burkett
32721 Mesa Drive
Lake Elsinore, CA 92530

To: City of Wildomar
Attn: Mathew C. Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Re: **Written Comments to Wildomar Walmart Project (Planning Application No. 13-0086) Draft Environmental Impact Report (SCH No. 2014011014)**

To Director of Planning - Mathew C. Bassi: Please consider the following comments to the Wildomar Walmart Project Draft Environmental Impact Report.

I. The Draft EIR Fails to Discuss Impacts and Mitigation Associated with Project Location in a Very High Fire Hazard Severity Zone

The Draftl EIR fails to acknowledge that the Project is located within a Very High Fire Hazard Severity Zone as determined by the California Department of Forestry and Fire Protection based on the map entitled "Very High Fire Hazard Severity Zones in LRA" for the City of Wildomar, dated December 21, 2009, see http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Wildomar.pdf Wildomar has adopted this same map in conjunction with Ordinance 52. The map clearly indicates that the entirety of the Project site is located within a Very High Fire Hazard Severity Zone. Under established CEQA thresholds of significance the Project would have adverse fire safety impacts because it exposes people or structures to a significant risk of loss, injury or death involving wildfires. In any Final EIR for this Project, please acknowledge Project location within a Very High Fire Hazard Severity Zone, and please discuss the impacts and mitigation measures which would follow as a matter of course to such acknowledgement.

MBJB-1

DATED: October 8, 2014

By: Martha Bridges and
John Burkett

Ms. Martha Bridges
35465 Woshka Lane
Wildomar, CA 92595

Mr. John Burkett
32721 Mesa Drive
Lake Elsinore, CA 92530

Letter Dated October 8, 2014

Comment MBJB-1

The Draftl [sic] EIR fails to acknowledge that the Project is located within a Very High Fire Hazard Severity Zone as determined by the California Department of Forestry and Fire Protection based on the map entitled "Very High Fire Hazard Severity Zones in LRA" for the City of Wildomar, dated December 21, 2009, see http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Wildomar.pdf Wildomar has adopted this same map in conjunction with Ordinance 52. The map clearly indicates that the entirety of the Project site is located within a Very High Fire Hazard Severity Zone. Under established CEQA thresholds of significance the Project would have adverse fire safety impacts because it exposes people or structures to a significant risk of loss, injury or death involving wildfires. In any Final EIR for this Project, please acknowledge Project location within a Very High Fire Hazard Severity Zone, and please discuss the impacts and mitigation measures which would follow as a matter of course to such acknowledgment.

Response MBJB-1

The commentors correctly state that the Project site is located within a high fire hazard zone, as designated by the City of Wildomar. Additionally, the commentors state that the Project will have a significant fire safety impact, referring to the CEQA checklist question, "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?"

However, no wildlands are located adjacent to the Project site, nor would the proposed development be intermixed with wildlands. As noted within the Initial Study prepared for the Project (Draft EIR Appendix A), "The Project site is located in an area that has been largely urbanized, and there are no wildlands adjacent to the Project area. On this basis, there is no potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires."

Fire protection and emergency response services are currently provided to the area by the Riverside County Fire Department/Cal Fire. Consistent with City of Wildomar requirements, development fees and taxes paid by the Project would act to offset its incremental demands for fire protection services.

Additionally, the development of modern commercial structures and the introduction of irrigated landscaping would act to reduce any potential wildland fire hazard at the site. Adherence to incumbent California Fire Code requirements acts to reduce any urban fire hazard to a less-than-significant level. No mitigation is required, the results and conclusions of the EIR are not affected.

RECEIVED
SEP 30 2014
CITY OF WILDOMAR

33413 Chelsea Ln.
Wildomar, Ca.
Sat., 9-27-2014

Mr. Matthew Bassi
City of Wildomar
Wildomar, Ca.

Dear Mr. Bassi:

After attending the recent Walmart open house at the Reagan School and reviewing the Wildomar Walmart Project Draft EIR, I still have several concerns about the company's plan regarding building at Bundy Canyon and Monte Vista in the city. Several of my questions still remain unanswered. PC-1

My main concern is still the traffic problems that no doubt will effect the near by neighborhoods during and after construction, especially until any modification, or widening of Bundy Canyon is completed. I am sure the state will not improve Bundy Canyon in this area for quite some time. Also if the housing development near the Farm begins, that will only add more problems for the involved area. Even with the proposed traffic signals on Bundy Canyon, due to the heavy volume of vehicles and delivery trucks, numerous traffic problems will no doubt occur. At the present time dangerous conditions already exist by vehicles coming out of the new Shell AM/PM mini mart and attempting to turn West onto Bundy Canyon. Once completed how will vehicles coming out of Cherry, be able to make a turn to go East onto Bundy Canyon? Similar conditions will no doubt occur involving vehicles coming out of Canyon Ranch trying to get onto Bundy Canyon. On Walmart's street plan it appears that there is a raised medium at Canyon Ranch and if the plans were to scale, one could not make a turn to go East onto Bundy Canyon. At the present time getting onto Bundy Canyon from Canyon Ranch at rush hours already can be dangerous! PC-2

Also nothing was mentioned about the Cornerstone Church School and both the morning and afternoon traffic that it already generates. I understand that the church wants to expand some of their present facility, which means they expect more students in the future? Also will Walmart be far enough away from the Church and school to be able to hold a liquor license? PC-3

Regarding the statement in the EIR about unmet demands, we already have several stores near by, which includes Ace Hardware, Stater Brothers and Albertsons, just to name a few. Then if built, the other near by Walmart stores that will close will bring about certain amount of urban decay in those areas. At the open house it was pointed out that additional jobs would be brought to the area, but nothing was said about the new employees driving in from outside of Wildomar, thus causing more traffic. PC-4

If approved and if fees are paid, according to the EIR, it would not insure the timely completions of the off site improvements needed to insure free flowing traffic on Bundy Canyon. Also has any consideration been given to all of the utility lines that are needed and planned to be placed on Bundy Canyon for this development and the effect this construction will have on traffic there until these lines are completed? PC-5

Also I saw that in the future there is the possibility that Bundy Canyon will be widened, Bundy Canyon Improvement Project, to 3 lanes in each direction, which will bring about problems regarding the right of way needed in that area. I am sure that the state will not pay for all of improvements needed, so who will? PC-6

I strongly feel that if the plan to build the new Walmart is approved before any major improvements and widening is completed all along Bundy Canyon, the city would be doing a real injustice and inconvenience to many living in the near by neighborhoods. PC-7

Thank you,

Paul L Colmer

Paul L. Colmer

Mr. Paul Colmer
33413 Chelsea Lane
Wildomar, CA 92595

Letter Dated September 27, 2014

Comment PC-1

After attending the recent Walmart open house at the Reagan School and reviewing the Wildomar Walmart Project Draft EIR, I still have several concerns about the company's plan regarding building at Bundy Canyon and Monte Vista in the city. Several of my questions still remain unanswered.

Response PC-1

The commentors review of the Draft EIR and concerns/questions are noted. Please refer to Responses PC-1 through PC-6, below.

Comment PC-2

My main concern is still the traffic problems that no doubt will effect the near by neighborhoods during and after construction, especially until any modification, or widening of Bundy Canyon is completed. I am sure the state will not improve Bundy Canyon in this area for quite some time. Also if the housing development near the Farm begins, that will only add more problems for the involved area. Even with the proposed traffic signals on Bundy Canyon, due to the heavy volume of vehicles and delivery trucks, numerous traffic problems will no doubt occur. At the present time dangerous conditions already exist by vehicles coming out of the new Shell AM/PM mini mart and attempting to turn west onto Bundy Canyon. Once completed how will vehicles coming out of Cherry, be able to make a turn to go East onto Bundy Canyon? Similar conditions will no doubt occur involving vehicles coming out of Canyon Ranch trying to get onto Bundy Canyon. On Walmart's street plan it appears that there is a raised median at Canyon Ranch and if the plans were to scale, one could not make a turn to go East onto Bundy Canyon. At the present time getting onto Bundy Canyon from Canyon Ranch at rush hours already can be dangerous!

Response PC-2

The commentor provides an opinion regarding the timing of improvements to Bundy Canyon Road that are outside of the purview of the Project. Additionally, the commentor presents concerns regarding turns currently being made onto Bundy Canyon Road from north/south streets (Cherry Street, Canyon Ranch Road) located on the north side of Bundy Canyon Road. It is noted that the "raised median" the commentor refers to would not alter turns from these streets in any way.

With regard to the commentor's statement that "dangerous conditions already exist by vehicles coming out of the new Shell/AM PM mini mart and attempting to turn west onto Bundy Canyon," it is noted that the main Project driveway, to be located along Bundy Canyon Road, will also provide signalized ingress/egress to these existing commercial uses.

Commentor statements are not specific to the analysis contained within the Draft EIR. The findings and conclusions of the Draft EIR are not affected; however, the opinions and concerns presented by the commentor will be forwarded to the decision-makers during their deliberations on the Project.

Comment PC-3

Also nothing was mentioned about the Cornerstone Church School and both the morning and afternoon traffic that it already generates. I understand that the church wants to expand some of their present facility, which means they expect more students in the future? Also will Walmart be far enough away from the Church and school to be able to hold a liquor license?

Response PC-3

Traffic currently generated by the Cornerstone Church has been included within the analysis of existing conditions, presented in Draft EIR Section 4.2. Specifically, the commentor is referred to Figure 4.2-1, which illustrates the Study Area roadways and intersections, both north and south of the Cornerstone Church. As shown, a total of 26 existing and future intersections within the Study Area were selected for evaluation as part of the Project Traffic Impact Analysis. Intersections with freeway ramps that would be used to access the Project (and the Church) were also included.

Additionally, nine of the Study Area intersections (presented in Draft EIR Table 4.2-1), whose locations are proximate to both the Project and the Church, were also selected for supplemental analysis under Sunday peak hour traffic conditions. The focus of this supplemental analysis was to determine if Project traffic in combination with traffic generated by the Church would result in Sunday peak hour traffic deficiencies not otherwise affecting the Study Area facilities.

Existing peak hour traffic volumes within the Study Area were determined by field traffic counts conducted on Tuesday, October 8, 2013 (while schools were in session); and Saturday, October 12, 2013. Additional traffic counts were collected on Sunday, February 9, 2014 at selected intersections to reflect Sunday peak hour conditions associated with traffic accessing the Church.

In coordination with the City, a list of 56 cumulative development projects was developed for consideration within the Traffic Impact Analysis. These cumulative projects are anticipated to contribute traffic to the Project study area. The commentor is referred to Draft EIR Table 4.2-10; wherein, the expansion of the Cornerstone Church Preschool is listed as cumulative development number 6. Meaning, anticipated traffic generated by the future expansion of the Cornerstone Church Preschool has been included within the Traffic Impact Analysis.

In regard to the commentor's concerns related to liquor sales in the vicinity of schools, it is noted that the City will be required to issue a Conditional Use Permit to allow alcohol sales for off-site consumption. This requirement is listed as one of the discretionary actions at Draft EIR page 3-40.

Furthermore, the City's Zoning Regulations (Chapter 19.450.030) "Site Location. Operation and Development Standards" requires the minimum separation between businesses selling off-site alcohol and "assembly uses" of 600 feet between the outer walls of the building to the "assembly use" property line. To conservatively estimate the separation, the distance between both "property lines" was measured at approximately 1,400 feet. At this distance, the Project exceeds the minimum required separation by over 100 percent.

Based on the preceding discussion, traffic currently generated by the Cornerstone Community Church, as well as its possible future expansion, and the Project would meet the City's Development Standards dealing with separation of uses. Both of these issues have been adequately addressed and disclosed within the Draft EIR.

Comment PC-4

Regarding the statement in the EIR about unmet demands, we already have several stores near by, which includes Ace Hardware, Stater Brothers and Albertsons, just to name a few. Then if built, the other near by Walmart stores that will close will bring about certain amount of urban decay in those areas. At the open house it was pointed out that additional jobs would be brought to the area, but nothing was said about the new employees driving in from outside of Wildomar, thus causing more traffic.

Response PC-4

For clarification, "unmet demand" does not necessarily mean there are not currently commercial/retail shopping opportunities available in the area; rather that the community is capable of supporting additional retail opportunities without causing a significant urban decay impact due to its secondary economic effects. To this end, an Urban Decay Study was prepared for the Project and is presented as Draft EIR Appendix B.

As noted by the commentor, the Project Urban Decay Study presumed that the existing Grape Street Walmart store would close at approximately the same time the proposed Wildomar Walmart opens. On this basis, it was necessary to evaluate the potential for the existing Walmart building to remain vacant for an extended period of time, thus becoming subject to urban decay.

As supported by the findings of the Project Urban Decay Study, and summarized within the Draft EIR, there would be sufficient market demand to support the proposed Project without negatively impacting existing retailers in the trade area (Project Urban Decay Study, page 19). This conclusion is based on consideration of current market conditions, including the effects of the recession, which are independent of the Project; findings regarding diverted sales related to the Project and cumulative retail developments; and the potential for re-tenanting of the existing retail vacancies.

The Project Urban Decay Study's findings conclude that while some existing stores may experience negative economic impacts following the addition of the Project (and other cumulative retail projects), no store closures are predicted to occur as the result of the Project's implementation. The Project's potential to result in adverse physical change (urban decay) was therefore determined to be less-than-significant within the EIR.

In response to commentor's assertion regarding "new employees driving in from outside of Wildomar," it is noted that as a commercial project, only about two percent of the vehicle trips are generated by employees. Furthermore, these trips are accounted for within the ITE Trip Generation rates. Employment opportunities provided by the Project would be typical of commercial/retail uses, and are not expected to induce substantial commuting. Rather, Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment PC-5

If approved and if fees are paid, according to the EIR, it would not insure the timely completions of the off-site improvements needed to insure free flowing traffic on Bundy Canyon. Also has any consideration been given to all of the utility lines that are needed and planned to be placed on Bundy Canyon for this development and the effect this construction will have on traffic there until these lines are completed?

Response PC-5

The commentor states concern regarding "the timely completions of the off-site improvements needed to insure free flowing traffic on Bundy Canyon." However, the precise location of concern along Bundy Canyon Road is unclear.

Draft EIR page 4.2-36 states, "The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes

(compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk." These improvements are Project commitments, and will be completed during Project construction.

Draft EIR Section 3.4.4.4 notes, "Overhead service lines are located on the south side of Bundy Canyon Road and the west side of Monte Vista Drive. As part of the Project, existing overhead electrical lines will be relocated underground." As such, any environmental impacts of this aspect of the Project have been considered within the analysis of Project construction.

Comment PC-6

Also I saw that in the future there is the possibility that Bundy Canyon will be widened, Bundy Canyon Improvement Project, to 3 lanes in each direction, which will bring about problems regarding the right of way needed in that area. I am sure that the state will not pay for all the improvements needed, so who will?

Response PC-6

The Project would construct all frontage and roadway section improvements (including improvements to Bundy Canyon Road) consistent with City requirements. Site adjacent improvements necessary to ensure safe and efficient access to the subject site would also be constructed by the Project. To these ends, the Project would construct the following improvements prior to the issuance of the first Certificate of Occupancy.

- The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes (compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk;

- The intersection of Sellers Road at Bundy Canyon Road would be signalized; and

- The intersection of Monte Vista Drive at Bundy Canyon Road would be signalized.

No additional improvements to Bundy Canyon Road would be required to ensure that the Project does not result in potentially significant impacts affecting adjacent Bundy Canyon Road. The Project improvements are designed and scoped to adequately and safely convey all traffic into and out of the Project site, and would also act to incrementally improve baseline "without Project" LOS conditions affecting adjacent Bundy Canyon Road. More specifically, as indicated at Draft EIR Table 4.2-9, the intersection of Sellers Road at Bundy Canyon Road currently operates under deficient conditions (LOS "E" or worse). The traffic signal implemented by the Project, in combination with on-going WRCOG TUMF improvements to Bundy Canyon Road, would improve the existing LOS at Sellers Road at Bundy Canyon Road to LOS "D" or better (refer to Draft EIR Table 4.2-13). At the intersection of Monte Vista Drive at Bundy Canyon Road, improvements implemented by the Project would improve this intersection's currently deficient LOS "F" AM peak hour condition to LOS "C."

As indicated, the Project improvements to Bundy Canyon Road not only fully address the Project's incremental traffic effects, but also act to diminish pre-existing deficiencies.

Comment PC-7

I strongly feel that if the plan to build the new Walmart is approved before any major improvements and widening is completed all along Bundy Canyon, the city would be doing a real injustice and inconvenience to many living in the nearby neighborhoods.

Response PC-7

The commentor provides an opinion regarding Bundy Canyon improvements. Since this is not a specific comment pertaining to the environmental analysis presented within the Draft EIR, no response is required. The commentor's opinion will be forwarded to the decision-makers during their deliberations on the Project.

-----Original Message-----
From: Beryl Yasinosky [mailto:byasinosky@icloud.com]
Sent: Tuesday, October 07, 2014 4:09 PM
To: Alfredo Garcia
Subject: I Support a Walmart in Wildomar.....ONLY WITH the following conditions!

Thank you for the opportunity to comment on the proposed Super Walmart at Bundy Canyon and Monte Vista Roads. While we are not exactly excited about the proposed project, we understand the City's need to encourage additional retail development within the community. As a result, we are inclined not to oppose the project if certain conditions are are imposed by the City concerning the construction and operation of the future super-center, as follows: BY-1

1. The Walmart project should be responsible for constructing full-width roadway and drainage improvements, including signalized intersections along Bundy Canyon and Monte Vista, prior to certificate of occupancy, irregardless if the adjacent properties are developed or not. The size and magnitude of this project alone will generate significant traffic congestion, in addition to the increasing commuter traffic between I-15 and I-215. Additional development to the east of the project will only exacerbate the situation. It is imperative that the City hold the Walmart developer accountable and insure these improvements are constructed through the creation of a special assessment district, business improvement district, and/or reimbursement agreements with adjacent property owners. It is common knowledge that Bundy Canyon is a TUMF facility, but it is doubtful that adequate TUMF funds will be available to construct these improvements anytime in the near future. Statements made by the developer that TUMF will fund these improvements is unrealistic and deceitful. BY-2

2. Given the immediate proximity of the Walmart site to residential development, we feel it would be a disservice to the neighborhood to not restrict hours of operation, i.e., customer and truck traffic between midnight and 5 am. BY-3

3. Finally, for all reasons cited above, the City should prohibit this Walmart location from allowing overnight parking and/or camping of RV's, cars, and semi-trucks. This is prohibited at many Walmarts across the country, where city officials are concerned about the negative impacts, security issues, and unsightly conditions that this Walmart practice imposes on residential neighborhoods. We are hopeful that the City has the foresight to stop this unofficial "campground" practice before it starts. Wildomar already has too many sub-standard property conditions to contend with. BY-4

If you have any questions, please feel free to contact me at (951) 764-9539.

Sincerely,
Beryl Yasinosky
34229 Pheasant Run Circle
Wildomar, CA 92595

Sent from my iPad

Ms. Beryl Yasinosky
34229 Pheasant Run Circle
Wildomar, CA 92595

Letter Dated October 7, 2014

Comment BY-1

Thank you for the opportunity to comment on the proposed Super Walmart at Bundy Canyon and Monte Vista Roads. While we are not exactly excited about the proposed project, we understand the City's need to encourage additional retail development within the community. As a result, we are inclined not to oppose the project if certain conditions are are [sic] imposed by the City concerning the construction and operation of the future super-center, as follows:

Response BY-1

The commentor's (hesitant) support of the Project is noted; as is the acknowledgment of needed retail services within the City of Wildomar.

Comment BY-2

The Walmart project should be responsible for constructing full-width roadway and drainage improvements, including signalized intersections along Bundy Canyon and Monte Vista, prior to certificate of occupancy, irregardless if the adjacent properties are developed or not. The size and magnitude of this project alone will generate significant traffic congestion, in addition to the increasing commuter traffic between I-15 and I-215. Additional development to the east of the project will only exacerbate the situation. It is imperative that the City hold the Walmart developer accountable and insure these improvements are constructed through the creation of a special assessment district, business improvement district, and/or reimbursement agreements with adjacent property owners. It is common knowledge that Bundy Canyon is a TUMF facility, but it is doubtful that adequate TUMF funds will be available to construct these improvements anytime in the near future. Statements made by the developer that TUMF will fund these improvements is unrealistic and deceitful.

Response BY-2

As noted at Draft EIR Section 4.2.5, Project implementation would involve the construction of a number of roadway and intersection improvements occurring on or adjacent to the Project site, as follows.

Bundy Canyon Road Improvements

The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes (compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk.

Monte Vista Drive Improvements

The westerly half of Monte Vista Drive would be constructed at its ultimate half-section width as a Modified Secondary Highway (standard is 100-foot right-of-way/64-foot curb-to-curb, modified to 80-foot right-of-way) between Bundy Canyon Road and Canyon Drive. This configuration would provide two SB through travel lanes (compared to the single SB lane that currently exists in this area); curb and gutter, and a six-foot sidewalk.

Intersection Improvements

In order to ensure safe and efficient traffic movements, the Project includes the installation of traffic signals at the following three intersections:

- Sellers Road at Bundy Canyon Road;
- Monte Vista Drive at Bundy Canyon Road; and
- Monte Vista Drive at Canyon Drive.

Regarding the commentor's assertion that "…it is doubtful that adequate TUMF funds will be available to construct these improvements anytime in the near future. Statements made by the developer that TUMF will fund these improvements is unrealistic and deceitful," it is noted that (at the May 2014 TUMF assessment rates) TUMF assessments paid by the Project

would total approximately $2.18 million. However, the Draft EIR acknowledges that payment of fees does not ensure timely completion of the required improvements. This is stated numerous times within the Draft EIR in an effort to inform the public and decision-makers about the TUMF process. The commentor's opinions in this regard will be forwarded to the decision-makers during their deliberations on the Project.

Regarding the commentor's drainage concerns, it is noted that (under post-development conditions) the Project storm water management system would convey and discharge storm water runoff in a manner comparable to pre-development discharge patterns. In summary, the Project has been designed to continue the drainage improvements that would be constructed as part of the easterly adjacent tract maps (TTMs 31409 and 32024). The Project storm water management system will ensure that post-development storm water discharge rates do not exceed pre-development conditions.

The Draft EIR also provides for an interim solution to handle flows in the event the Wildomar Walmart Project precedes the construction of the TTMs 31409 and 32024 drainage improvements. Draft EIR page 4.6-20 notes, "…redirection of stormwater discharges pursuant to Conditions of Approval for TTMs 31409 and 32024 would preclude westerly-directed stormwater discharges from these properties entering the Project site, as is currently the case. Should the drainage improvements required pursuant to the Conditions of Approval for TTMs 31409 and 32024 not be timely completed, an Interim Off-site Drainage Concept … would be implemented by the Project. The proposed Interim Off-site Drainage Concept would be designed to accept, redirect, and convey off-site stormwater discharges currently entering the Project site from the east."

Further, the interim plan is required by Draft EIR Mitigation Measure 4.6.3, as follows:

> 4.6.3 *If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 &Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis,*

included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.

Based on the detailed, site-specific hydrologic modeling presented in EIR Appendix F, the Project's proposed drainage facilities entail those improvements necessary to adequately collect and convey on- and off-site storm waters, even if the Project is developed prior to the properties located to the east.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment BY-3

Given the immediate proximity of the Walmart site to residential development, we feel it would be a disservice to the neighborhood to not restrict hours of operation, i.e., customer and truck traffic between midnight and 5 am.

Response BY-3

The Draft EIR operational noise analysis considers noise generated from loading dock activity, parking lot activity, air condensers, shopping cart corrals, trash compactors, and drive through speakerphones. As shown in Draft EIR Table 4.4-10, when all Project operational activities occur at the same time during the nighttime peak hour conditions, Project operational noise levels will result in a less-than-audible noise level contribution of 0.1 dBA Leq to ambient conditions. Based on the significance criteria presented in Draft EIR Section 4.4.4, all receiver locations will experience a less-than-significant cumulative Project noise impact during the nighttime hours, making a restriction on Project operating hours unnecessary in this regard.

The commentor's opinion will be forwarded to the decision-makers for consideration during their Project deliberations.

Comment BY-4

Finally, for all reasons cited above, the City should prohibit this Walmart location from allowing overnight parking and/or camping of RV's, cars, and semi-trucks. This is prohibited at many Walmarts across the country, where city officials are concerned about the negative impacts, security issues, and unsightly conditions that this Walmart practice imposes on residential neighborhoods. We are hopeful that the City has the foresight to stop this unofficial "campground" practice before it starts. Wildomar already has too many sun-standard property conditions to contend with.

Response BY-4

Although Walmart corporate policy is to allow RVs to park overnight in their parking lots, the City of Wildomar may desire to not allow overnight parking for stores. This can be accomplished either via adoption of City-wide ban on RV Parking in commercial centers or as part of the City's Condition of Approval process.

The commentor's opinion will be forwarded to the decision-makers for their consideration during the deliberation process.

4.0 MITIGATION MONITORING PLAN

4.0 MITIGATION MONITORING PLAN

4.1 INTRODUCTION

To ensure that the mitigation measures contained in this EIR are properly implemented, a monitoring plan has been developed pursuant to State law. This Mitigation Monitoring Plan (MMP) identifies measures incorporated in the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures. As described at *CEQA Guidelines* Section 15097, this MMP employs both reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures;
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated in the Project are presented in the following Section 4.2. Specific mitigation measures incorporated in the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section at Table 4.2-1.

4.2 MITIGATION MONITORING AND REPORTING

Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Wildomar is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof.

If during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Traffic and Circulation					
4.2.1	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.2	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15):* • *Install a traffic signal* • *Construct a second eastbound (EB) through lane;* • *Construct a second westbound (WB) through lane; and* • *Construct a WB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.3	*At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement:* • *Restripe the WB right-turn lane as a second through lane.* *This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.*	Prior to the issuance of the first Certificate of Occupancy.	WRCOG.	WRCOG and City of Wildomar.	City shall verify completion of improvements at issuance of first Certificate of Occupancy.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.4	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):* • *Install a traffic signal; and* • *Construct an EB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.5	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):* • *Install a traffic signal.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.6	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):* • *Install a traffic signal;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.7	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):* • *Install a traffic signal; and* • *Construct an EB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.8	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):* • *Install a traffic signal; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.9	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):* • *Install a traffic signal;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.10	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):* • *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.11	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):* • *Install a traffic signal;* • *Construct a NB left-turn lane;* • *Construct a NB shared through/right-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.12	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):* • *Construct an EB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.13	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions); and* • *Construct an EB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.14	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):* • *Construct a WB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.15	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):* • *Construct a 2nd westbound through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.16	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Restripe the EB right-turn lane as a shared through/right-turn lane; and* • *Construct a second WB through lane.*				
4.2.17	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane;* • *Construct a WB shared through/right-turn lane;* • *Construct a NB shared through/right-turn lane;* • *Construct a SB left-turn lane; and* • *Construct an EB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.18	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Construct an EB shared through/right-turn lane;* • *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and* • *Construct a WB shared through/right-turn lane.*				
4.2.19	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Restripe the SB shared left/right-turn lane as a left-turn lane;* • *Construct a SB right-turn lane;* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct a second EB through lane; and* • *Construct a WB shared through/right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.20	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2):* • *Construct an EB shared through/right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.21	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3):* • *Construct a second NB through lane;* • *Construct a second SB through lane;* • *Construct a second WB through lane; and* • *Construct a NB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.22	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6):* • *Install a traffic signal.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.23	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7):* • *Construct a NB right-turn lane with overlap phasing;* • *Construct an EB left-turn lane;* • *Construct an EB right-turn lane;* • *Construct a WB left-turn lane;* • *Construct a second and third EB through lane; and* • *Construct a second WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.24	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):* • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane;* • *Construct a second and third EB through lane; and* • *Construct a second and third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.25	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):* • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Construct a third EB through lane; and* • *Construct a third WB through lane.*				
4.2.26	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):* • *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB left-turn lane;* • *Construct a second WB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a second and third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.27	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):* • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB left-turn lane (same improvement*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
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General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
required under Opening Year conditions); • *Construct an EB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB right-turn lane;* • *Construct a SB right-turn lane with overlap phasing;* • *Construct a WB right-turn lane with overlap phasing;* • *Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second SB through lane.*				
4.2.28 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):* • *Construct an EB right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second WB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.29	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB right-turn lane (same improvement required under Opening Year conditions);* • *Construct a second EB through lane; and* • *Construct a second WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.30	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):* • *Construct a WB right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second EB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.31	*The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction:*	Prior to the issuance of the first Certificate of Occupancy.	WRCOG.	WRCOG and City of Wildomar.	City shall verify payment of fees and completion of improvements at issuance of first Certificate of

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
• *Restripe the WB right-turn lane as a second through lane.* *This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions);* *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16):* • *Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.*				Occupancy.
4.2.32 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):* • *Construct a second WB through lane (same improvement required under Existing-plus-Project conditions);* • *Construct a third WB through lane;* • *Construct a NB shared left/right-turn lane; and* • *Construct a second WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.33	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct a SB left-turn lane striped as a shared left/right-turn lane;* • *Construct a SB de facto right-turn lane striped as a dedicated right-turn lane;* • *Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and* • *Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.34	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21):* • *Install a traffic signal;* • *Construct an EB left-turn lane;* • *Construct a second EB through lane;* • *Construct a WB left-turn lane; and* • *Construct a second WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
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General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.35	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22):* • *Install a traffic signal;* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.36	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):* • *Restripe the EB right-turn lane as a shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a second WB through lane (same improvement required under Opening Year conditions); and* • *Construct a third EB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.37	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and* • *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.38	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
• *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB right-turn lane (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions);* • *Construct a second EB left-turn lane;* • *Construct a WB right-turn lane;* • *Construct a second EB through lane (same improvement required under Opening Year conditions);* • *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*				
4.2.39 *The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan*	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
shall identify traffic controls, any street closures and/or detours, or other disruption to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be provided to all contractors as one component of building plan/contract document packages.				
Air Quality				
4.3.1 *The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:* • *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;* • *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Wildomar Walmart Project
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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*				
4.3.2	*Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.*	Prior to the issuance of grading plans.	Applicant.	City of Wildomar.	At issuance of grading plans.
4.3.3	*During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.*	During grading activity.	Construction contractor.	City of Wildomar.	Ongoing throughout grading activity.
4.3.4	*Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City. *Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):* • *Increase in insulation such that heat transfer and thermal bridging is minimized;* • *Limit air leakage through the structure and/or within the heating and cooling distribution system;* • *Use of energy-efficient space heating and cooling equipment;* • *Installation of electrical hook-ups at loading dock areas;* • *Installation of dual-paned or other energy efficient windows;* • *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;* • *Installation of automatic devices to turn off lights where they are not needed;*				

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;* • *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;* • *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.*				
4.3.5	*Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). The Project Water Conservation Strategy shall be subject to review and approval by the City.* *The Project shall also implement the following:* • *Landscaping palette emphasizing drought tolerant plants;* • *Use of water-efficient irrigation techniques;* • *U.S. Environmental Protection Agency (EPA)*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.				
Noise					
4.4.1	*Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 6 p.m. to 6 a.m. during the months of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.*	Prior to approval of grading plans and/or issuance of building permits.	Applicant.	City of Wildomar.	At approval of grading plans and/or issuance of building permits.
4.4.2	*During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. It is noted that stationary equipment is transitory to the site and is located based on a given construction task or phase, however noise emitting construction equipment that may be employed in various temporary fixed positions throughout the Project site shall be oriented to direct noise away from the nearest noise sensitive receptor(s).*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.4.3	*The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction. A review of the Project site and the location of nearby noise sensitive receptors indicate that construction equipment staging shall be concentrated in the northern portion of the site near Bundy Canyon Road and away from the residential land use located south of Canyon Drive.*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.4	*The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.5	*All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.6	*Maintain quality pavement conditions that are free of bumps to minimize truck noise.*	Ongoing throughout Project operations.	Future tenant.	City of Wildomar.	Ongoing throughout Project operations.
4.4.7	*The truck access points and loading docks within the truck court on the Project site shall be posted with signs which state:* • *Truck drivers shall turn off engines when not in use;*	Ongoing throughout Project operations.	Future tenant.	City of Wildomar.	Ongoing throughout Project operations.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Trucks servicing the Project shall not idle for more than five (5) minutes; and* • *Telephone numbers of the building facilities manager to report violations.*				
Hydrology and Water Quality					
4.6.1	*Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following:* • *Silt Fences;* • *Check Dams;*	Prior to issuance of grading permits.	Applicant.	City of Wildomar.	At issuance of grading permits.

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Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
• *Gravel Bag Berms;* • *Street Sweeping and Vacuuming;* • *Sand Bag Barriers;* • *Storm Drain Inlet Protection;* • *Wind Erosion Control;* • *Stabilized Construction Entrance/Exit; and* • *Entrance/Outlet Tire Wash.* *Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following:* • *Providing permanent cover to stabilize the disturbed surfaces after construction has been completed;* • *Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities;* • *Precluding non-stormwater discharges to the stormwater system; and* • *Performing monitoring of discharges to the stormwater system.*				

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.6.2	*Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following:* *<u>Source Control/Non-Structural BMPs</u>* • *Education of property owners, operators, tenants, occupants, or employees;* • *Street Sweeping of Private Streets and Parking Lots;* • *Drainage facility inspection and maintenance;* • *Roof Runoff Controls;* • *Efficient Irrigation;* • *Protection of Slopes and Channels;* • *Storm Drain stenciling and signage;* • *Trash Storage Areas and Litter Control;* • *Irrigation system and landscape maintenance; and* • *Loading dock drainage controls.*	Prior to issuance of grading permits.	Applicant.	City of Wildomar.	At issuance of grading permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Site Design/Structural BMPs				
	• *Maximize permeable areas;* • *Minimize street, sidewalk, and parking lot aisle widths;* • *Maintain natural drainage patterns;* • *Incorporate drought-tolerant landscaping;* • *On-site ponding areas or retention facilities to increase opportunities for infiltration;* • *Convey roof runoff to landscaping/permeable areas prior to discharge to storm drains;* • *Drain sidewalks and walkways to adjacent landscaped areas; and* • *Integration of landscaping and drainage designs.*				
4.6.3	*If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Biological Resources					
4.7.1	*Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.*	Throughout construction.	Construction contractor.	City of Wildomar.	Ongoing throughout construction.
4.7.2	*A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.*	During all vegetation clearing activities.	Applicant.	City of Wildomar.	Ongoing during all vegetation clearing activities.
4.7.3	*Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.*	Within 30 days prior to disturbance at the Project site.	Applicant.	City of Wildomar.	Within 30 days prior to disturbance at the Project site.
4.7.4	*To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA):* • *If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.* • *If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat*	Throughout construction.	Applicant.	City of Wildomar.	Ongoing throughout construction.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.				
4.7.5	*A biologist shall make periodic site visits to ensure compliance with all permit conditions.*	Throughout construction.	Applicant.	City of Wildomar.	Ongoing throughout construction.
4.7.6	*Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.7.7	*Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.
4.7.8	*Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.
Geology and Soils					
4.8.1	*Design and development of the Project shall comply with recommendations and performance standards identified in the Geotechnical Investigation at pages 8 through 21, Sections 6.1 through 6.14. Where the Project Geotechnical Investigation is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail. The Project Geotechnical Investigation provides recommendations and performance standards for*	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
the following design and development components/attributes: • *Excavation and Soil Characteristics;* • *Temporary Slope Excavations (i.e., trenching);* • *Grading;* • *Slopes;* • *Seismic Design Criteria;* • *Foundations;* • *Concrete Slabs-on-Grade;* • *Conventional Retaining Walls;* • *Pavement Recommendations;* • *Hydraulic Conductivity;* • *Detention Basin and Bioswale Recommendations;* • *Site Drainage and Moisture Protection; and* • *Foundation and Grading Plan Review.*				
Cultural Resources				
4.9.1 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be*	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."				
4.9.2	*At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements*	At least 30 days prior to seeking a grading permit.	Applicant.	City of Wildomar.	At issuance of grading permit.

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	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 Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.				
4.9.3	*Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County*	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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	Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."				
4.9.4	*All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.*	Throughout grading/prior to issuance of building permit.	Qualified professional archeologist/ Applicant.	City of Wildomar.	At issuance of building permit.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.9.5	*All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.*	Throughout grading.	Construction contractor.	City of Wildomar.	Ongoing throughout grading.
4.9.6	*Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The*	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."				
4.9.7	*To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.*	Throughout construction.	Applicant.	City of Wildomar.	Throughout construction, or until the qualified professional archeologist is satisfied that construction will not disturb cultural and/or paleontological resources.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.9.8	*Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.*	Prior to the issuance of grading permit.	Applicant.	City of Wildomar.	At issuance of grading permit.
4.9.9	*A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The*	Throughout grading and excavation activities.	Applicant.	City of Wildomar.	At issuance of a building permit.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.				
4.9.10	*Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.*	Prior to issuance of building permits.	Qualified professional archeologist.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy
4.9.11	*Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.*	Prior to issuance of building permits.	Qualified professional archeologist.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy.
4.9.12	*A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify*	Prior to issuance of building permits.	Qualified professional archeologist/ Applicant.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.				

Facts, Findings and Statement of Overriding Considerations Regarding the Environmental Effects from the Environmental Impact Report for the

Wildomar Walmart Project

(Planning Application No. 13-0086)

State Clearinghouse No. 2014011014

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Facts, Findings and Statement of Overriding Considerations Regarding the Environmental Effects from the Approval of the Wildomar Walmart Project

(Planning Application No. 13-0086)

State Clearinghouse No. 2014011014

I. INTRODUCTION

The City Council (this "Council") of the City of Wildomar (the "City"), in approving the Wildomar Walmart Project, which requires approval of a number of discretionary approvals as discussed within the Project Summary, authorizing the construction of a new approximately 200,000-square-foot Walmart store and a 7,800-square-foot building on one outparcel, on-site supporting infrastructure, parking, landscaping/hardscaping, signs and a detention basin, (the "Project"), makes the Findings described below and adopts the Statement of Overriding Considerations presented at the end of the Findings. The Environmental Impact Report ("EIR") was prepared by the City acting as lead agency pursuant to the California Environmental Quality Act ("CEQA"). Hereafter, the Notice of Preparation, Notice of Availability, Draft EIR, Technical Studies, Final EIR containing Responses to Comments and textual revisions to the Draft EIR, and the Mitigation Monitoring Program will be referred to collectively herein as the "EIR". These Findings are based on the entire record before this Council, including the EIR. This Council adopts the facts and analyses in the EIR, which are summarized below for convenience. The omission of some detail or aspect of the EIR does not mean that it has been rejected by this Council.

II. PROJECT SUMMARY

A. PROJECT DESCRIPTION

1. Site Location

The Project is located in the City of Wildomar. The Project site consists of approximately 24.5 acres of land, located at the southwest corner of Bundy Canyon Road and Monte Vista Drive, immediately adjacent to Interstate 15 (I-15). The Project site is vacant and currently undeveloped.

Surrounding land uses consist of the Bundy Canyon Plaza (PP 08-0179, CUP 3403, TPM 32257), which is immediately adjacent to the Project site on the northwest. Although Bundy Canyon Plaza is entitled for 33,800 square feet of retail, 6,200 square feet of fast food restaurant with drive-through and 12 fueling pumps, only 2,800 square feet of the retail, along with the fueling pumps, have been constructed (Shell/Circle K). A storage facility is located further to the north, across Bundy Canyon Road. To the east, across Monte Vista Drive, is vacant land with approved Tentative Tract Maps 31409 and 32024. A rural residential use is located to the south of the Project site, across Canyon Drive. I-15 forms the westerly boundary, beyond which are vacant land and residential uses.

2. Project Description

The Project consists of a Walmart store of up to 200,000 square feet (including outdoor Garden Center) and would offer groceries and general retail merchandise including alcohol for off-site consumption, indoor and outdoor garden center, drive-through pharmacy connected to the interior walk-up pharmacy, an optical center, a photo lab center, full grocery with deli and bakery and a "site-to-store" pick up location for the pickup of internet orders. Additionally, the Walmart would include all necessary and appurtenant structures and facilities, including truck docks and loading

facilities, outdoor sales facilities and outdoor bale and pallet storage. The store would operate 24 hours-per day, year-round including truck deliveries. In addition, a single freestanding retail pad of up to 7,800 square feet (3,900 square feet specialty retail and 3,900 square feet fast food with drive through) is proposed at the northeasterly corner of Bundy Canyon Road at Monte Vista Drive. Tenancy of this retail use has not been identified.

3. Actions Covered by the EIR

The EIR will support the following discretionary approvals:

- Zone Change from Rural Residential (RR) to Scenic Highway Commercial (C-P-S);
- Tentative Tract Map or Parcel Merger to merge the four existing parcels into two parcels;
- Plot Plan approval for Project design and architectural details;
- Conditional Use Permit to allow alcohol sales for off-site consumption;
- Master Sign Program; and
- Any other discretionary approvals that may be necessary.

B. PROJECT OBJECTIVES

The Project objectives include the following:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;
- To create a complementary mix of commercial/retail uses;

- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;
- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;
- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City;
- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City;
- To provide a convenient source of grocery and food items to serve the local community;
- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;
- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;
- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;

- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;
- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City conducted an extensive review of this Project which included a Draft EIR and a Final EIR, including technical reports; along with a public review and comment period. The following is a summary of the City's environmental review of this Project:

- On January 9, 2014, the City circulated a Notice of Preparation ("NOP") identifying the environmental issues to be analyzed in the Project's EIR to the State Clearinghouse, responsible agencies, and other interested parties.
- The NOP public review period ran for 30 days. Written comments on the NOP were received from nine public agencies, one investor-owned utility and one individual. The scope of the issues identified in the comments expressing concern included potential impacts associated with: biological resources, cultural resources, air quality, hydrology (drainage) and water quality, noise, public services and utilities, and transportation and traffic.
- The Notice of Availability ("NOA") and Draft EIR were circulated for public review and a Notice of Completion ("NOC") was filed with the State Clearinghouse on August 22, 2014 to start the 45-day review period.
- The City received a total of three comment letters from public agencies and five comment letters from private groups and individuals. The City

prepared specific responses to all comments. The responses to comments are in Section 3.0 of the Final EIR.

- On January 7, 2015, in accordance with *Public Resources Code* Section 21092.5, the City provided written proposed responses to public agencies that commented on the DEIR.
- On January 9, 2015, notice of the Planning Commission hearing to consider the project was provided in the following newspapers of general and/or regional circulation: Press Enterprise
- On January 21, 2015, the Planning Commission conducted a public hearing to consider the Project. The Commission, after considering written comments and oral testimony on the EIR, determined that no new information was presented that would require recirculation of the EIR. Following public testimony, submission of additional written comments, and staff recommendations, the Planning Commission recommended that this Council certify the EIR, adopt these Findings and the Statement of Overriding Considerations, and to take action to approve the Project as recommended by the Staff Report.
- On January 30, 2015, notice of the City Council hearing to consider the project was provided in the following newspapers of general and/or regional circulation: Press Enterprise
- On February 11, 2015, this Council approved a continuance to March 11, 2015.
- On March 11, 2015, the City Council certified the EIR, adopted Facts, Findings and the Statement of Overriding Considerations, which also

adopted the Mitigation Monitoring Program ("MMP"), and the recommendations contained in the Staff Report, and approved the Project.

IV. INDEPENDENT JUDGMENT FINDING

Applied Planning, Inc. was selected to prepare the EIR after the City sent out Requests for Proposals. Applied Planning prepared the EIR under the supervision, direction and review of the City planning staff.

Finding: The EIR for the Project reflects the City's independent judgment. The City has exercised independent judgment in accordance with *Public Resources Code* Section 21082.1(c)(3) in directing the consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

A. GENERAL FINDING ON MITIGATION MEASURES

In preparing the Approvals for this Project, City staff incorporated the mitigation measures recommended in the EIR as applicable to the Project. In the event that the Approvals do not use the exact wording of the mitigation measures recommended in the EIR, in each such instance, the adopted Approvals are intended to be identical or substantially similar to the recommended mitigation measure. Any minor revisions were made for the purpose of improving clarity or to better define the intended purpose.

Finding: Unless specifically stated to the contrary in these findings, it is this Council's intent to adopt all mitigation measures recommended by the EIR which are applicable to the Project. If a measure has, through error, been omitted from the Approvals or from these Findings, and that measure is not specifically reflected in these Findings, that measure shall be deemed to be adopted pursuant to this paragraph. In addition, unless

specifically stated to the contrary in these Findings, all Approvals repeating or rewording mitigation measures recommended in the EIR are intended to be substantially similar to the mitigation measures recommended in the EIR and are found to be equally effective in avoiding or lessening the identified environmental impact. In each instance, the Approvals contain the final wording for the mitigation measures.

V. ENVIRONMENTAL IMPACTS AND FINDINGS

As discussed in more detail below, these Facts, Findings and Statement of Overriding Considerations are intended to meet the requirements of CEQA Guidelines Sections 15091 and 15093. City staff reports, the EIR, written and oral testimony at public meetings or hearings, these Facts, Findings and Statement of Overriding Considerations, and other information in the administrative record, serve as the basis for the City's environmental determination.

Detailed analysis of potentially significant environmental impacts and proposed mitigation measures for the Project is presented in Section 4.0 of the EIR and Section 2.0 of the EIR. Responses to comments from the public and from other government agencies on the EIR are provided in Section 3.0 of the EIR.

The EIR evaluated nine major environmental categories for potential impacts including Land Use, Traffic and Circulation, Air Quality, Noise, Public Services and Utilities, Hydrology and Water Quality, Biological Resources, Geology and Soils, and Cultural Resources. Both Project-specific and cumulative impacts were evaluated. Of these nine major environmental categories, this Council concurs with the conclusions in the EIR that the issues and sub issues discussed in V.A below can be mitigated below a level of significance. For the remaining potential environmental impacts that cannot feasibly be mitigated below a level of significance discussed in Section V.B, overriding considerations exist which make these potential impacts acceptable to this Council.

A. POTENTIALLY SIGNIFICANT IMPACTS WHICH CAN BE MITIGATED BELOW A LEVEL OF SIGNIFICANCE WITH MITIGATION MEASURES

Public Resources Code Section 21081 and CEQA Guidelines Section 15091(a)(1) states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant effects unless the public agency makes the following finding: Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

The following issues from the environmental categories analyzed in the EIR, including Traffic and Circulation – Design, Air Quality – Construction, Hydrology and Water Quality, Biological Resources and Cultural Resources, were found to be potentially significant, but can be mitigated to a less than significant level with the imposition of mitigation measures. This Council hereby finds pursuant to *Public Resources Code* Section 21081 and CEQA Guidelines Section 15091(a)(1) that all potentially significant impacts listed below can and will be mitigated to below a level of significance by imposition of the mitigation measures in the EIR; and that these mitigation measures are included as Conditions of Approval and set forth in the Mitigation Monitoring Plan adopted by this Council. Specific findings of this Council for each category of such impacts are set forth in detail below.

Each mitigation measure discussed in this Section of the findings has a number code correlating it with the environmental category used in the Mitigation Monitoring Plan and in the EIR.

1. Traffic and Circulation

a. Increase Hazards – Construction

Potential Significant Impact: The EIR evaluated and concluded that the Project could substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measure 4.2.39. The Mitigation Measure is adopted and incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.2 of the Draft EIR. The following Mitigation Measures will mitigate impacts related to construction hazards to below a level of significance:

4.2.39 The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan shall identify traffic controls, any street closures and/or detours, or other disruption to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be provided to all contractors as one component of building plan/contract document packages.

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measure 4.2.39 to reduce this potentially significant impact to a less than significant

level. It is recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. These interim and transient impacts are considered potentially significant for the duration of Project construction activities. Management and control of construction traffic would be addressed through the preparation and submittal of a construction area traffic management plan, to be reviewed and approved by City prior to or concurrent with Project building plan review(s). The Project Construction Area Traffic Management Plan (Plan), required by Mitigation Measure 4.2.39, would identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic. (DEIR, pg. 4.2-111). Accordingly, implementation of this mitigation measure would reduce the Project's impact from substantially increase hazards to a design feature or incompatible uses or result in inadequate emergency access to less than significant.

2. <u>Air Quality</u>

a. Construction

Potential Significant Impact: The EIR evaluated and concluded that the Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation during construction.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.3.1 through 4.3.3. The Mitigation Measures are adopted and incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than

significant level. The impacts related to this issue area are discussed in detail in Section 4.3 of the Draft EIR. The following Mitigation Measures will mitigate impacts related to construction hazards to below a level of significance:

4.3.1 *The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:*

- *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;*
- *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*
- *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*

4.3.2 *Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.*

4.3.3 *During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.*

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.3.1 through 4.3.3 to reduce this potentially significant impact to a less than significant level. As shown in Table 4.3-5, the Project's construction air emission would violate the SCAQMD threshold for maximum daily emission of NO_x (100 pounds per day). (DEIR, pg. 4.3-51). With implementation of these mitigation measures, the Project's daily emission of NO_x falls below the SCAQMD threshold. (DEIR, pg. 4.3-52, Table 4.3-6) Accordingly, the implementation of the mitigation measures reduces the Project's impact to air quality during construction to less than significant.

3. <u>Hydrology/Water Quality</u>

Potential Significant Impact: The EIR evaluated and concluded that the Project could have a substantial effect, because it may 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 or substantial erosion or siltation on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.6.1 through 4.6.3. The

Mitigation Measures are adopted and incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.6 of the EIR. The following Mitigation Measures will mitigate impacts related to construction hazards to below a level of significance:

4.6.1 *Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following:*

- *Silt Fences;*
- *Check Dams;*
- *Gravel Bag Berms;*
- *Street Sweeping and Vacuuming;*
- *Sand Bag Barriers;*
- *Storm Drain Inlet Protection;*
- *Wind Erosion Control;*

- *Stabilized Construction Entrance/Exit; and*
- *Entrance/Outlet Tire Wash.*

Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following:

- *Providing permanent cover to stabilize the disturbed surfaces after construction has been completed;*
- *Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities;*
- *Precluding non-stormwater discharges to the stormwater system; and*
- *Performing monitoring of discharges to the stormwater system.*

4.6.2 *Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following:*

<u>Source Control/Non-Structural BMPs</u>

- *Education of property owners, operators, tenants, occupants, or employees;*
- *Street Sweeping of Private Streets and Parking Lots;*
- *Drainage facility inspection and maintenance;*
- *Roof Runoff Controls;*

- *Efficient Irrigation;*
- *Protection of Slopes and Channels;*
- *Storm Drain stenciling and signage;*
- *Trash Storage Areas and Litter Control;*
- *Irrigation system and landscape maintenance; and*
- *Loading dock drainage controls.*

Site Design/Structural BMPs

- *Maximize permeable areas;*
- *Minimize street, sidewalk, and parking lot aisle widths;*
- *Maintain natural drainage patterns;*
- *Incorporate drought-tolerant landscaping;*
- *On-site ponding areas or retention facilities to increase opportunities for infiltration;*
- *Convey roof runoff to landscaping/permeable areas prior to discharge to storm drains;*
- *Drain sidewalks and walkways to adjacent landscaped areas; and*
- *Integration of landscaping and drainage designs.*

4.6.3 *If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project*

Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.

Facts in Support of the Finding: Among other facts, the EIR recommends Mitigation Measures 4.6.1 through 4.6.3 to reduce this potentially significant impact to a less than significant level.

Construction: During site preparation activities prior to construction, existing groundcover will be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, the Project Applicant will be required to prepare a construction activities erosion control plan to alleviate potential sedimentation and storm water discharge contamination impacts of the Project. (DEIR, pg. 4.6-26)

The Applicant shall also be responsible for compliance with the General Construction NPDES permit from the SDRWQCB by filing a Notice of Intent to Commence Construction Activities. Under the General Construction Permit, discharge of materials other than storm water is prohibited. The Applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of storm water discharge, and implement practices to reduce sediment and other pollutants to storm water discharge. The SWPPP also identifies both construction and post-construction BMPs to reduce sediments and other pollutants. Implementation of the Project SWPPP and compliance with applicable NPDES and SDRWQCB requirements, as required by Mitigation Measure 4.6.1, below, will ensure that potential construction-source water

quality impacts of the Project are reduced below the level of significance. (*Id.*, pg. 4.6-27)

Operations: Over the life of the Project, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Storm water runoff from paved surfaces within the developed Project area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas within the Project site. (Id., pg. 4.6-27)

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which required municipalities to participate in the NPDES. As part of this program, the San Diego Regional Water Quality Control Board (SDRWQCB) has issued an NPDES permit for urban runoff to the Riverside County Flood Control and Water Conservation District (RCFC&WCD), and the City has been established as a co-permittee. Compliance with the provisions specified in the NPDES permit ensures proper management and disposal of urban runoff from the Project. The Project Applicant shall be responsible for obtaining a General Permit for storm water discharge from the SDRWQCB, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. In support of the above requirements, the Project Applicant shall also develop and implement a Project-specific Water Quality Management Plan ("WQMP") addressing all post-construction pollutant discharges. (*Id.*)

Based on compliance with applicable NPDES requirements, and implementation of the Project WQMP to include any additional requirements stipulated by the City and/or SDRWQCB as required under Mitigation Measure 4.6.2, the potential for the Project to result in a potential for discharge of storm water pollutants from post-construction activities; otherwise result in any other potential impacts to storm water runoff from post-construction activities; violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality would be reduced below the level of significance. (*Id.*, pg. 4.6-28)

4. <u>Biological Resources</u>

a. Special-Status and Protected Species

Potential Significant Impact: Whether the Project would have an impact on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS).

Findings: Based on the entire record before us, this Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.7.1 to 4.7.5. These Mitigation Measures are adopted and incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.7 of the DEIR. The following Mitigation Measures will mitigate impacts related to biological resources to below a level of

significance:

4.7.1 Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.

4.7.2 A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.

4.7.3 Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.

4.7.4 To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA):

- *If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.*
- *If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*

4.7.5 A biologist shall make periodic site visits to ensure compliance with all permit conditions.

Facts in Support of the Findings: Project implementation will result in the elimination of undeveloped land that is currently used by common wildlife species, such as birds and squirrels. These common species will be displaced to other areas within the vicinity of the Project site. The removal of common wildlife habitat is not considered a potentially significant impact. A small flock of California horned larks, which are a special status species, was observed on-site during the biological surveys. Additionally, the site has suitable habitat for the burrowing owl, another special status species; however, no owls, owl sign, or suitable burrows were observed during the site survey. (DEIR, pg. 4.7-15) With application of Mitigation Measures 4.7.1 to 4.7.5, the potential for the Project to substantially affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS is considered less-than-significant. (*Id*., pg. 4.7-17)

b. Jurisdictional Waters

Potential Significant Impact: Whether the Project would have an impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.

Findings: Based on the entire record before us, this Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.7.6 to 4.7.8. These Mitigation Measures are adopted and incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.7 of the Draft EIR. The following Mitigation Measures

will mitigate impacts related to biological resources to below a level of significance:

4.7.6 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City Planning Department.

4.7.7 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City Planning Department.

4.7.8 Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City Planning Department.

Facts in Support of the Findings: Although the Jurisdictional Delineation prepared for the site determined that the drainage was most likely not subject to the jurisdiction of the U.S. Army Corps of Engineers 404 program and the California Department of Fish and Wildlife 1600 program, consultation with these agencies is required to confirm this conclusion. As such, permitting may be required through these agencies, as well as the local Regional Water Quality Control Board. (DEIR, pg. 4.7-18) With application of Mitigation Measures 4.7.6 to 4.7.8, the potential for the Project to substantially riparian habitat or other sensitive natural community identified in local or regional plans,

policies, and regulations or by the CDFW or USFWS is considered less-than-significant. (*Id*.)

5. Cultural Resources

a. All Issue Areas

Potential Significant Impact: Whether the Project would result in significant impacts on cultural resources.

Findings: Potential impacts of the Project on cultural resources are discussed in Section 4.9 of the Draft EIR. Based on the entire record before us, this Council finds there is the potential for discovery of archeological resources, paleontological resources and human remains. Impacts could be significant without mitigation.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant but can be mitigated to a less than significant level through implementation of Mitigation Measures 4.9.1 to 4.9.12. The Mitigation Measures are adopted and incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing this potentially significant impact to a less than significant level. The impacts related to this issue area are discussed in detail in Section 4.9 of the DEIR. The following Mitigation Measures will mitigate impacts related to cultural resources to below a level of significance

Archaeological Resources

4.9.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:

"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."

4.9.2 *At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; 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 Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.*

4.9.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:

> *"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."*

4.9.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.9.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.9.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:

> *"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."*

4.9.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.

Paleontological Resources

4.9.8 Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.

4.9.9 A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not

present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

4.9.10 Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

4.9.11 Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

4.9.12 A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City, shall signify satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Facts to Support Finding: Although the likelihood for prehistoric and/or historic cultural resources to exist onsite is considered moderately low, Mitigation Measures 4.9.1 through 4.9.7 have been incorporated to fully ensure the protection of cultural resources that may be present in a buried context within the Project area. (DEIR, pg. 4.9-14) As for paleontological resources, the site is relatively flat with no unique geologic features. However, as a result of the recent field investigations, the Project area is considered highly sensitive for the presence of fossil specimens in areas

where deposits associated with the Quaternary deposits derived from the nearby Elsinore Mountains are present. The nearby granitic outcroppings are not considered to be fossil-bearing. Based on this sensitivity, paleontological monitoring is recommended for areas where the Quaternary deposits are present in shallow contexts and monitoring should be conducted for any excavations that exceed depths of five feet below the present surface. (Id., pg. 4.9-17). Mitigation Measures 4.9.8 to 4.9.12 are intended to address those potential paleontological impacts. With incorporation all of the mitigation measures discussed above cultural resource impacts will be reduced to less-than-significant.

B. ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS-THAN-SIGNIFICANT

This Council finds that the following environmental impacts identified in the EIR remains significant even after all feasible mitigation measures: Traffic – Project and Cumulative, Air Quality – Operation and Cumulative Impacts and Nose – Construction.

In accordance with CEQA Guidelines Section 15092(b)(2), this Council cannot approve the Project unless it first finds (1) under *Public Resources Code* Section 21081(a)(3) and CEQA Guidelines Section 15901 (a)(3), that specific economic, legal, social, technological or other considerations, including provisions of employment opportunities to workers, make infeasible the mitigation measures or project alternatives identified in the EIR; and (2) under CEQA Guidelines Section 15092(b), that the remaining significant impacts are acceptable due to overriding considerations

described in CEQA Guidelines Section 15093 and, therefore, a statement of overriding considerations is included herein.

1. <u>Traffic and Circulation</u>

a. Project and Cumulative

Significant Unavoidable Impact: The EIR concluded that the Project could result in significant and unavoidable impacts to traffic during operations and cumulatively.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant but can be reduced through mitigation. The Council finds that the payment of all requisite fees (Riverside County Transportation Uniform Mitigation Fee (TUMF), Riverside County Road and Bridge Benefit District (RBBD), Wildomar Development Impact Fee (DIF) or fair share) towards improvements as required by Mitigation Measure 4.2.1 to 4.2.38 would reduce impacts once the Project is completed. However, notwithstanding the Project's full compliance with fee payments, the payment of these fees would not ensure timely completion of the required improvements and is beyond the control of the Project applicant and, in some instances, also beyond the control of the City. Accordingly, the Council finds that the Project's potentially significant traffic impacts may remain significant. Opening day traffic impacts are discussed in detail in Section 4.2 in the DEIR. The following Mitigation Measure would mitigate traffic impacts to the extent feasible; however, potential traffic impacts will remain significant and unavoidable:

Existing-plus-Project

4.2.1 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):

- *Install a traffic signal.*

4.2.2 Prior the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15):

- *Install a traffic signal*
- *Construct a second eastbound(EB) through lane;*
- *Construct a second westbound (WB)through lane; and*
- *Construct a WB right-turn lane.*

4.2.3 At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement:

- *Restripe the WB right-turn lane as a second through lane.*

This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.

4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):

- *Install a traffic signal; and*
- *Construct an EB left-turn lane.*

4.2.5 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):

- *Install a traffic signal.*

4.2.6 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):

- *Install a traffic signal;*
- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.7 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):

- *Install a traffic signal; and*
- *Construct an EB left-turn lane.*

Opening Year with Project

4.2.8 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):

- *Install a traffic signal; and*
- *Construct a WB left-turn lane.*

4.2.9 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):

- *Install a traffic signal;*

- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.10 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):

- *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.*

4.2.11 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):

- *Install a traffic signal;*
- *Construct a NB left-turn lane;*
- *Construct a NB shared through/right-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.12 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):

- *Construct an EB right-turn lane.*

4.2.13 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions); and*
- *Construct an EB right-turn lane.*

4.2.14 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):

- *Construct a WB right-turn lane.*

4.2.15 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):

- *Construct a 2nd westbound through lane.*

4.2.16 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):

- *Restripe the EB right-turn lane as a shared through/right-turn lane; and*
- *Construct a second WB through lane.*

4.2.17 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB shared through/right-turn lane;*
- *Construct a WB shared through/right-turn lane;*
- *Construct a NB shared through/right-turn lane;*
- *Construct a SB left-turn lane; and*
- *Construct an EB left-turn lane.*

4.2.18 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB shared through/right-turn lane;*
- *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and*
- *Construct a WB shared through/right-turn lane.*

4.2.19 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Restripe the SB shared left/right-turn lane as a left-turn lane;*
- *Construct a SB right-turn lane;*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct a second EB through lane; and*
- *Construct a WB shared through/right-turn lane.*

General Plan Buildout with Project

4.2.20 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2):

- *Construct an EB shared through/right-turn lane.*

4.2.21 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3):

- *Construct a second NB through lane;*
- *Construct a second SB through lane;*
- *Construct a second WB through lane; and*
- *Construct a NB right-turn lane.*

4.2.22 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6):

- *Install a traffic signal.*

4.2.23 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7):

- *Construct a NB right-turn lane with overlap phasing;*
- *Construct an EB left-turn lane;*
- *Construct an EB right-turn lane;*
- *Construct a WB left-turn lane;*
- *Construct a second and third EB through lane; and*
- *Construct a second WB through lane.*

4.2.24 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):

- *Install a traffic signal (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a NB left-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct an EB left-turn lane;*
- *Construct a second and third EB through lane; and*
- *Construct a second and third WB through lane.*

4.2.25 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):

- *Install a traffic signal (same improvement required under Opening Year conditions);*
- *Construct an EB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a NB left-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.26 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):

- *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a SB left-turn lane;*
- *Construct a second WB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a second and third WB through lane.*

4.2.27 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):

- *Install a traffic signal (same improvement required under Opening Year conditions);*
- *Construct a NB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a SB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct an EB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a NB right-turn lane;*
- *Construct a SB right-turn lane with overlap phasing;*
- *Construct a WB right-turn lane with overlap phasing;*
- *Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and*
- *Construct a second SB through lane.*

4.2.28 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):

- *Construct an EB right-turn lane (same improvement required under Opening Year conditions); and*
- *Construct a second WB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.29 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a second EB through lane; and*
- *Construct a second WB through lane.*

4.2.30 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):

- *Construct a WB right-turn lane (same improvement required under Opening Year conditions); and*
- *Construct a second EB left-turn lane;*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.31 The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction:

- *Restripe the WB right-turn lane as a second through lane.*

This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions).

Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16):

- *Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.*

4.2.32 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):

- *Construct a second WB through lane (same improvement required under Existing-plus-Project conditions);*
- *Construct a third WB through lane;*
- *Construct a NB shared left/right-turn lane; and*
- *Construct a second WB left-turn lane.*

4.2.33 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*

- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct a SB left-turn lane striped as a shared left/right-turn lane;*
- *Construct a SB de facto right-turn lane striped as a dedicated right-turn lane;*
- *Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and*
- *Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.*

4.2.34 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21):

- *Install a traffic signal;*
- *Construct an EB left-turn lane;*
- *Construct a second EB through lane;*
- *Construct a WB left-turn lane; and*
- *Construct a second WB through lane.*

4.2.35 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22):

- *Install a traffic signal;*
- *Construct a NB left-turn lane;*
- *Construct a SB left-turn lane;*
- *Construct an EB left-turn lane; and*
- *Construct a WB left-turn lane.*

4.2.36 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):

- *Restripe the EB right-turn lane as a shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a second WB through lane (same improvement required under Opening Year conditions); and*
- *Construct a third EB through lane.*

4.2.37 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*
- *Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and*
- *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

4.2.38 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):

- *Install a traffic signal (same improvement required under Existing-plus-Project conditions);*

- *Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions);*
- *Construct a SB right-turn lane (same improvement required under Opening Year conditions);*
- *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions);*
- *Construct a second EB left-turn lane;*
- *Construct a WB right-turn lane;*
- *Construct a second EB through lane (same improvement required under Opening Year conditions);*
- *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);*
- *Construct a third EB through lane; and*
- *Construct a third WB through lane.*

Facts in Support of the Finding: Notwithstanding the previous considerations, payment of the identify fees does not ensure timely completion of required improvements; and pending completion of the required improvements, impacts at the affected locations are considered cumulatively significant and unavoidable. Improvements required to mitigate potentially significant cumulative impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through the jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and

implementation of required improvements under their control. (DEIR, pg. 4.2-97 to 4.2-98)

Project proportional responsibilities for construction of necessary improvements is addressed through fee payments noted previously. However, depending on jurisdictional improvements priorities and coordination with broader transportation planning objectives, timing of these off-site improvements may or may not coincide with construction and opening of the Project. Further, within areas that are extra-jurisdictional to the City, or are under shared jurisdictional control, neither the Lead Agency nor the Project Applicant can autonomously construct improvements. Thus, while the physical improvements identified at these extra-jurisdictional or shared-jurisdictional locations may be capable of mitigating potentially significant impacts, these improvements cannot be feasibly implemented or assured by the Project Applicant or the City, nor can their timely completion be assured. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City does not have an existing agreement with any of these jurisdictions regarding the improvement or timing of improvement of these intersections. Therefore, the project impacts on the intersections identified in the mitigation measures above are significant and unavoidable.

2. <u>Air Quality</u>

a. Operations -Source Air Pollutant Emissions - Violation of Air Quality Standards (Project and Cumulative

Significant Unavoidable Impact: The EIR concluded that the Project could result in significant air quality impacts from operations both.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant and Mitigation Measures 4.3.4 and 4.3.5 are

incorporated into the Mitigation Monitoring Plan for the Project, and will be implemented as specified therein, thereby reducing the potentially significant impacts, but not below a level of less than significant. Accordingly, air quality impacts from operations (project and cumulative) will remain significant and unavoidable. The following Mitigation Measures will mitigate impacts to air quality emissions to the extent feasible, but the impacts will remain significant and unavoidable:

4.3.4 *Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City.*

Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- *Increase in insulation such that heat transfer and thermal bridging is minimized;*
- *Limit air leakage through the structure and/or within the heating and cooling distribution system;*
- *Use of energy-efficient space heating and cooling equipment;*
- *Installation of electrical hook-ups at loading dock areas;*
- *Installation of dual-paned or other energy efficient windows;*
- *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;*
- *Installation of automatic devices to turn off lights where they are not needed;*
- *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;*

- *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;*
- *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.*

4.3.5 *Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare and implement a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). The Project Water Conservation Strategy shall be subject to review and approval by the City.*

The Project shall also implement the following:

- *Landscaping palette emphasizing drought tolerant plants;*
- *Use of water-efficient irrigation techniques;*
- *U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.*

Facts in Support of the Finding: Operational emissions generated by area sources, energy sources, and mobile sources would result from the increased amount of normal day-to-day activities at the Project after occupation. The results of these calculations are presented in DEIR, Table 4.3-7. As shown, the Project would generate a net increase in annual operational emissions of CO, SO_x, PM_{10}, and $PM_{2.5}$ that does not exceed the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD). As such,

the impact of these pollutants would be less than significant. However, the net increase in emissions of VOC and NO_x would exceed the SCAQMD's recommended threshold for these pollutants. Even with the implementation of the mitigation measures, Project operational-source VOC and NO_x emissions would still exceed SCAQMD regional thresholds. (DEIR, Table 4.3-8) Furthermore, the fact that the Project generates long-term emissions of the ozone precursors VOC and NO_x in excess of applicable SCAQMD thresholds indicates that the Project impact is significant on an individual basis and would therefore contribute to cumulatively significant air quality impacts within the SCAQMD ozone non-attainment area as well. Accordingly, the air quality impacts from operations (project and cumulative) will be significant and unavoidable.

3. <u>Noise</u>

a. Construction

Significant Unavoidable Impact: The EIR concluded that the Project could result in significant and unavoidable construction noise impacts.

Finding: Based on the entire record before us, this Council finds that this impact is potentially significant and incorporates Mitigation Measures 4.4.1 to 4.4.4 into the Mitigation Monitoring Plan for the Project. While implementation of these mitigation measures will reduce the impacts, it will not reduce the

potentially significant impacts below a level of less than significant. Construction noise impacts are discussed in detail in Section 4.4 in the DEIR.

Facts in Support of the Finding: Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels. Project construction is expected to occur in four stages:

- Site Preparation;
- Grading;
- Building; and
- Curb, gutter, flatwork and parking lot.

In January 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM) that includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. The usage factor is a key input variable of the RCNM noise prediction model that is used to calculate the average Leq noise levels using the Lmax noise levels measured at a distance of 50 feet. (DEIR, pg. 4.4-22)

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source

to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor. (Id., pg. 4.4-21)

Using the stationary-source RCNM noise prediction model, calculations of the Project construction noise level impacts at seven noise receiver locations in the immediate vicinity of the Project site were completed and are shown in Table 4.4-3 of the DEIR. Noise levels are expected to reach high levels when construction equipment operations near the perimeter of the Project Site. Unmitigated noise impacts are expected to range from 56.9 to 85.3 dBA $L_{eq,}$ which exceed the standard of 55 dBA for this analysis. Even after the implementation of Mitigation Measures 4.4.1 to 4.4.4, noise levels are still expected to exceed the noise standard. This is considered a significant and unavoidable impact of the Project. It is noted that construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts. (*Id.*, pg. 4.4-25)

C. ADDITIONAL TOPICS REQUIRED BY CEQA

1. Significant Irreversible Environmental Effects

CEQA mandates that any significant irreversible environmental changes that would be involved with the Project are addressed as part of the EIR process. Both construction and operation of the project would necessarily lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project site. The commitment of resources required for the construction and operation of the Project would limit the availability of such resources for future generations or for other uses during the life of the Project. However, continued use of such resources is consistent with the anticipated growth and planned changes on the

Project site and within the general vicinity. Furthermore, the Project includes design features and mitigation measures that demonstrate a commitment to reduce potential Project impacts. Accordingly, significant irreversible environmental effects are not anticipated. (DEIR, pg. 5-94 to 5-96)

2. Growth Inducing Impacts

CEQA requires a discussion of ways in which a Project could be growth inducing. The CEQA Guidelines, specifically Section 15126.2 (d), identify a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly (such as by proposing new homes and businesses) or indirectly (such as through extension of roads or other infrastructure) in the surrounding environment.

The Project consists of a new Walmart and one outparcel consisting of approximately 207,800 square feet of building of building space. Developments of its type are intended to satisfy an existing market demand created by a growing regional population and/or employment base. Thus, the Project is considered growth accommodating rather than growth inducing.

The Project could foster economic growth by increasing the number of long-term employment opportunities provided by the proposed on-site retail. In addition, short-term employment opportunities would be provided during the construction phases of the Project.

The Project site is located within the City along an Interstate freeway and major east-west roadway that includes existing utilities. Development of the Project would require connection to the existing infrastructure (e.g., electric, water and sewer facilities, etc.) to adequately serve the entire project site. The Project will also improve drainage with detention basins.

As a whole, the Project would not remove obstacles to population growth nor would it foster economic or population growth beyond the levels analyzed in this EIR. Accordingly, it is not expected that this project would induce growth that would result in a significant impact. (Id., pg. 5-90 to 5-92)

D. PROJECT ALTERNATIVES

The EIR analyzed the following two alternatives to the Project as proposed, and evaluated these alternatives for their ability to meet the Project's objectives as described in Section II.B above. CEQA requires the evaluation of a "No Project Alternative" to assess a maximum net change in the environment as a result of implementation of the Project. CEQA also requires evaluation of alternatives that can reduce the significance of identified impacts and "feasibly attain most of the basic objectives of the Project." Thus, in order to develop a range of reasonable alternatives, the Project objectives must be considered when this Council is evaluating the alternatives.

1. No Project/No Build

Given the subject site's "Commercial Retail/Community Center Overlay" designation and underlying "Commercial Retail" General Plan Land Use designation; availability of infrastructure/services, lack of environmental or physical constraints; and proximity of other urban development, it is considered unlikely that the subject site would remain vacant or in a "No Build" condition, and evaluation of a No Build condition would "analyze a set of artificial assumptions that would be required to preserve the existing physical environment." This is inconsistent with direction provided at CEQA Guidelines Section 15126.6 (B)(3).

It is also noted that a development similar to the Project was previously proposed for the subject site. In this context, failure to proceed with the Project would likely not result in preservation of existing environmental conditions, and the practical

result of the Project's non-approval would be the development of some other variety or configuration of urban uses within the subject site. Accordingly, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another development proposal representing the highest and best use of the subject site.

If however, a No Project/No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. In all instances, a hypothetical No Build scenario would result in reduced environmental impacts when compared to the Project. A No Build condition would achieve none of the basic Project Objectives. (DEIR, pg. 5-55)

In light of the preceding discussions, for the purposes of this Alternatives Analysis, and to provide for analysis differentiated from the Project, the No Project Alternative considered herein assumes mixed-use development of the subject site integrating multi-family residences with supporting amenities. This development mix is allowed under the site's General Plan Commercial/Retail-Community Center Overlay land use designation. Location of residential uses and related amenities proximate to a major transportation corridor (Interstate 15) also supports Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) promoting reduced commute distances and travel times within the region.

The predominance of significant or potentially significant environmental impacts resulting from the Project or any development of the subject site are sourced back to trip generation and related traffic and air quality impacts. In this regard, a rough approximation of comparative environmental impacts of alternative development scenarios can be ascertained by reviewing comparative trip generation attributes of

these scenarios. Table 5.2-2 in the DEIR summarizes and compares land uses and potential trip generation under the Project and No Project Alternative. Trip generation for the No Project Alternative assumes that the subject site is developed with a total of 428 multi-family residential units. Residential amenities provided under the No Project Alternative are assumed to be utilized primarily by tenants of the property, with no substantive external trip generation. Trip generation under the No Project Alternative would be reduced by approximately 76 percent when compared to the Project.

The No Project Alternative's traffic impacts at Study Area facilities would likely be incrementally reduced when compared to the Project, as would the extent of required mitigation and associated share fee payments. As with the Project, payment of fees for necessary traffic improvements at Study Area locations would not ensure timely construction of those improvements. As such, under the No Project Alternative, absent physical construction of required circulation system improvements, potentially significant cumulative traffic impacts at Study Area locations would remain significant even after payment of mitigation fees. Cumulatively significant traffic impacts occurring under the Project would therefore likely persist under the No Project Alternative.

Reduction in vehicular trips under the No Project Alternative would also reduce operational mobile-source air pollutant emissions. For purposes of comparison, the resulting decrease in mobile-source emissions is estimated to be roughly proportional to the reduction in trip generation (approximately 76 percent) indicated above. Table 5.2-3 in the DEIR provides a comparison of operational-source air pollutant emissions under the Project and No Project Alternative. Reduced trip generation under the No Project Alternative would translate to aggregate reductions in all operational-source air pollutant emissions otherwise occurring under the Project. (Id., pg. 5-58) Additionally, operational-source VOC and NO_x emissions thresholds exceedances occurring under

the Project would be avoided under the No Project Alternative. Reduced trip generation under the No Project Alternative would also tend to further decrease already less-than-significant mobile-source noise impacts otherwise resulting from the Project.

Finding: Based on the entire record, this Council finds that the No Build Alternative would reduce the environmental impacts associated with the Project. However, The No Project Alternative would therefore realize none of the basic Project Objectives related to the provision and enhancement commercial/retail development within the City. Objectives related to taking advantage of proximate available access and serving infrastructure would be realized, though in a manner different than the Project. Similarly, residential development of the site would support objectives to increase the City tax base, though in a manner different than the Project.

2. <u>Reduced Intensity Alternative</u>

The Project would result in certain significant traffic, air quality and construction-source noise impacts. Feasible reduced intensity alternatives would not substantively reduce the Project's significant traffic and/or construction-source noise impacts and were therefore not further considered. More specifically, the Project's significant traffic impacts are cumulative in nature and are a byproduct of the urbanization of the City (including development of the Project site) as envisioned under the City General Plan. That is, development of the City consistent with the General Plan would generate additional traffic, the effects of which would result in interim areawide deficient operating conditions within what is now, a characteristically rural circulation system. Development and impact fees paid by new development proposals (including the proposed Wildomar Walmart Project) provide the means to resolve these deficiencies. Notwithstanding, interim deficient conditions affecting the existing

roadway system are projected to occur pending completion of circulation system improvements commensurate with the development it is intended to support. In this regard, any development of the Project site consistent with the General Plan would generate additional traffic affecting the area roadway system, the effects of which would be cumulatively significant, and similar to those of the Project. A Reduced Intensity Alternative specifically directed toward substantively reducing or eliminating the Project's significant traffic impacts was therefore not considered further. (DEIR, pg. 5-59)

Construction-source noise is a byproduct of any development project, and is not materially affected by reductions in development scope. That is, the types of construction equipment and their operation would result in the same peak noise levels, irrespective of the overall scope of development. A Reduced Intensity Alternative specifically directed toward substantively reducing or eliminating the Project's significant construction-source noise impacts was therefore not considered further. In light of the preceding considerations, the Reduced Intensity Alternative considered herein focuses on alternatives to the Project which would reduce or avoid certain significant air quality impacts.

As detailed in the DEIR Section 4.3, "Air Quality," operational-source air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for VOC and NO_x. The Project's threshold exceedances of these pollutants constitute violations of existing SCAQMD air quality standards. These are individually and cumulatively significant air quality impacts. Further, the Project lies within a region that has been designated "non-attainment" for ozone. As such, the above-noted operational exceedances of VOC and NO_x (both of which are ozone precursors), in combination with emissions generated by other sources affecting the non-attainment area, would result in a cumulatively

considerable net increase in ozone emissions within the region. This is a cumulatively significant air quality impact. (Id., pg. 5-60)

To achieve the least restrictive SCAQMD operational threshold (VOC), operational-source VOC emissions under the Reduced Intensity Alternative would need to be approximately 93.3 percent of VOC emissions otherwise generated by the Project (a 6.7 percent net reduction in Project operational-source VOC emissions). Similarly, NO_x thresholds could be achieved under the Reduced Intensity Alternative provided that operational-source NO_x emissions did not exceed 55.8 percent of NO_x emissions otherwise generated by the Project (an approximate 44.2 percent reduction in Project operational-source emissions.)

Of the total operational VOC and NO_x emissions generated by the Project, approximately 91.5 percent (by weight) are due to Project-related traffic. As such, in order to achieve meaningful reductions in Project operational emissions, correlating reductions in Project traffic generation would be required. The Project's operational-source air pollutant emissions could therefore likely be reduced to levels that are less-than-significant through a reduction in the Project scope that would sufficiently reduce Average Daily Trips (ADT) and associated vehicular emissions. Such a reduction in vehicular-source emissions would also decrease the Project's contributions to cumulative air quality impacts to levels that are less-than-significant.

In general terms then, the Project's operational-source VOC emissions could be reduced by 6.7 percent through an approximate correlating reduction in total ADT thereby achieving applicable SCAQMD VOC thresholds. Similarly, the Project's operational-source NO_x emissions could be reduced by 44.2 percent through an approximate correlating reduction in total ADT, thereby achieving applicable SCAQMD NO_x thresholds.

As presented in the Draft EIR, Table 5.2-1, the Project's greatest per square foot trip generator would be the proposed Fast-Food with Drive-Through Restaurant use

(3,900 square feet; 496.12 trips per day/TSF; 1,935 total ADT). This single use would generate approximately ten times as many trips per day/TSF than would the other Project uses and would account for approximately 15.8 percent of the Project's total 12,258 ADT. The proposed Walmart (200,000 square feet; 50.75 trips per day/TSF; 10,150 total ADT) would account for approximately 82.8 percent of the Project's total ADT. The proposed Specialty Retail Use (3,900 square feet; 44.42 trips per day/TSF) would generate approximately 173 ADT, or approximately 1.4 percent of the Project total ADT. (Id., pg. 5-61)

As indicated in the preceding discussion, measurable reductions in total Project ADT (and related reductions in operational-source emissions) could likely be achieved by reducing the scope of the proposed fast-food use alone. For example, the reduction in ADT necessary to achieve applicable SCAQMD VOC thresholds could likely be achieved by reducing the scope of the proposed fast-food restaurant use (which accounts for 15.8 percent of the Project total ADT) by approximately 50 to 60 percent, while leaving all the remaining Project elements intact. This 50 to 60 percent reduction in scope of the proposed fast-food restaurant would yield an estimated 7.9 to 9.5 percent reduction in total Project ADT, with comparable reductions in mobile-source VOC emissions. Under this scenario, applicable SCAQMD VOC thresholds for the development in total would not be exceeded, and significant VOC emissions impacts otherwise occurring under the project would be avoided.

The reduction in ADT and associated reductions in Project scope necessary to achieve applicable SCAQMD NO_x thresholds would, however, be more substantive, and ultimately prohibitive. That is, the approximate 44.2 percent reduction in Project ADT necessary to achieve applicable SCAQMD NO_x thresholds would establish a total "trip budget" for the entire development at 6,840 ADT (0.558 x 12,258 Project ADT). To remain within this trip budget would, at a minimum, require elimination of the Project's currently proposed fast food and specialty retail uses in total (yielding a net

2,108 ADT reduction); plus an estimated 84,880-square-foot reduction in the scope of the proposed Walmart (yielding a net 4,732 ADT reduction). In brief, the estimated 44.2 percent reduction in Project ADT and associated Project scope reduction necessary to achieve SCAQMD NO_x thresholds is dismissed outright. That is, as noted above, a 44.2 percent reduction in Project ADT would translate to elimination of all the Project's outparcel uses, plus an estimated 84,880-square-foot reduction in the scope of the proposed Walmart, yielding a commercial/retail development of approximately 122,700 square feet.

At this reduction in scope, and with elimination of synergistic outparcel uses, the Project's primary goal: "development of the subject site with a productive mix of commercial/retail uses" would not be realized. Moreover, the 122,700-square-foot scope limitation would effectively preclude development of the proposed Walmart (200,000 square feet); and the Project site in total (21.96 net acres) would be developed at a FAR of approximately 0.13, substantially less than the FAR of 0.20–0.35 intended for the site under the City General Plan. Moreover, at 122,700 square feet, and with preclusion of the Project Walmart use, there would be no defined anchor for the site, nor would there be a Project Applicant, or for that matter, a "Project." As indicated above, a reduced intensity alternative that would avoid the Project's significant NO_x operational-source air quality impacts is not considered feasible. However, a feasible incremental reduction of the Project's scope (specifically, reduced scope of the Project's proposed fast-food use) could likely achieve applicable SCAQMD VOC operational emissions thresholds; and would thereby avoid significant operational-source VOC emissions exceedances otherwise occurring under the Project.

On this basis, and for the purposes of this Alternatives Analysis, a Reduced Intensity Alternative has been specifically developed to avoid the significant operational-source VOC emissions impacts that would otherwise occur under the Project. The reduced Intensity Alternative evaluated here reflects an approximate 50 to

60 percent reduction in the scope of the Project's proposed fast-food with drive-through restaurant. It is also noted that configurations other than the described Reduced Intensity Alternative could likely achieve ADT reductions and associated VOC emissions reductions sufficient to achieve applicable SCAQMD VOC thresholds. (Id., pg. 5-63)

Finding: Based on the entire record before us, this Council finds that although the Reduced Intensity Alternative would reduce the environmental impacts associated with the Project, a smaller project would result in the reduction in retail space available. As such, the maximum potential in retail space would not be provided, general merchandising and grocery shopping would be reduced and result in a smaller sales tax base. Thus, economic growth and additional employment opportunities would be reduced. Accordingly, this Council finds the Reduced Intensity Alternative less desirable than the Project and rejects this Alternative.

3. <u>Alternative Sites</u>

As stated in the CEQA Guidelines Section 15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." CEQA Guidelines Section 15126.6 (f) (1) also provides that when considering the feasibility of potential alternative sites, the factors that may be taken into account are "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context) 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). None of these factors establishes a fixed limit on the scope of reasonable alternatives."

As stated in the CEQA Guidelines Section 15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location." Only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.

Three possible alternative sites for the Project were preliminarily identified. Alternative Site #1 comprises approximately 35 acres, located northwesterly of the Baxter Road–Interstate 15 interchange. The site conforms to basic selection criteria noted above. Alternative Site #2 comprises approximately 24 acres, located southeasterly of the Baxter Road–Interstate 15 interchange. Alternative Site #3 comprises approximately 35 acres, located southwesterly of the Clinton Keith Road–Interstate 15 interchange. Initial evaluation of the considered sites indicated that they would be unsuitable or infeasible based on basic screening criteria deficiencies including, but not limited to: a) existing impediments or encumbrances; b) no demonstrable reduction in environmental impacts when compared to the current Project site; or c) potential increased environmental impacts when compared to the current Project site. On this basis, potential alternative locations for the Project were considered but ultimately rejected. (DEIR, pgs. 5-66 to 5-72)

E. PROJECT BENEFITS

1. Introduction

This Council finds that the Project will provide several benefits to the public and the City in general. These benefits include:

- The Project will achieve several benefits with regard to the goals and objectives of the City General Plan.
- The Project will contribute to City and regional economic growth by providing employment opportunities and one-stop shopping opportunities to local residents.
- The Project will provide a new state-of-the-art Walmart which will result in increased sales tax revenue for the City.

As stated in Section I.B., the purpose of the Project is to provide a new shopping center, including a Walmart that would offer groceries and general retail merchandise, which would act as a one-stop shopping center for local residents. Implementation of the Project would accomplish the following project objectives:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;
- To create a complementary mix of commercial/retail uses;
- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;
- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;
- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City;

- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City;
- To provide a convenient source of grocery and food items to serve the local community;
- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;
- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;
- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;
- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment; and,
- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

2. Discussion of Economic, Social, Environmental and Other Benefits

This Council finds that the Project will achieve several objectives that are considered benefits in light of the City General Plan and that it will contribute substantially to the City economy. Specifically, the Project will:

- Create a productive retail use capitalizing on the Project's proximity to major roadways population centers.
- The Project will provide employment opportunities to the residents of the City and the surrounding community through the creation of approximately 300 new jobs, not including temporary construction jobs related to the Project.
- The Project will provide development of additional high-quality retail uses which will provide for increased economic benefit to the City, including increased revenues to the City from property tax and benefits to local residents, including employment opportunities.
- The Project will provide the development of much-needed retail space in the City and expand the existing retail uses.
- The Project will generate an increase in sales tax that will go to City General Fund revenues. Conservatively, the Project will generate a minimum of $400,000 annually in sales tax revenue that would go into the General Fund ($250/square foot x 159,800 square feet of taxable floor area x 1% [City share of sales tax], DEIR, pg. 4.1-24).
- The Project will be an asset to the local economy, providing job opportunities to Wildomar residents.

F. STATEMENT OF OVERRIDING CONSIDERATIONS

This Council of the City adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts associated with adoption of the Project as addressed in the EIR, specifically:

1. Traffic (Operations and Cumulative)

2. Air Quality (Operations and Cumulative)

3. Noise (Construction)

This Section of the findings specifically addresses the requirement of Section 15093 of the CEQA Guidelines, which requires the lead agency to balance the benefits of a Project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the Project benefits. If the Council finds that the previously stated major project benefits outweigh the unavoidable significant adverse environment impacts noted above, then the Council may, nonetheless, approve the Project. Each of the separate benefits are hereby determined to be, in itself, and independent of other Project benefits, basis for overriding all unavoidable environmental impacts identified in the EIR and these findings.

The Council's findings set forth in the preceding Sections identified all of the adverse environmental impacts and feasible mitigation measures which can reduce impacts to less than significant levels where feasible, or to the lowest feasible levels where significant impacts remain. The findings have also analyzed five alternatives to determine whether there are reasonable or feasible alternatives to the proposed action, or whether they might reduce or eliminate the significant adverse impacts of the Project. The EIR presents evidence that implementing the development of the Project will cause significant adverse impacts which cannot be substantially mitigated to non-significant levels. These significant impacts have been outlined above and this Council makes the following finding:

Finding: Having considered the unavoidable adverse impacts of the Project, this Council hereby determines that all feasible mitigation has been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, this Council finds that economic, social and

other considerations of the Project outweigh the unavoidable adverse impacts described above. The reason for accepting these remaining unmitigated impacts are described below. In making this finding, this Council has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those effects.

The Council further finds that the Project's benefits are substantial and override each unavoidable impact of the Project as follows:

1. <u>Findings Related to Traffic and Circulation Impacts</u>

a. Operations and Cumulative

The Project would result in unavoidable impacts to several intersections identified in Section V.B.1 above. Based on the entire record before us, this Council finds that this impact is potentially significant but can be reduced through mitigation. The Council finds that the payment of all requisite fees (Riverside County Transportation Uniform Mitigation Fee (TUMF), Riverside County Road and Bridge Benefit District (RBBD), Wildomar Development Impact Fee (DIF) or fair share) towards improvements as required by Mitigation Measure 4.2.1 to 4.2.38 would reduce impacts once the Project is completed. However, notwithstanding the Project's full compliance with fee payments, the payment of these fees would not ensure timely completion of the required improvements and is beyond the control of the Project applicant and, in some instances, also beyond the control of the City. Accordingly, the Council finds that the Project's potentially significant traffic impacts may remain significant. However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described in Section V.G. of this document.

2. Findings Related to Air Quality Impacts

a. Operations and Cumulative

The Project would result in unavoidable air quality impacts during operations for both the Project and cumulatively for VOC and NO_x. Although there are proposed mitigation measures, the net increase in emissions would still exceed the SCAQMD's recommended threshold for these two pollutants. However, benefits obtained from the Project are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described in Section V.G of this document.

3. Findings Related to Noise Impacts

a. Construction

Noise generated by the Project will result in an unavoidable impact to the sensitive receptors. Even with mitigation measures, the impact from construction noise will not be reduced below a level of significance. Accordingly, it remains significant and unavoidable. However, benefits obtained from the Project are sufficient to justify approval of the Project. In addition, construction noise is temporary, intermittent and of short duration and will not present any long-term impacts. These impacts are overridden by Project benefits described in Section V.G of this document.

As the CEQA Lead Agency for the proposed action, the City has reviewed the Project description and the alternatives presented in the EIR, and fully understand the Project and Project alternatives proposed for development. Further, this Council finds that all potential adverse environmental impacts and all feasible mitigation measures to reduce the impacts from the project have been identified in the Draft EIR, the Final EIR and public testimony. This Council also finds that a reasonable range of alternatives was considered in the EIR and this document, Section V.F above, and finds that approval of the Project is appropriate.

This Council has identified economic and social benefits and important policy objectives, Section V.G above, which result from implementing the Project. The Council has balanced these substantial social and economic benefits against the unavoidable significant adverse effects of the Project. Given the substantial social and economic benefits that will accrue from the Project, this Council finds that the benefits identified herein override the unavoidable environmental effects.

Public Resource Code Section 21002 provides: "In the event specific economic, social and other conditions make infeasible such Project alternatives or such mitigation measures, individual projects can be approved in spite of one or more significant effects thereof." Section 21002.1(c) provides: "In the event that economic, social, or other conditions make it infeasible to mitigate one or more significant effects of a project on the environment, the project may nonetheless be approved or carried out at the discretion of a public agency…" CEQA Guidelines Section 15093 (a) states: "If the benefits of a Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

VI. ADOPTION OF A MONITORING PROGRAM FOR THE CEQA MITIGATION MEASURES

Public Resources Code Section 21081.6 requires this Council to adopt a mitigation monitoring program (MMP) regarding the changes in the Project. The MMP is adopted because it fulfills the CEQA mitigation monitoring requirements:

a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and

b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.

ATTACHMENT A - EXHIBIT 4

WALMART MITIGATION MONITORING AND REPORTING PROGRAM

4.0 MITIGATION MONITORING PLAN

4.1 INTRODUCTION

To ensure that the mitigation measures contained in this EIR are properly implemented, a monitoring plan has been developed pursuant to State law. This Mitigation Monitoring Plan (MMP) identifies measures incorporated in the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures. As described at *CEQA Guidelines* Section 15097, this MMP employs both reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures;
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated in the Project are presented in the following Section 4.2. Specific mitigation measures incorporated in the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section at Table 4.2-1.

4.2 MITIGATION MONITORING AND REPORTING

Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Wildomar is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof.

If during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Traffic and Circulation					
4.2.1	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.2	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15):* • *Install a traffic signal* • *Construct a second eastbound (EB) through lane;* • *Construct a second westbound (WB) through lane; and* • *Construct a WB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.3	*At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement:* • *Restripe the WB right-turn lane as a second through lane.* *This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.*	Prior to the issuance of the first Certificate of Occupancy.	WRCOG.	WRCOG and City of Wildomar.	City shall verify completion of improvements at issuance of first Certificate of Occupancy.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.4	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):* • *Install a traffic signal; and* • *Construct an EB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.5	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):* • *Install a traffic signal.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.6	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):* • *Install a traffic signal;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.7	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):* • *Install a traffic signal; and* • *Construct an EB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.8	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):* • *Install a traffic signal; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.9	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):* • *Install a traffic signal;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.10	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):* • *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.11	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):* • *Install a traffic signal;* • *Construct a NB left-turn lane;* • *Construct a NB shared through/right-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.12	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):* • *Construct an EB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.13	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions); and* • *Construct an EB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.14	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):* • *Construct a WB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.15	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):* • *Construct a 2nd westbound through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.16	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Restripe the EB right-turn lane as a shared through/right-turn lane; and* • *Construct a second WB through lane.*				
4.2.17	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane;* • *Construct a WB shared through/right-turn lane;* • *Construct a NB shared through/right-turn lane;* • *Construct a SB left-turn lane; and* • *Construct an EB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.18	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Construct an EB shared through/right-turn lane;* • *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and* • *Construct a WB shared through/right-turn lane.*				
4.2.19	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Restripe the SB shared left/right-turn lane as a left-turn lane;* • *Construct a SB right-turn lane;* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct a second EB through lane; and* • *Construct a WB shared through/right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.20	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2):* • *Construct an EB shared through/right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.21	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3):* • *Construct a second NB through lane;* • *Construct a second SB through lane;* • *Construct a second WB through lane; and* • *Construct a NB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.22	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6):* • *Install a traffic signal.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.23	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7):* • *Construct a NB right-turn lane with overlap phasing;* • *Construct an EB left-turn lane;* • *Construct an EB right-turn lane;* • *Construct a WB left-turn lane;* • *Construct a second and third EB through lane; and* • *Construct a second WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.24	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):* • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane;* • *Construct a second and third EB through lane; and* • *Construct a second and third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.25	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):* • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Construct a third EB through lane; and* • *Construct a third WB through lane.*				
4.2.26	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10):* • *Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB left-turn lane;* • *Construct a second WB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a second and third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.27	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11):* • *Install a traffic signal (same improvement required under Opening Year conditions);* • *Construct a NB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB left-turn lane (same improvement*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	required under Opening Year conditions); • *Construct an EB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Opening Year conditions);* • *Construct a NB right-turn lane;* • *Construct a SB right-turn lane with overlap phasing;* • *Construct a WB right-turn lane with overlap phasing;* • *Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second SB through lane.*				
4.2.28	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12):* • *Construct an EB right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second WB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.29	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB right-turn lane (same improvement required under Opening Year conditions);* • *Construct a second EB through lane; and* • *Construct a second WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.30	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):* • *Construct a WB right-turn lane (same improvement required under Opening Year conditions); and* • *Construct a second EB left-turn lane;* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.31	*The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction:*	Prior to the issuance of the first Certificate of Occupancy.	WRCOG.	WRCOG and City of Wildomar.	City shall verify payment of fees and completion of improvements at issuance of first Certificate of

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
• *Restripe the WB right-turn lane as a second through lane.* *This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions);* *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16):* • *Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.*				Occupancy.
4.2.32 *Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17):* • *Construct a second WB through lane (same improvement required under Existing-plus-Project conditions);* • *Construct a third WB through lane;* • *Construct a NB shared left/right-turn lane; and* • *Construct a second WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.33	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct a SB left-turn lane striped as a shared left/right-turn lane;* • *Construct a SB de facto right-turn lane striped as a dedicated right-turn lane;* • *Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and* • *Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.34	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21):* • *Install a traffic signal;* • *Construct an EB left-turn lane;* • *Construct a second EB through lane;* • *Construct a WB left-turn lane; and* • *Construct a second WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.35	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22):* • *Install a traffic signal;* • *Construct a NB left-turn lane;* • *Construct a SB left-turn lane;* • *Construct an EB left-turn lane; and* • *Construct a WB left-turn lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.36	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):* • *Restripe the EB right-turn lane as a shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a second WB through lane (same improvement required under Opening Year conditions); and* • *Construct a third EB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.2.37	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25):* • *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);* • *Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and* • *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.38	*Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
• *Install a traffic signal (same improvement required under Existing-plus-Project conditions);* • *Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions);* • *Construct a SB right-turn lane (same improvement required under Opening Year conditions);* • *Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions);* • *Construct a second EB left-turn lane;* • *Construct a WB right-turn lane;* • *Construct a second EB through lane (same improvement required under Opening Year conditions);* • *Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions);* • *Construct a third EB through lane; and* • *Construct a third WB through lane.*				
4.2.39 *The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan*	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
shall identify traffic controls, any street closures and/or detours, or other disruption to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be provided to all contractors as one component of building plan/contract document packages.				
Air Quality				
4.3.1 *The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:* • *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;* • *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*				
4.3.2	*Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.*	Prior to the issuance of grading plans.	Applicant.	City of Wildomar.	At issuance of grading plans.
4.3.3	*During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.*	During grading activity.	Construction contractor.	City of Wildomar.	Ongoing throughout grading activity.
4.3.4	*Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City. *Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):* • *Increase in insulation such that heat transfer and thermal bridging is minimized;* • *Limit air leakage through the structure and/or within the heating and cooling distribution system;* • *Use of energy-efficient space heating and cooling equipment;* • *Installation of electrical hook-ups at loading dock areas;* • *Installation of dual-paned or other energy efficient windows;* • *Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;* • *Installation of automatic devices to turn off lights where they are not needed;*				

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;* • *Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;* • *Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.*				
4.3.5	*Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). The Project Water Conservation Strategy shall be subject to review and approval by the City.* *The Project shall also implement the following:* • *Landscaping palette emphasizing drought tolerant plants;* • *Use of water-efficient irrigation techniques;* • *U.S. Environmental Protection Agency (EPA)*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.				
Noise					
4.4.1	*Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 6 p.m. to 6 a.m. during the months of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.*	Prior to approval of grading plans and/or issuance of building permits.	Applicant.	City of Wildomar.	At approval of grading plans and/or issuance of building permits.
4.4.2	*During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. It is noted that stationary equipment is transitory to the site and is located based on a given construction task or phase, however noise emitting construction equipment that may be employed in various temporary fixed positions throughout the Project site shall be oriented to direct noise away from the nearest noise sensitive receptor(s).*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.4.3	*The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction. A review of the Project site and the location of nearby noise sensitive receptors indicate that construction equipment staging shall be concentrated in the northern portion of the site near Bundy Canyon Road and away from the residential land use located south of Canyon Drive.*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.4	*The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.5	*All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.*	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.6	*Maintain quality pavement conditions that are free of bumps to minimize truck noise.*	Ongoing throughout Project operations.	Future tenant.	City of Wildomar.	Ongoing throughout Project operations.
4.4.7	*The truck access points and loading docks within the truck court on the Project site shall be posted with signs which state:* • *Truck drivers shall turn off engines when not in use;*	Ongoing throughout Project operations.	Future tenant.	City of Wildomar.	Ongoing throughout Project operations.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	• *Trucks servicing the Project shall not idle for more than five (5) minutes; and* • *Telephone numbers of the building facilities manager to report violations.*				
Hydrology and Water Quality					
4.6.1	*Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following:* • *Silt Fences;* • *Check Dams;*	Prior to issuance of grading permits.	Applicant.	City of Wildomar.	At issuance of grading permits.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
• *Gravel Bag Berms;* • *Street Sweeping and Vacuuming;* • *Sand Bag Barriers;* • *Storm Drain Inlet Protection;* • *Wind Erosion Control;* • *Stabilized Construction Entrance/Exit; and* • *Entrance/Outlet Tire Wash.* *Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following:* • *Providing permanent cover to stabilize the disturbed surfaces after construction has been completed;* • *Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities;* • *Precluding non-stormwater discharges to the stormwater system; and* • *Performing monitoring of discharges to the stormwater system.*				

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.6.2	*Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following:* *<u>Source Control/Non-Structural BMPs</u>* • *Education of property owners, operators, tenants, occupants, or employees;* • *Street Sweeping of Private Streets and Parking Lots;* • *Drainage facility inspection and maintenance;* • *Roof Runoff Controls;* • *Efficient Irrigation;* • *Protection of Slopes and Channels;* • *Storm Drain stenciling and signage;* • *Trash Storage Areas and Litter Control;* • *Irrigation system and landscape maintenance; and* • *Loading dock drainage controls.*	Prior to issuance of grading permits.	Applicant.	City of Wildomar.	At issuance of grading permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Site Design/Structural BMPs				
	• *Maximize permeable areas;* • *Minimize street, sidewalk, and parking lot aisle widths;* • *Maintain natural drainage patterns;* • *Incorporate drought-tolerant landscaping;* • *On-site ponding areas or retention facilities to increase opportunities for infiltration;* • *Convey roof runoff to landscaping/permeable areas prior to discharge to storm drains;* • *Drain sidewalks and walkways to adjacent landscaped areas; and* • *Integration of landscaping and drainage designs.*				
4.6.3	*If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.*	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Biological Resources					
4.7.1	*Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.*	Throughout construction.	Construction contractor.	City of Wildomar.	Ongoing throughout construction.
4.7.2	*A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.*	During all vegetation clearing activities.	Applicant.	City of Wildomar.	Ongoing during all vegetation clearing activities.
4.7.3	*Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (Athene cunicularia), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.*	Within 30 days prior to disturbance at the Project site.	Applicant.	City of Wildomar.	Within 30 days prior to disturbance at the Project site.
4.7.4	*To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA):* • *If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly.* • *If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat*	Throughout construction.	Applicant.	City of Wildomar.	Ongoing throughout construction.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.				
4.7.5	*A biologist shall make periodic site visits to ensure compliance with all permit conditions.*	Throughout construction.	Applicant.	City of Wildomar.	Ongoing throughout construction.
4.7.6	*Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.7.7	*Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.
4.7.8	*Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.*	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.
Geology and Soils					
4.8.1	*Design and development of the Project shall comply with recommendations and performance standards identified in the Geotechnical Investigation at pages 8 through 21, Sections 6.1 through 6.14. Where the Project Geotechnical Investigation is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail. The Project Geotechnical Investigation provides recommendations and performance standards for*	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
the following design and development components/attributes: • *Excavation and Soil Characteristics;* • *Temporary Slope Excavations (i.e., trenching);* • *Grading;* • *Slopes;* • *Seismic Design Criteria;* • *Foundations;* • *Concrete Slabs-on-Grade;* • *Conventional Retaining Walls;* • *Pavement Recommendations;* • *Hydraulic Conductivity;* • *Detention Basin and Bioswale Recommendations;* • *Site Drainage and Moisture Protection; and* • *Foundation and Grading Plan Review.*				
Cultural Resources				
4.9.1 *Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If during grading or construction activities, cultural resources are discovered on the Project site, work shall be*	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."				
4.9.2	*At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements*	At least 30 days prior to seeking a grading permit.	Applicant.	City of Wildomar.	At issuance of grading permit.

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	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 Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.				
4.9.3	*Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County*	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."				
4.9.4	*All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.*	Throughout grading/prior to issuance of building permit.	Qualified professional archeologist/ Applicant.	City of Wildomar.	At issuance of building permit.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.9.5	*All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.*	Throughout grading.	Construction contractor.	City of Wildomar.	Ongoing throughout grading.
4.9.6	*Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation:* *"If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The*	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."				
4.9.7	*To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.*	Throughout construction.	Applicant.	City of Wildomar.	Throughout construction, or until the qualified professional archeologist is satisfied that construction will not disturb cultural and/or paleontological resources.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.9.8	*Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.*	Prior to the issuance of grading permit.	Applicant.	City of Wildomar.	At issuance of grading permit.
4.9.9	*A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The*	Throughout grading and excavation activities.	Applicant.	City of Wildomar.	At issuance of a building permit.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
	monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.				
4.9.10	*Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.*	Prior to issuance of building permits.	Qualified professional archeologist.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy
4.9.11	*Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.*	Prior to issuance of building permits.	Qualified professional archeologist.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy.
4.9.12	*A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify*	Prior to issuance of building permits.	Qualified professional archeologist/ Applicant.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.				

PROPOSED PLANS FOR
WALMART #3882-02

SOUTHWEST CORNER OF BUNDY CANYON DRIVE AND MONTE VISTA DRIVE
CITY OF WILDOMAR, 92595
RIVERSIDE COUNTY, CALIFORNIA

LEGAL DESCRIPTION

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

PARCEL A:
THOSE PORTIONS OF LOT 4, LOT 5, LOT 12, LOT 13, LOT BB, LOT CC AND LOT F OF SEDCO TRACT NO.1, IN THE COUNTY OF RIVERSIDE STATE OF CALIFORNIA, AS SHOWN ON MAP ON FILE IN BOOK 10, PAGES 58 TO 75 OF MAPS, RECORDS OF RIVERSIDE COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF BUNDY CANYON ROAD WITH THE CENTER LINE OF MONTE VISTA DRIVE; THENCE SOUTHERLY ALONG THE CENTER LINE OF MONTE VISTA DRIVE 490.28 FEET TO THE TRUE POINT OF BEGINNING THENCE N88°49'00"W 32.00 FEET TO THE WESTERLY RIGHT OF WAY OF MONTE VISTA DRIVE; THENCE NORTH 88°51'58" WEST 132.65 FEET; THENCE NORTH 33°55'28" WEST 216.67 FEET; THENCE NORTH 01°08'02" EAST 62.89 FEET; THENCE NORTH 88°51'58" WEST 346.67 FEET; THENCE NORTHERLY TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF BUNDY CANYON ROAD NORTH 01°11'43" EAST 230.00 FEET; THENCE NORTH 01°08'02" EAST 20.00 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD THENCE WESTERLY ALONG THE CENTERLINE OF BUNDY CANYON ROAD NORTH 88°51'58" WEST 18.19 FEET THENCE SOUTH 01°08'02" WEST 20.00 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF BUNDY CANYON ROAD; THENCE SOUTH 01°11'23" WEST 412.54 FEET; THENCE NORTH 87°20'55" WEST 642.49 FEET TO THE EASTERLY RIGHT OF WAY OF CHERRY STREET; THENCE NORTH 88°48'53" WEST 20.00 FEET TO THE CENTERLINE OF CHERRY STREET; THENCE SOUTHERLY ALONG THE CENTER LINE OF CHERRY STREET SOUTH 01°11'07" WEST 11.35 FEET TO A POINT ON THE NORTHEASTERLY LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED DECEMBER 18, 1953 IN BOOK 1536 PAGE 462 OF OFFICIAL RECORDS OF SAID RIVERSIDE COUNTY; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF SAID LAND CONVEYED TO STATE OF CALIFORNIA SOUTH 33°55'28" EAST 285.30 FEET TO A POINT ON THE NORTH EASTERLY LINE OF LAND GRANTED TO THE STATE OF CALIFORNIA BY DEED FROM HERVA M. CONLEY RECORDED DECEMBER 18, 1953 AS INSTRUMENT NO. 60330, PER MAP RECORDED IN BOOK 10 PAGES 58 TO 75, INCLUSIVE, OF MAPS, RECORDS OF SAID COUNTY; THENCE SOUTHEASTERLY ALONG SAID LAND GRANTED TO THE STATE OF CALIFORNIA FROM HERVA M. CONLEY THE FOLLOWING 4 COURSES; SOUTH 33°55'28" EAST 246.83 FEET; THENCE SOUTH 37°50'50" EAST 175.41 FEET; THENCE SOUTH 33°55'28" EAST 70.00 FEET; THENCE SOUTH 27°04'54" EAST 100.72 FEET; THENCE SOUTH 33°55'28" EAST 214.43 FEET TO THE CENTERLINE OF CANYON DRIVE; THENCE EASTERLY ALONG THE CENTERLINE CANYON DRIVE SOUTH 88°55'03" EAST 688.68 FEET TO THE INTERSECTION OF THE CENTERLINE OF CANYON DRIVE WITH THE CENTER LINE OF MONTE VISTA DRIVE; THENCE NORTHERLY ALONG THE CENTERLINE OF MONTE VISTA DRIVE NORTH 01°11'00" EAST 829.48 FEET TO THE TRUE POINT OF BEGINNING.

(SAID LAND IS CREATED AND DESCRIBED AS PARCEL "D" IN THAT CERTAIN LOT LINE ADJUSTMENT NO. 4862, RECORDED JULY 13, 2005 AS INSTRUMENT NO. 2005-0559695, OF OFFICIAL RECORDS.)

PARCEL B:
AN EASEMENT FOR INGRESS AND EGRESS AS SET FORTH IN THAT CERTAIN DOCUMENT RECORDED AUGUST 11, 2005 AS INSTRUMENT NO. 05-652927 OF OFFICIAL RECORDS, OVER THE EASTERLY 38.00 FEET OF LOT 12 OF SEDCO TRACT 1, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGES 58-75, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM, THAT PORTION CONVEYED TO PAUL KEEN ET UX., BY DEED RECORDED JUNE 16, 1969, AS INSTRUMENT NO. 59636, OF OFFICIAL RECORDS,

PARCEL C:
A NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND PARKING OVER THE COMMON AREA, AS SET FORTH IN THAT CERTAIN DOCUMENT ENTITLED DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND RECIPROCAL EASEMENTS, RECORDED AUGUST 11, 2005 AS INSTRUMENT NO. 2005-652926 OF OFFICIAL RECORDS,

BENCHMARK:

COUNTY OF RIVERSIDE BENCHMARK.

U.S.C.&G.S. DESIGNATION: 1254 (USCGS) RESET 1964
RIVERSIDE COUNTY DESIGNATION: E-21

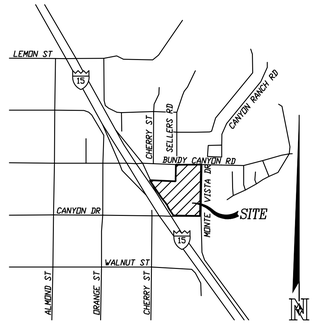
STANDARD DISC LOCATED AT WILDOMAR, IN THE SOUTHWEST CORNER OF THE INTERSECTION OF CENTRAL STREET AND PALAMAR STREET, 55 FEET SOUTH OF THE CENTERLINE OF CENTRAL STREET, 79 FEET WEST OF THE CENTERLINE OF PALAMAR STREET, 142 FEET NORTHEAST OF THE WILDOMAR SCHOOL AND ABOUT 125 FEET SOUTH OF THE POST OFFICE. A STANDARD DISK SET IN DRILL HOLE IN THE BASE IF THE WILDOMAR SCHOOL BELL TOWER, 6 INCHES WEST OF THE NORTH WEST CORNER OF THE TOWER.

ELEVATION = 1,255.326 FEET NGVD29 DATUM

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS CALIFORNIA COORDINATE SYSTEM, NAD83, ZONE 6, GRID BEARING BETWEEN MONUMENTS Z 10438 AND Z 9140 AS SHOWN PER THE RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT GPS CONTROL NETWORK.

I.E.: N 00°56'44" E



VICINITY MAP
NO SCALE

SHEET INDEX

1	TITLE SHEET
2	SITE PLAN
3	CONCEPTUAL GRADING PLAN
4	CONCEPTUAL GRADING PLAN
5	CONCEPTUAL GRADING PLAN
6	PRELIMINARY UTILITY PLAN
7	EXISTING DRAINAGE CONDITIONS
8	PROPOSED DRAINAGE AND BMP EXHIBIT
9	SITE LIGHTING PLAN
10	SITE LIGHTING 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 03/11/2015
APPLICATION NOS. CUP/PP No. 13-0086
PLANNER M B
SIGNATURE Matthew Bassi

PROPERTY OWNER AND DEVELOPER

WAL-MART STORES, INC.
2001 S.E. 10th STREET
BENTONVILLE, AR 72716
(479) 254-4000

PROPERTY ADDRESS

SOUTHWEST CORNER OF BUNDY CANYON ROAD AND MONTE VISTA DRIVE
CITY OF WILDOMAR, CA 92595

ENGINEERING OF WORK

NASLAND ENGINEERING
4740 RUFFNER STREET
SAN DIEGO, CA 92111
(858) 292-7770

APPLICANT/LEASE HOLDER

WAL-MART STORES, INC.
2001 S.E. 10th STREET
BENTONVILLE, AR 72716
(479) 254-4000

EARTHWORK QUANTITIES

CUT = 85,000 CY
FILL = 120,000 CY
IMPORT = 35,000 CY

NOTE: EARTHWORK QUANTITIES DO NOT REFLECT ANY SPECIAL CONDITIONS THAT MAY BE SPECIFIED IN THE SOILS REPORT AND ARE FOR REFERENCE ONLY. SINCE THE ENGINEER CANNOT CONTROL THE EXACT METHOD OR MEANS USED BY THE CONTRACTOR DURING GRADING OPERATIONS, NOR CAN THE ENGINEER GUARANTEE THE EXACT SOIL CONDITION OVER THE ENTIRE SITE, THE ENGINEER ASSUMES NO RESPONSIBILITY FOR FINAL EARTHWORK QUANTITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING HIS OWN EARTHWORK QUANTITIES FOR BIDDING, CONTRACT, AND CONSTRUCTION PURPOSES.

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF WILDOMAR IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

PETER B. RITCHEY R.C.E. 67652 DATE

NASLAND ENGINEERING
4740 RUFFNER STREET, SAN DIEGO, CA 92111

TITLE SHEET

REVISIONS BY

Civil Engineering
Surveying
Land Planning
T (858) 292-7770
4740 Ruffner Street
San Diego, CA 92111
nasland.com
Nasland

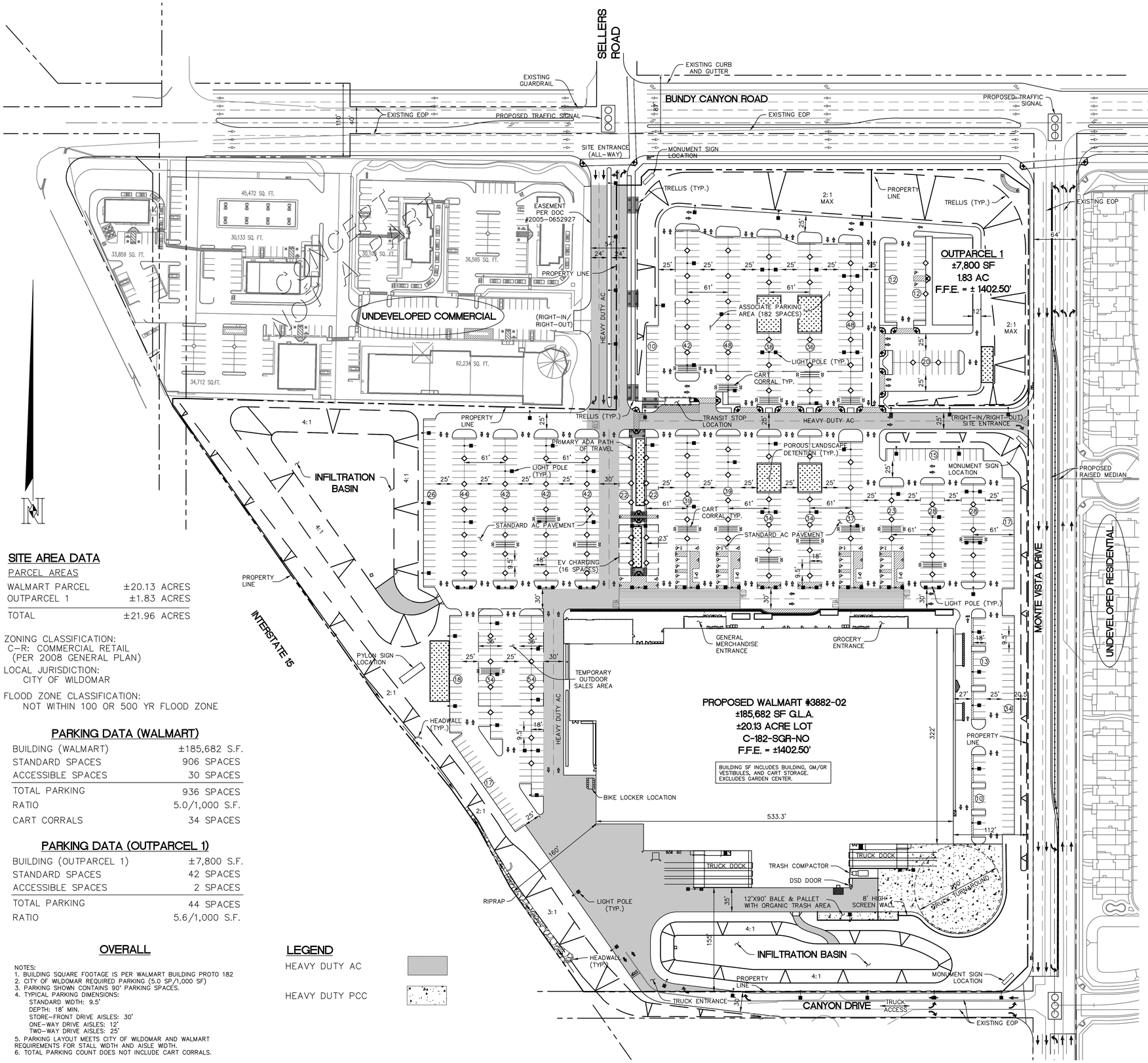
REGISTERED PROFESSIONAL ENGINEER
PETER RITCHEY
No. 67652
CIVIL
STATE OF CALIFORNIA

#3882-02 WILDOMAR, CA WALMART
CITY WILDOMAR, RIVERSIDE COUNTY, CALIFORNIA
WALMART STORES, INC.
BENTONVILLE, AR

DRAWN	SH
CHECKED	PR
DATE	01/30/2015
SCALE	AS SHOWN
JOB No.	310-040.1
SHEET	1

1 OF 10 SHEETS

1057



SITE AREA DATA

PARCEL AREAS

WALMART PARCEL	±20.13 ACRES
OUTPARCEL 1	±1.83 ACRES
TOTAL	±21.96 ACRES

ZONING CLASSIFICATION:
C-R: COMMERCIAL RETAIL
(PER 2008 GENERAL PLAN)

LOCAL JURISDICTION:
CITY OF WILDOMAR

FLOOD ZONE CLASSIFICATION:
NOT WITHIN 100 OR 500 YR FLOOD ZONE

PARKING DATA (WALMART)

BUILDING (WALMART)	±185,682 S.F.
STANDARD SPACES	906 SPACES
ACCESSIBLE SPACES	30 SPACES
TOTAL PARKING	936 SPACES
RATIO	5.0/1,000 S.F.
CART CORRALS	34 SPACES

PARKING DATA (OUTPARCEL 1)

BUILDING (OUTPARCEL 1)	±7,800 S.F.
STANDARD SPACES	42 SPACES
ACCESSIBLE SPACES	2 SPACES
TOTAL PARKING	44 SPACES
RATIO	5.6/1,000 S.F.

OVERALL

NOTES:
1. BUILDING SQUARE FOOTAGE IS PER WALMART BUILDING PROTO 182
2. CITY OF WILDOMAR REQUIRED PARKING (5.0 SP/1,000 SF)
3. PARKING SHOWN CONTAINS 90° PARKING SPACES.
4. TYPICAL PARKING DIMENSIONS:
   STANDARD WIDTH: 9.5'
   DEPTH: 18' MIN.
   STORE-FRONT DRIVE AISLES: 30'
   ONE-WAY DRIVE AISLES: 12'
   TWO-WAY DRIVE AISLES: 25'
5. PARKING LAYOUT MEETS CITY OF WILDOMAR AND WALMART REQUIREMENTS FOR STALL WIDTH AND AISLE WIDTH.
6. TOTAL PARKING COUNT DOES NOT INCLUDE CART CORRALS.

PROPOSED OVERALL PARKING RATIO: 5.1/1000

LEGEND

HEAVY DUTY AC

HEAVY DUTY PCC

ZONING/LAND USE/LAND DEVELOPMENT/REGULATIONS:
THE SITE IS CURRENTLY ZONED R-R, RURAL-RESIDENTIAL.
FUTURE LAND USE DESIGNATION: C-R COMMERCIAL-RETAIL (2008 MASTER PLAN)
ANNEXATION: NOT NEEDED
ENTITLEMENT REVIEW PROCESS: THE SCOPE OF WORK ASSOCIATED WITH THIS DEVELOPMENT INCLUDES BUILDING STRUCTURE, SIGN PLACEMENT, OFF-SITE STREET IMPROVEMENT, BALE AND PALLET RECYCLING AREA, ORGANIC WASTE AREA, SCREEN WALLS, TENANT PAD PREPARATION, AND UTILITY EXTENSIONS.
OUTDOOR STORAGE, DISPLAY AND SALES: METAL STORAGE CONTAINERS ARE SUBJECT TO APPROVAL OF A PLOT PLAN. OPEN STORAGE OF MATERIAL AND EQUIPMENT PERMITTED IN THE REAR AND SHALL BE ENCLOSED WITH A VISUALLY SCREENING FENCE.
LANDSCAPING: PER CITY OF WILDOMAR LANDSCAPING REQUIREMENTS, PERCENTAGE OF PARKING AREA TO BE SHADED FOR PARKING LOTS OF 50+ SPACES TO BE 50% MINIMUM. THE PERCENTAGE OF PARKING AREA REQUIRED TO BE SHADED SHALL BE BASED ON THE NUMBER OF UNCOVERED PARKING SPACES; DRIVEWAYS AND AISLES ARE EXCLUDED.
SIGNS: SIGNS ARE ALLOWED WITH PROPER PERMIT APPROVALS.
ARCHITECTURAL REVIEW: ARCHITECTURAL REVIEW IS REQUIRED FOR THE PROPOSED BUILDING STRUCTURE. A DSD DOOR IS SHOWN AT THE REAR TO ACCOMMODATE THE PROPOSED BALE AND PALLET RECYCLING AREA. AOR SHALL CONFIRM BUILDING SIGNAGE REQUIREMENTS.
A PARKING RATIO OF AT LEAST 5.0/1000 S.F. IS REQUIRED PER CITY OF WILDOMAR MUNICIPAL CODE. THE PROPOSED RATIO WILL BE 5.0 FOR WALMART PARKING. THIS RATIO MEETS CITY OF WILDOMAR AND WALMART GUIDELINE REQUIREMENTS. CART CROSSOVERS ARE PROPOSED AND EXCLUDED FROM THE TOTAL PARKING COUNT. A 12'X90' BALE AND PALLET AND ORGANIC WASTE ARE PROPOSED AT THE REAR OF THE BUILDING. PROPER SCREENING WILL BE REQUIRED PER CITY OF WILDOMAR MUNICIPAL CODE AND IS SUBJECT TO APPROVAL.
SETBACK REQUIREMENTS: BUILDING SET BACKS ARE REQUIRED PER MUNICIPAL CODE AND ARE TO BE MAINTAINED AT 25' FOR FRONT, REAR, AND SIDE. BUILDING HEIGHT MAXIMUM LIMIT OF 40' EXISTS FOR THIS PROPERTY PER MUNICIPAL CODE.
OUTDOOR LIGHTING SHALL BE DIRECTED AWAY FROM ADJACENT PROPERTIES. OUTDOOR LIGHTING SHALL COMPLY WITH THE STATE OF CALIFORNIA'S BUILDING ENERGY EFFICIENT STANDARDS OF TITLE 24 OF THE CALIFORNIA BUILDING CODE. A PHOTOMETRIC SURVEY IS PROVIDED.
OUTPARCEL RESTRICTIONS: NONE EXIST AT THIS TIME. ONE OUTPARCEL IS PROPOSED; WALMART SHALL PROVIDE A ROUGH GRADED PAD WITH UTILITY STUB OUTS. PARKING RATIO REQUIRED WILL BE DEPENDENT ON THE TYPE OF BUSINESS PROPOSED AND IS SUBJECT TO THE RESPECTIVE MUNICIPAL CODE REQUIREMENTS.

ON-SITE / SURVEY:
WILDOMAR PRESERVATION REQUIREMENTS: N/A
A GEOTECHNICAL REPORT: A GEOTECHNICAL REPORT WAS COMPLETED ON MAY 3, 2005. AN UPDATED REPORT WAS COMPLETED ON JANUARY 14, 2014.
ACCESS OPPORTUNITIES: 2 PROPOSED ALL-WAY ACCESS POINTS ARE PROPOSED FOR THIS DEVELOPMENT. THE PROPOSED SITE ACCESS CONSISTS OF ONE SIGNALIZED INTERSECTION ALONG BUNDY CANYON ROAD AND A NON-SIGNALIZED, RIGHT IN/RIGHT OUT, ACCESS POINT ALONG MONTE VISTA AVE. THE SITE ALSO INCLUDES A SIGNALIZED TRUCK ACCESS ENTRANCE AT THE INTERSECTION OF MONTE VISTA DRIVE AND CANYON DRIVE. THE REAR RIGHT IN/ LEFT OUT TRUCK ACCESS IS LOCATED AT THE END OF CANYON DRIVE AND CAN BE ACCESSED FROM MONTE VISTA DRIVE. A 130' TRUCK TURNAROUND AREA IS PROPOSED WITH HEAVY DUTY PCC PAVING LOCATED AT THE VICINITY OF THE TRUCK DOCK.
BASE INFORMATION: TOPOGRAPHIC SURVEY DATED 4/18/13.
APN# 367-100-033, 367-100-034, 367-100-035, 367-100-037.
NO UNUSUAL COST IMPACTS ARE ANTICIPATED DUE TO EXISTING SITE TOPOGRAPHY.
FLOODPLAIN: FLOOD CONTROL ZONE 7.
STORMWATER REQUIREMENTS INCLUDE SWPPP, WQMP, AND HYDROLOGY STUDY SUBMITTALS.
REQUIRED PERMITS AND AGENCIES: SEE REQUIRED PERMITS SECTION BELOW.

OFF-SITE:
ADJACENT PROPERTY OWNERS WITHIN 1000' RADIUS: RESIDENTIAL, CORNER STONE CHRISTIAN CHURCH, ELSINOR HIGH SCHOOL, PIZZA FACTORY, FAT CAT TAVERN, CIRCLE K, JACK IN THE BOX, AM-PM.
ADDITIONAL ROW ACQUISITIONS: R/W ACQUISITION IS REQUIRED FOR STREET IMPROVEMENTS.
OFF-SITE IMPROVEMENTS ARE ANTICIPATED. STREET IMPROVEMENTS ARE PROPOSED ON BUNDY CANYON ROAD, MONTE VISTA DRIVE, AND CANYON DRIVE. IMPROVEMENTS INCLUDE CURB, SIDEWALK, AC PAVEMENT, AND STRIPING. TRAFFIC SIGNALS ARE PROVIDED AT THE INTERSECTION OF MONTE VISTA DRIVE AND BUNDY CANYON ROAD, AT THE FRONT MAIN ENTRANCE ALONG BUNDY CANYON ROAD AND SELLERS ROAD, AND AT THE TRUCK ENTRANCE AT THE INTERSECTION OF MONTE VISTA DRIVE AND CANYON DRIVE.
UTILITY CONNECTION FEES: UTILITY CONNECTION FEES IS ANTICIPATED FOR WATER, SEWER, GAS, ELECTRIC.
SOLID WASTE DISPOSAL FEES: N/A
ACCESS TO SIDEWALKS OF ADJACENT PROPERTIES: ADEQUATE SIDEWALK ACCESS TO PUBLIC RIGHT OF WAY IS PROPOSED FOR MONTE VISTA DRIVE AND BUNDY CANYON ROAD.
UTILITY EXTENSIONS: UTILITY EXTENSIONS ARE PROPOSED
EXISTING DRAINAGE PROBLEM AREAS: EXISTING TERRAIN HAS ONSITE CHANNEL DIRECTED TOWARDS INLETS RUNNING UNDER INTERSTATE 15.

UTILITIES:
WATER AVAILABILITY: 10" PVC WATER SERVICE EXISTS 18' NORTH OF THE BUNDY CANYON ROAD CENTERLINE, 12" PVC SERVICE 7' WEST OF MONTE VISTA DRIVE CENTERLINE, AND 6" PVC SERVICE 15' NORTH OF CANYON DRIVE CENTERLINE.
SEWER AVAILABILITY: 12" CLAY PVC SEWER SERVICE IS LOCATED 5' SOUTH OF BUNDY CANYON ROAD CENTERLINE AND 8" CLAY PVC LOCATED 5' SOUTH OF CANYON DRIVE CENTERLINE.
LIFT STATION: A SEWER LIFT STATION IS NOT ANTICIPATED.
DRAINAGE OUTFALL: MAJORITY OF THE ONSITE PARKING LOT DRAINAGE IS DIRECTED TO VARIOUS POROUS LANDSCAPE DETENTION AREAS THAT TREAT THE STORM WATER RUNOFF AND ROUTE OVERFLOW TO AN INFILTRATION BASIN. THE RUNOFF FROM THE REMAINING AREA, INCLUDING THE ROOF SURFACE, IS DIRECTED TO AN EXTENDED DETENTION BASIN AT THE SOUTHERN LIMITS OF THE PROJECT SITE.
ELECTRICITY: OVERHEAD ELECTRICAL LINES ARE LOCATED ON THE SOUTH SIDE OF BUNDY CANYON AND THE WEST SIDE OF MONTE VISTA DRIVE.
CABLE TV: CABLE TV SERVICE IS PROPOSED
NATURAL GAS: EXISTING GAS SERVICE IS LOCATED 13' NORTH OF BUNDY CANYON ROAD CENTERLINE.

REQUIRED PERMITS:
GRADING: CITY OF WILDOMAR DEPARTMENT OF PUBLIC WORKS
BUILDING: CITY OF WILDOMAR BUILDING DEPARTMENT
SWPPP/NOI: SWPPP IS REQUIRED PER STATE WATER RESOURCES CONTROL BOARD DIVISION OF WATER QUALITY, CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD.
UTILITY CONNECTION:
WATER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
SEWER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
STORM DRAIN – CITY OF WILDOMAR
ELECTRICITY – SOUTHERN CALIFORNIA EDISON
GAS – SOUTHERN CALIFORNIA EDISON
TELEPHONE – VERIZON

DEVIATIONS:
THERE ARE NO DEVIATIONS FROM THE PUBLIC WORKS CODES ANTICIPATED FOR THIS PROJECT.

PRELIMINARY SITE PLAN

60 0 60 120 180 240
SCALE 1" = 60'

REVISIONS	BY

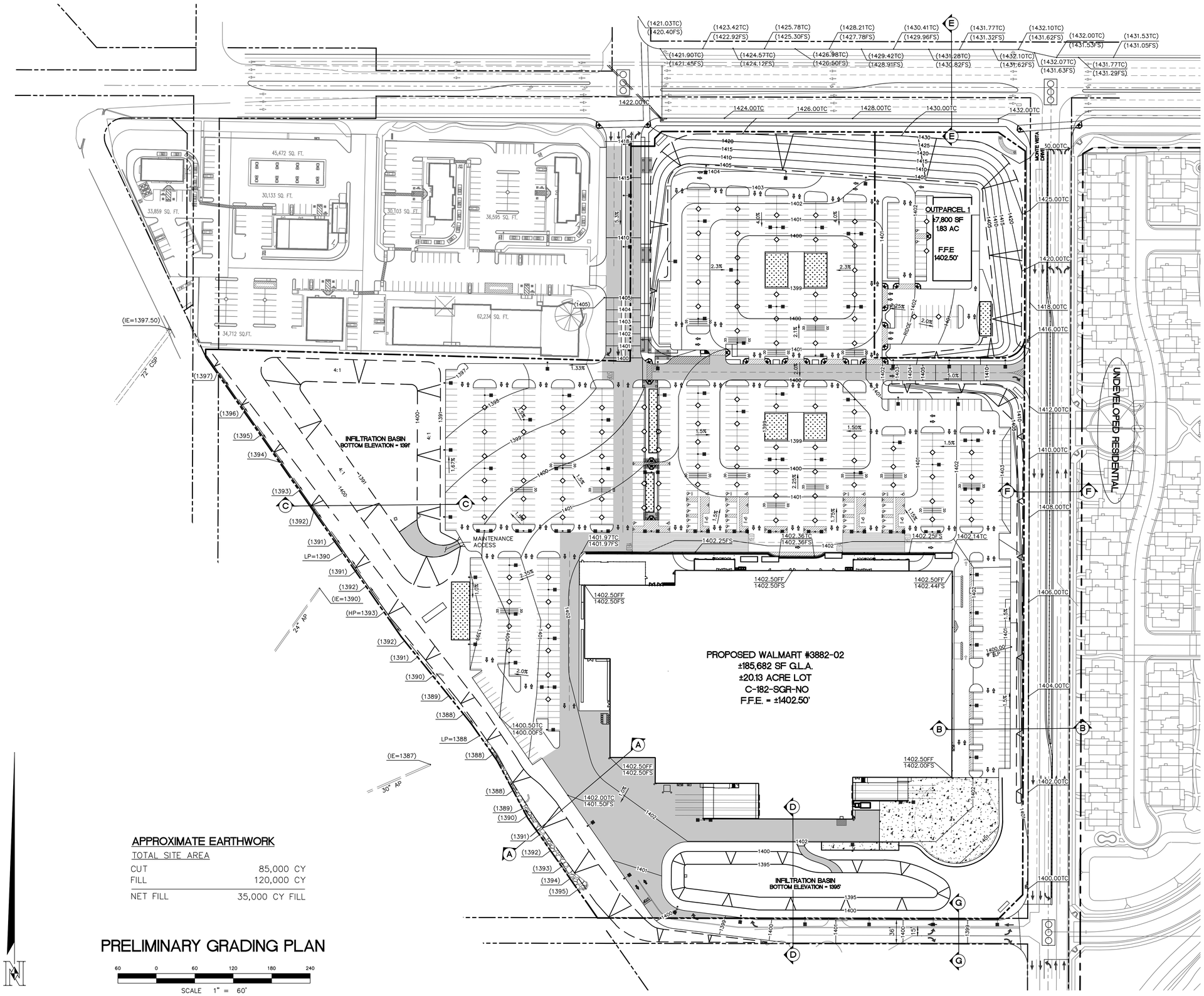
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BENTONVILLE, AR

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DATE	01/30/2015
SCALE	AS SHOWN
JOB No.	310-040.1
SHEET	2

2 OF 10 SHEETS

1058



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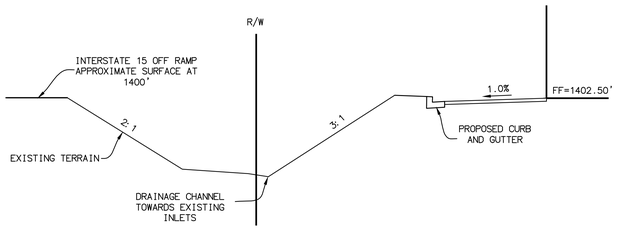
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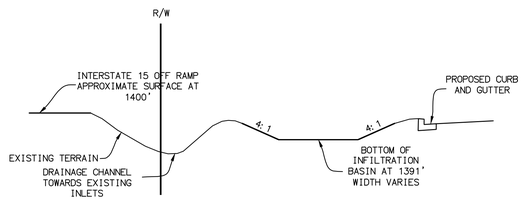
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CHECKED	PR
DATE	01/30/2015
SCALE	AS SHOWN
JOB No.	310-040.1
SHEET	3

3 OF 10 SHEET

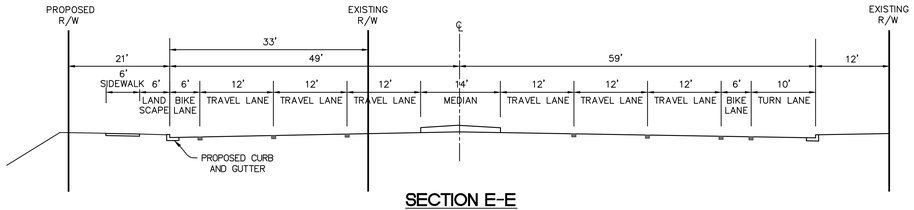
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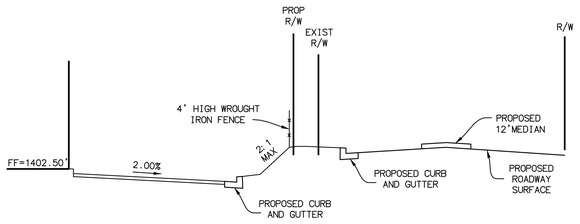
SECTION A-A
NTS



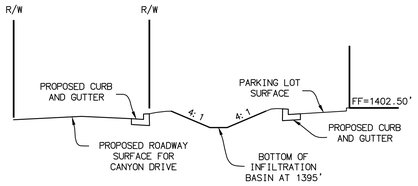
SECTION C-C
NTS



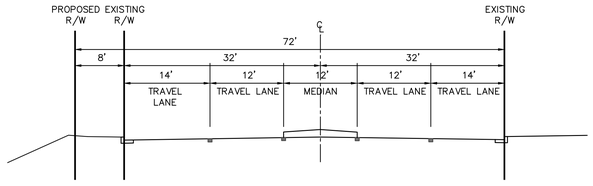
SECTION E-E
BUNDY CANYON ROAD
NTS



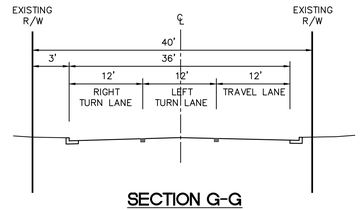
SECTION B-B
NTS



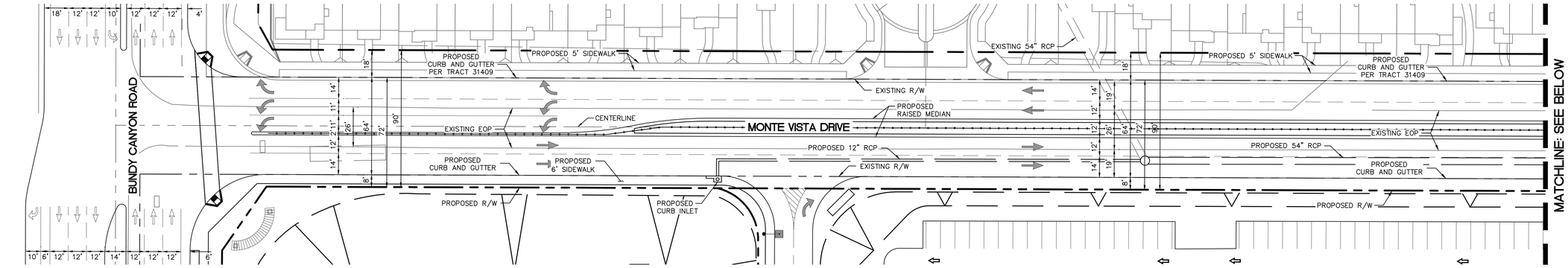
SECTION D-D
NTS

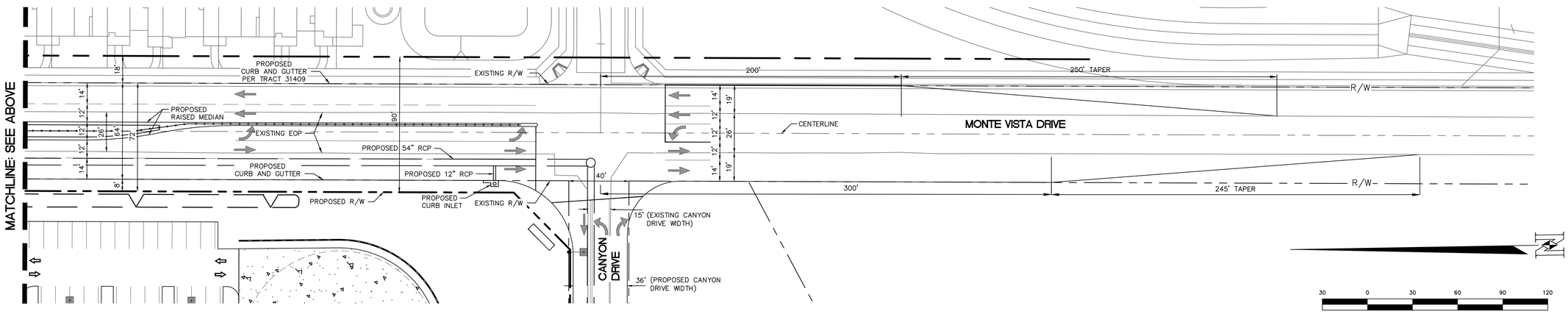


SECTION F-F
MONTE VISTA DRIVE
NTS



SECTION G-G
CANYON DRIVE
NTS





30 0 30 60 90 120

SCALE 1" = 30'

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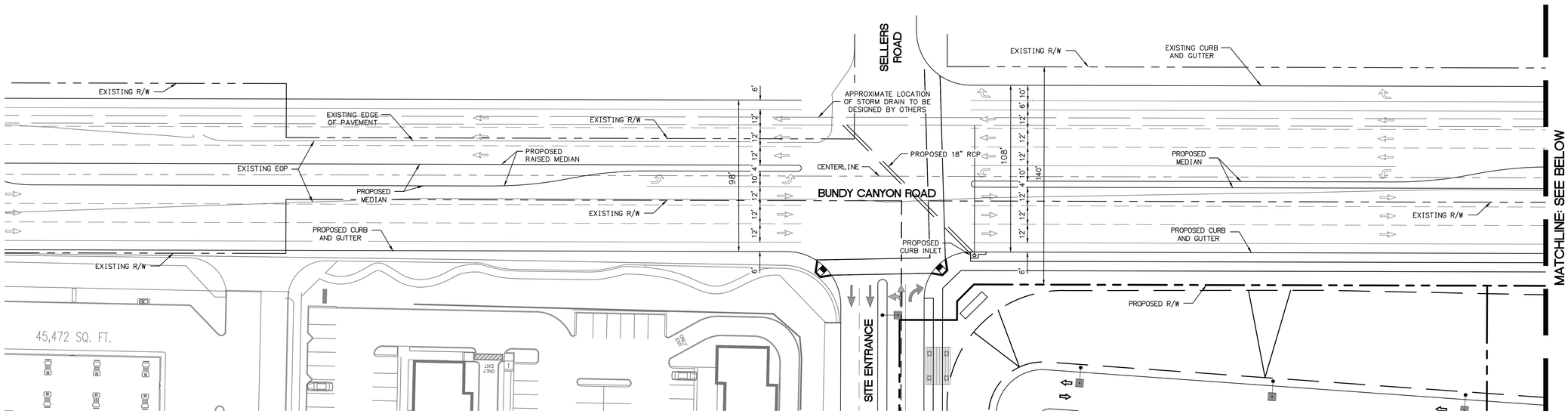
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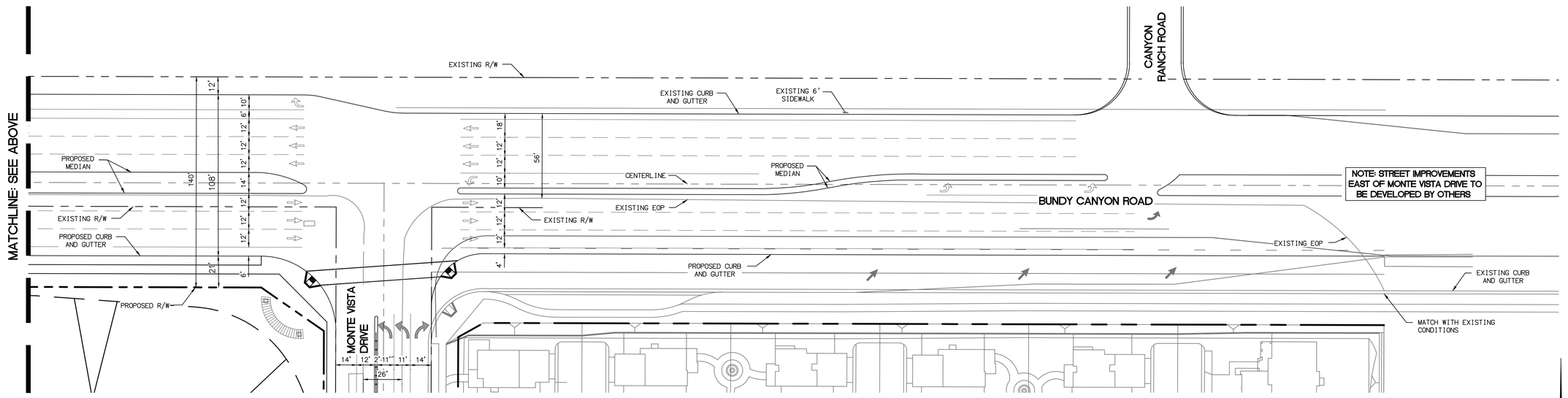
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SCALE	AS SHOWN
JOB No.	310-040.1
SHEET	4

4 OF 10 SHEET

1060





SCALE 1" = 30'

REVISIONS	BY

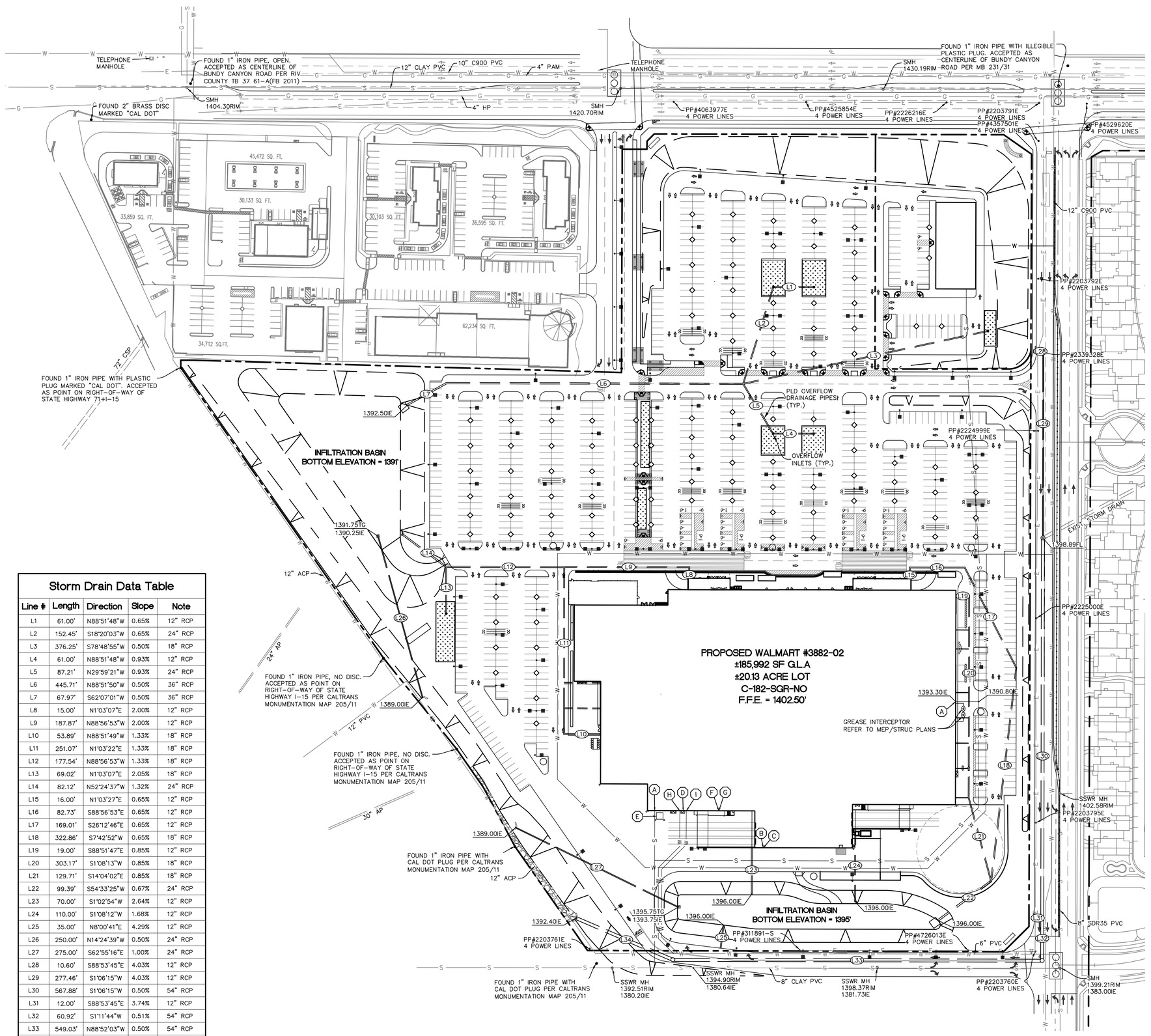
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SHEET	5

5 OF 10 SHEET

1061



UTILITY LEGEND

- (A) 6" SANITARY SEWER LATERAL AT MINIMUM 1.0% SLOPE. COORDINATE WITH ARCHITECTURAL PLANS.
- (B) GAS ENTRY WITH GAS METER. CONTRACTOR RESPONSIBLE FOR INSTALLING PIPE BOLLARD PROTECTION AT METER. CONTRACTOR SHALL COORDINATE WITH GAS COMPANY FOR TYING OF INDIVIDUAL METER.
- (C) CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH GAS COMPANY REGARDING THE SIZE AND INSTALLATION OF GAS.
- (D) 3/4" PVC CONDUIT FOR TAMPER SWITCH.
- (E) PROPOSED LOCATION OF TRANSFORMER PAD. CONTRACTOR TO VERIFY EXACT LOCATION AND SIZE WITH POWER COMPANY PRIOR TO INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF CONCRETE PAD. CONDUIT AND PIPE BOLLARDS AS REQUIRED BY THE ELECTRIC COMPANY. CONTRACTOR SHALL COORDINATE SAID WORK WITH THE ELECTRIC COMPANY. FINAL LOCATION OF TRANSFORMER AND BOLLARD CANNOT CONFLICT WITH TRUCK ACCESS TO DOCK DOOR.
- (F) UNDERGROUND TELEPHONE FROM POLE TO BUILDING TO BE EXTENDED BY TELEPHONE COMPANY.
- (G) CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE TELEPHONE COMPANY FOR THE INSTALLATION OF OVERHEAD TELEPHONE LINES. CONTRACTOR SHALL COORDINATE THE TYING OF INDIVIDUAL METERS WITH THE ELECTRIC COMPANY. CONTRACTOR TO COORDINATE WITH TELEPHONE COMPANY TO INSURE PROPER SEPARATION BETWEEN OVERHEAD LINES AND LIGHT POLES.
- (H) 3" DOMESTIC WATERLINE ENTRY WITH METER. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ANY APPURTENANCES ON THE DOMESTIC LINE SUCH AS BACKFLOW PREVENTION DEVICES, GATE VALVES, ETC., WHICH MAY BE REQUIRED. CONTRACTOR TO COORDINATE WITH CITY OF ANY TOWN PUBLIC WORKS DEPARTMENT.
- (I) SPRINKLER ENTRY. CONTRACTOR SHALL BE REQUIRED TO INSTALL ANY APPURTENANCES ON THE SPRINKLER LINE SUCH AS, BUT NOT LIMITED TO, A DOUBLE DETECTOR CHECK BACKFLOW PREVENTION DEVICE, IN SERIES WITH A CHECK VALVE, GATE VALVES, ETC., MEETING WATER COMPANY
- (J) PROPOSED FIRE HYDRANT AND ASSEMBLY, TYPICAL AS INDICATED.

LEGEND

- EXISTING WATER LINE — W
- EXISTING SEWER LINE — S
- EXISTING ELECTICAL LINE — E
- EXISTING GAS LINE — G
- PROPOSED WATER LINE — W
- PROPOSED SEWER LINE — S
- PROPOSED STORM DRAIN LINE
- PROPOSED GAS LINE — G
- PROPOSED ELECTRIC LINE — E
- PROPOSED TELEPHONE LINE — T
- EXISTING FIRE HYDRANT
- SEWER MANHOLE (S)
- STORM DRAIN MANHOLE (D)
- FOUND MONUMENT AS NOTED ●
- POWER POLE ◎
- ACCESS RIGHTS RELINQUISHED
- PROPERTY LINE
- SINGLE LIGHT POST
- DOUBLE LIGHT POST

NOTE:

ALL EXISTING POWER POLES TO BE RELOCATED UNDERGROUND.

Storm Drain Data Table

Line #	Length	Direction	Slope	Note
L1	61.00'	N88°51'48"W	0.65%	12" RCP
L2	152.45'	S18°20'03"W	0.65%	24" RCP
L3	376.25'	S78°48'55"W	0.50%	18" RCP
L4	61.00'	N88°51'48"W	0.93%	12" RCP
L5	87.21'	N29°59'21"W	0.93%	24" RCP
L6	445.71'	N88°51'50"W	0.50%	36" RCP
L7	67.97'	S62°07'01"W	0.50%	36" RCP
L8	15.00'	N1°03'07"E	2.00%	12" RCP
L9	187.87'	N88°56'53"W	2.00%	12" RCP
L10	53.89'	N88°51'49"W	1.33%	18" RCP
L11	251.07'	N1°03'22"E	1.33%	18" RCP
L12	177.54'	N88°56'53"W	1.33%	18" RCP
L13	69.02'	N1°03'07"E	2.05%	18" RCP
L14	82.12'	N52°24'37"W	1.32%	24" RCP
L15	16.00'	N1°03'27"E	0.65%	12" RCP
L16	82.73'	S88°56'53"E	0.65%	12" RCP
L17	169.01'	S26°12'46"E	0.65%	12" RCP
L18	322.86'	S7°42'52"W	0.65%	18" RCP
L19	19.00'	S88°51'47"E	0.85%	12" RCP
L20	303.17'	S1°08'13"W	0.85%	18" RCP
L21	129.71'	S14°04'02"E	0.85%	18" RCP
L22	99.39'	S54°33'25"W	0.67%	24" RCP
L23	70.00'	S1°02'54"W	2.64%	12" RCP
L24	110.00'	S1°08'12"W	1.68%	12" RCP
L25	35.00'	N8°00'41"E	4.29%	12" RCP
L26	250.00'	N14°24'39"W	0.50%	24" RCP
L27	275.00'	S62°55'16"E	1.00%	24" RCP
L28	10.60'	S88°53'45"E	4.03%	12" RCP
L29	277.46'	S1°06'15"W	4.03%	12" RCP
L30	567.88'	S1°06'15"W	0.50%	54" RCP
L31	12.00'	S88°53'45"E	3.74%	12" RCP
L32	60.92'	S1°11'44"W	0.51%	54" RCP
L33	549.03'	N88°52'03"W	0.50%	54" RCP
L34	153.67'	N65°40'42"W	0.50%	54" RCP

PRELIMINARY UTILITY PLAN

60 0 60 120 180 240

SCALE 1" = 60'

REVISIONS	BY

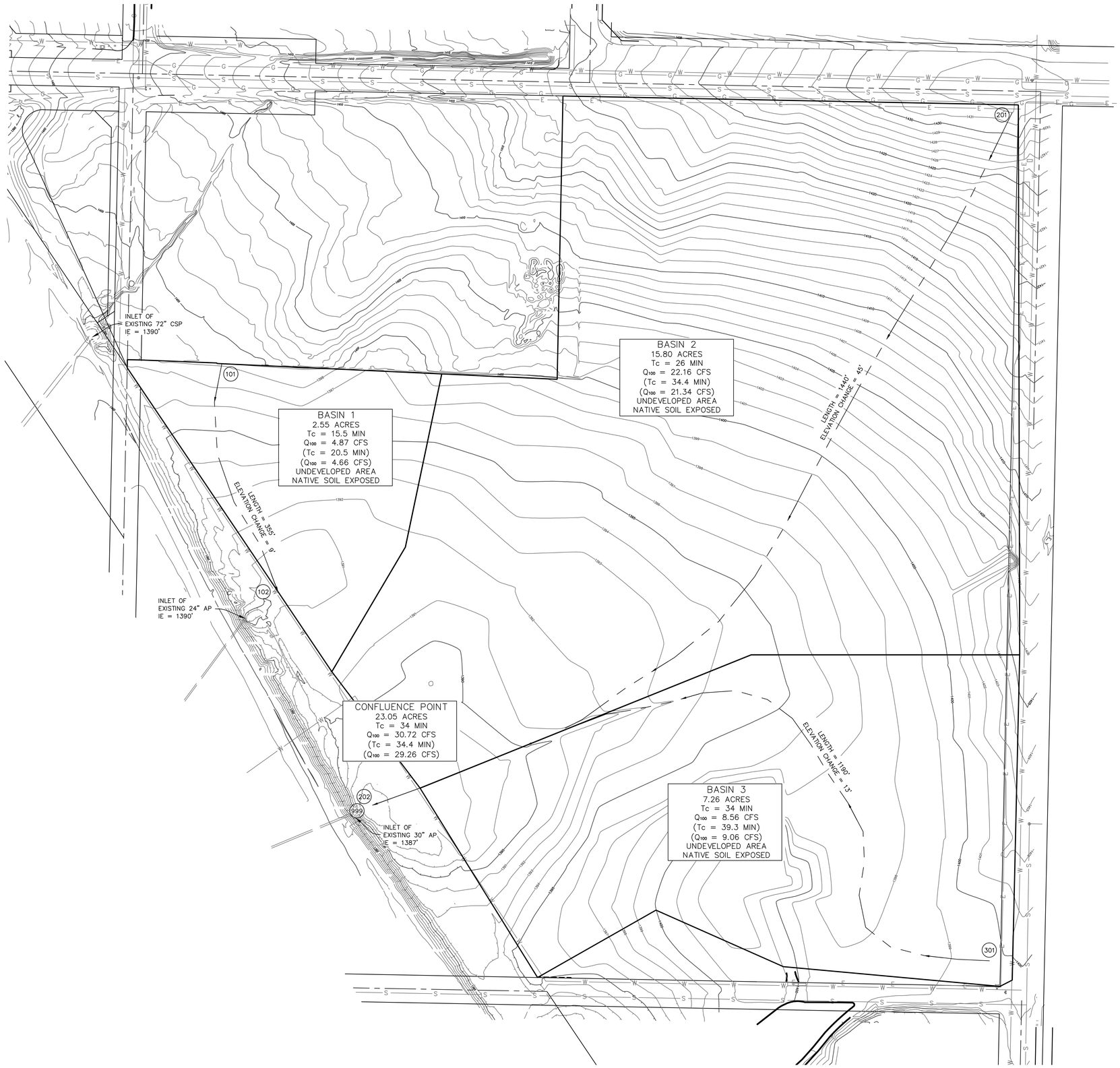
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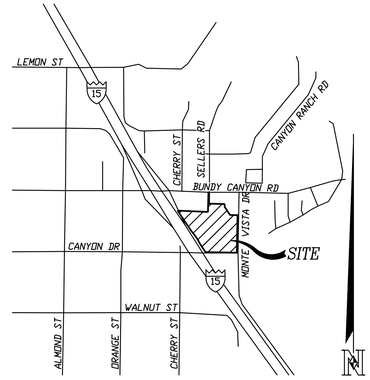
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BENTONVILLE, AR

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DATE	01/30/2015
SCALE	AS SHOWN
JOB No.	310-040.1
SHEET	6

6 OF 10 SHEET

1062





VICINITY MAP
NO SCALE

LEGEND:

Tc = 8.0 MIN
Q100 = 20 CFS — RATIONAL METHOD HAND CALCULATION

(Tc = 7.0 MIN)
(Q100 = 18 CFS) — AES CALCULATION

(101) — AES RELATED NODE NUMBER

DRAINAGE MANAGEMENT AREAS FOR EXISTING CONDITIONS

60 0 60 120 180 240

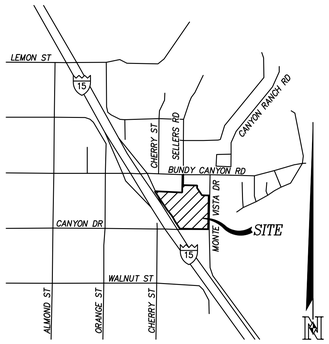
SCALE 1" = 60'

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AS SHOWN
JOB No.
310-040.1
SHEET
7
7 OF 10 SHEETS



VICINITY MAP

NO SCALE

LEGEND:

Tc = 8.0 MIN
Q_{100} = 20 CFS — RATIONAL METHOD HAND CALCULATION

(Tc = 7.0 MIN)
(Q_{100} = 18 CFS) — AES CALCULATION

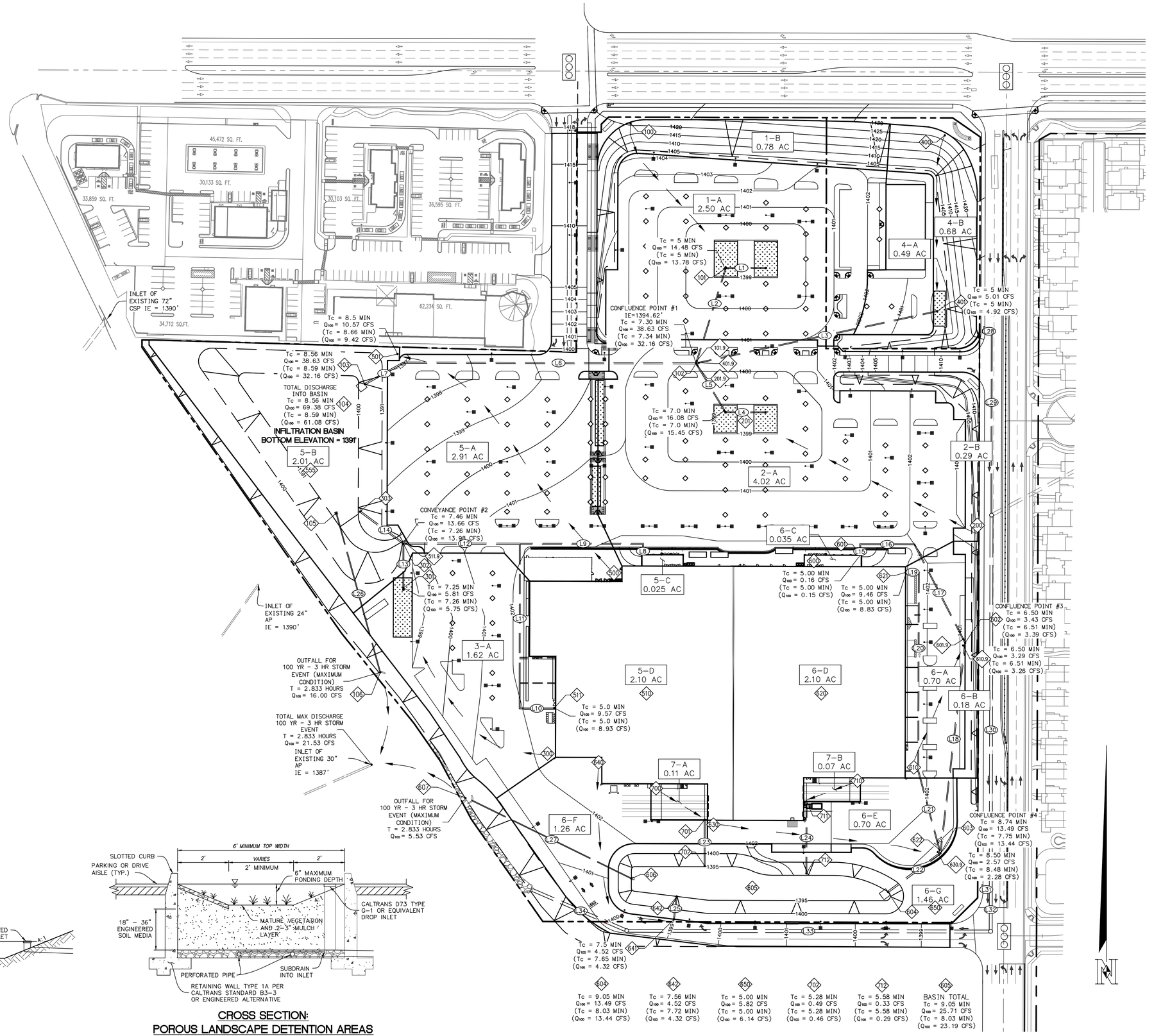
◇104 — AES RELATED NODE NUMBER

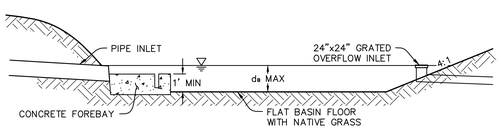
2-A
4.02 AC — RATIONAL METHOD DRAINAGE AREAS

(L7) — STORM DRAIN PIPE SEGMENT NUMBER

(L#) Storm Drain Data Table

Line #	Length	Direction	Slope	Note
L1	61.00'	N88°51'48"W	0.65%	12" RCP
L2	152.45'	S18°20'03"W	0.65%	24" RCP
L3	376.25'	S78°48'55"W	0.50%	18" RCP
L4	61.00'	N88°51'48"W	0.93%	12" RCP
L5	87.21'	N29°59'21"W	0.93%	24" RCP
L6	445.71'	N88°51'50"W	0.50%	36" RCP
L7	67.97'	S62°07'01"W	0.50%	36" RCP
L8	15.00'	N1°03'07"E	2.00%	12" RCP
L9	187.87'	N88°56'53"W	2.00%	12" RCP
L10	53.89'	N88°51'49"W	1.33%	18" RCP
L11	251.07'	N1°03'22"E	1.33%	18" RCP
L12	177.54'	N88°56'53"W	1.33%	18" RCP
L13	69.02'	N1°03'07"E	2.05%	18" RCP
L14	82.12'	N52°24'37"W	1.32%	24" RCP
L15	16.00'	N1°03'27"E	0.65%	12" RCP
L16	82.73'	S88°56'53"E	0.65%	12" RCP
L17	169.01'	S26°12'46"E	0.65%	12" RCP
L18	322.86'	S7°42'52"W	0.65%	18" RCP
L19	19.00'	S88°51'47"E	0.85%	12" RCP
L20	303.17'	S1°08'13"W	0.85%	18" RCP
L21	129.71'	S14°04'02"E	0.85%	18" RCP
L22	99.39'	S54°33'25"W	0.67%	24" RCP
L23	70.00'	S1°02'54"W	2.64%	12" RCP
L24	110.00'	S1°08'12"W	1.68%	12" RCP
L25	35.00'	N8°00'41"E	4.29%	12" RCP
L26	250.00'	N14°24'39"W	0.50%	24" RCP
L27	275.00'	S62°55'16"E	1.00%	24" RCP
L28	10.60'	S88°53'45"E	4.03%	12" RCP
L29	277.46'	S1°06'15"W	4.03%	12" RCP
L30	567.88'	S1°06'15"W	0.50%	54" RCP
L31	12.00'	S88°53'45"E	3.74%	12" RCP
L32	60.92'	S1°11'44"W	0.51%	54" RCP
L33	549.03'	N88°52'03"W	0.50%	54" RCP
L34	153.67'	N65°40'42"W	0.50%	54" RCP





CROSS SECTION:
INFILTRATION BASIN

NOT TO SCALE

CROSS SECTION:
POROUS LANDSCAPE DETENTION AREAS

NOT TO SCALE

DRAINAGE MANAGEMENT AREAS FOR HYDROLOGIC ANALYSIS

60 0 60 120 180 240

SCALE 1" = 60'

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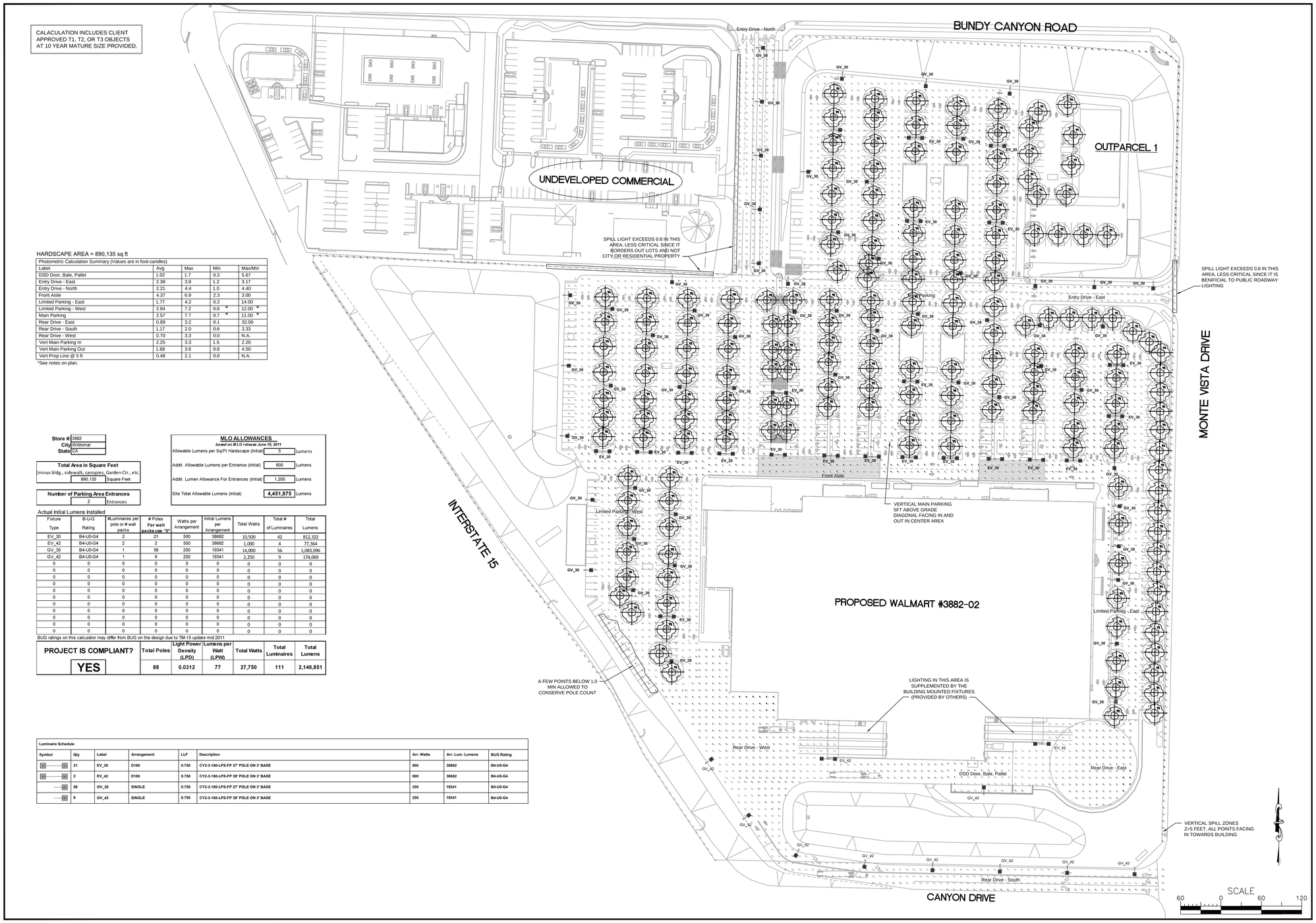
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SHEET	8

8 OF 10 SHEETS

CALACULATION INCLUDES CLIENT APPROVED T1, T2, OR T3 OBJECTS AT 10 YEAR MATURE SIZE PROVIDED.



HARDSCAPE AREA = 890,135 sq ft

Photometric Calculation Summary (Values are in foot-candles)				
Label	Avg	Max	Min	Max/Min
DSD Door, Bale, Pallet	1.02	1.7	0.3	5.67
Entry Drive - East	2.38	3.8	1.2	3.17
Entry Drive - North	2.21	4.4	1.0	4.40
Front Aisle	4.37	6.9	2.3	3.00
Limited Parking - East	1.77	4.2	0.3	14.00
Limited Parking - West	2.84	7.2	0.6 *	12.00 *
Main Parking	2.57	7.7	0.7 *	11.00 *
Rear Drive - East	0.89	3.2	0.1	32.00
Rear Drive - South	1.17	2.0	0.6	3.33
Rear Drive - West	0.70	3.3	0.0	N.A.
Vert Main Parking In	2.25	3.3	1.5	2.20
Vert Main Parking Out	1.68	3.6	0.8	4.50
Vert Prop Line @ 5 ft	0.48	2.1	0.0	N.A.

*See notes on plan.

Store #	3882
City	Wildomar
State	CA

Total Area in Square Feet (minus bldg., sidewalk, canopies, Garden Ctr., etc.)	
890,135	Square Feet

Number of Parking Area Entrances	
2	Entrances

MLO ALLOWANCES
based on MLO release June 15, 2011

Allowable Lumens per Sq/Ft Hardscape (Initial)	5 Lumens
Addt. Allowable Lumens per Entrance (Initial)	600 Lumens
Addt. Lumen Allowance For Entrances (Initial)	1,200 Lumens
Site Total Allowable Lumens (Initial)	**4,451,875** Lumens

Actual Initial Lumens Installed

Fixture Type	B-U-G Rating	#Luminaires per pole or # wall packs	# Poles For wall packs use "0"	Watts per Arrangement	Initial Lumens per Arrangement	Total Watts	Total # of Luminaires	Total Lumens
EV_30	B4-U0-G4	2	21	500	38682	10,500	42	812,322
EV_42	B4-U0-G4	2	2	500	38682	1,000	4	77,364
GV_30	B4-U0-G4	1	56	250	19341	14,000	56	1,083,096
GV_42	B4-U0-G4	1	9	250	19341	2,250	9	174,069
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

BUG ratings on this calculator may differ from BUG on the design due to TM-15 update mid 2011

PROJECT IS COMPLIANT?	Total Poles	Light Power Density (LPD)	Lumens per Watt (LPW)	Total Watts	Total Luminaires	Total Lumens
YES	**88**	**0.0312**	**77**	**27,750**	**111**	**2,146,851**

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	21	EV_30	D180	0.750	CY2-3-180-LPS-FP 27' POLE ON 3' BASE	500	38682	B4-U0-G4
	2	EV_42	D180	0.750	CY2-3-180-LPS-FP 39' POLE ON 3' BASE	500	38682	B4-U0-G4
	56	GV_30	SINGLE	0.750	CY2-3-180-LPS-FP 27' POLE ON 3' BASE	250	19341	B4-U0-G4
	9	GV_42	SINGLE	0.750	CY2-3-180-LPS-FP 39' POLE ON 3' BASE	250	19341	B4-U0-G4

Calculated light levels and visualizations are based on photometric measurements supplied for LSI luminaires. Any differences in luminaire installation, lighted area geometry and obstructions from that used here may produce different results. Non-lighted areas may produce different results if voltage, lamp output, and ballast and luminaire manufacturer will affect results.
Refer to LSI Multi-Site Modifying Operating Factors for HID Luminaires

Walmart Store # 3882-02

Wildomar, CA

LSI CYPRESS (Low Pressure Sodium)
MOUNTING HEIGHT 27 FT & 42 FT
IN LOCATIONS SHOWN
PARKING: 2.5FC AVG, 1.0 FC MIN, 5:1 UNIFORMITY
FRONT AISLE 5.0 FC AVG, 3.0 FC MIN, 5:1 UNIFORMITY
HORIZONTAL FC'S AT GRADE
VERTICAL & PROPERTY CALCULATIONS AT 5 FEET AFG
5/1/2015 HOURS SHOWN

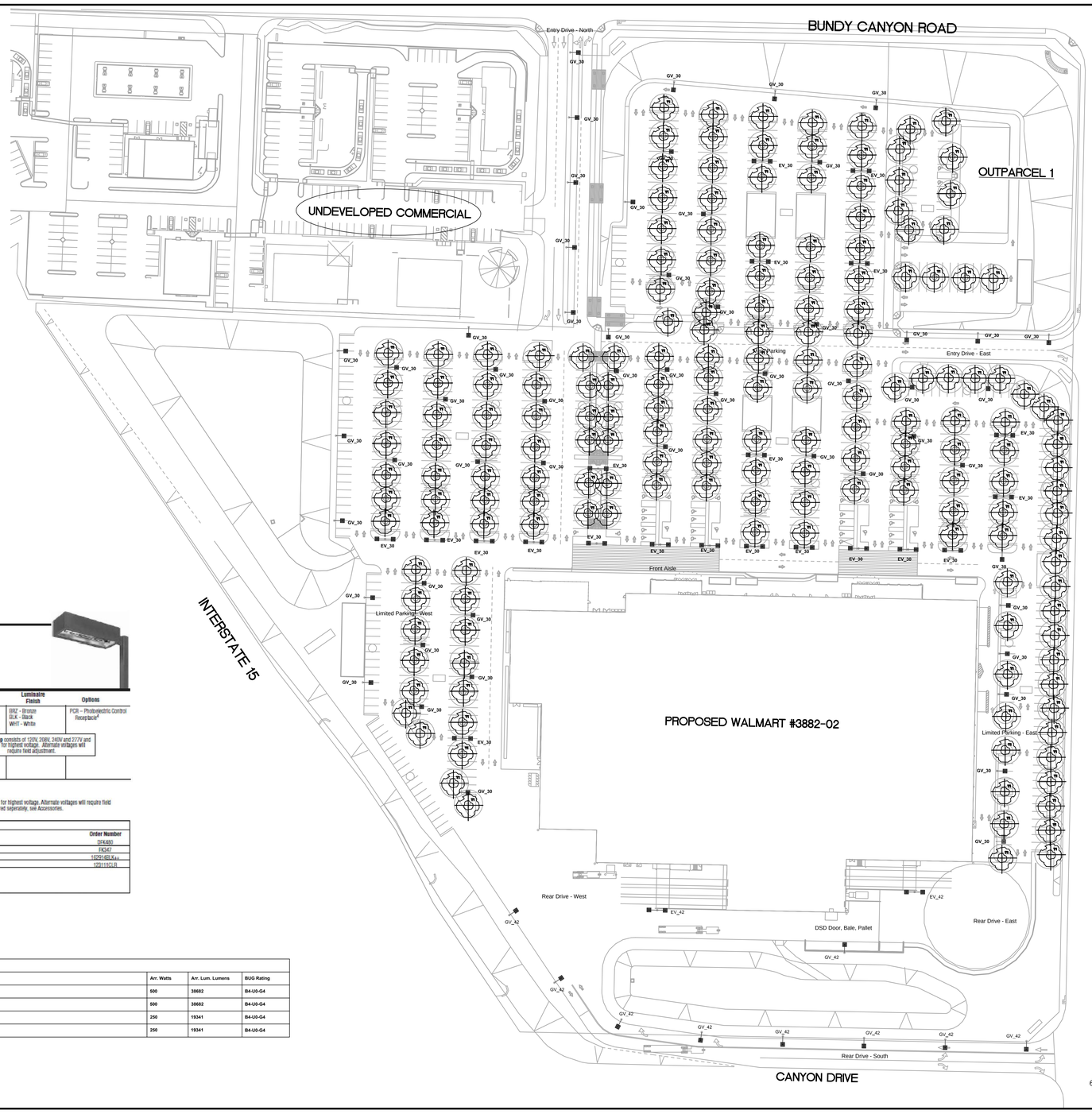
ISSUE BLOCK

Provided By:
Jeff Bays
Benchmark Group Bldg
1805 N 2nd St
Rogers, AR 72756
Phone: 479-636-5004
Phone: 479-619-3855
Fax: 479-619-3937

SITE LIGHTING PLAN

SHEET: SLP1

PRINTED: 1/12/2015 12:32 PM BY: Jeff Bays LAST SAVED: 11/4/2014 2:25 PM BY: Bay
g:\V61\T6158\sheets\6140 — slp1 site lighting plan — 3882.dwg



CYPRESS

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: CY2 3 180 LPS FP MT BRZ PCR

Luminaire Prefix	Distribution	Lamp Wattage	Light Source[1]	Lens	Line Voltage	Luminaire Finish	Options
CY2 1– Arm Mount	A - Asymmetrical	90 2/90	LPS – Low Pressure Sodium 90, 2/90 Watt	FP – Flat Clear Polycarbonate	347 480 MT – Multi Tap	BRZ - Bronze BLK - Black WHT - White	PCR – Photoelectric Control Receptacle[4]
	3 – Type III	180	LPS – Low Pressure Sodium 180 Watt				
CY2WM 2– Side Wall Mount	FT– Forward Throw	180	LPS – Low Pressure Sodium 180 Watt				

MT – Multi Tap consists of 120V, 208V, 240V and 277V and is prepared for highest voltage. Alternate voltages will require field adjustment.

FOOTNOTES:

1- To wall mount a 90 or 2/90 Watt unit, order CY2 and BKS BO WM * CLR Wall Mount Bracket. Available in single or 2/180 mounting configurations.

2- Includes Wall Mount Plate. To mount to pole, discard Wall Mount Plate. Consult factory for pole DRG.

3- Lamp not included

5- PCR factory installed and prewired for highest voltage. Alternate voltages will require field re-wiring. Photocell must be ordered seperately, see Accessories.

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number
PC120 - Photocell	1225164
PC208-277 – Photocell for 208V, 240V or 277V	1225165
PC347 - Photocell	1586164
PC480 - Photocell	1225180
FK120 – Single Fusing	FK120
FK277 - Single Fusing	FK277
DFK208, 240 - Double Fusing	DFK208, 240

Description	Order Number
DFK480 - Double Fusing	DFK480
FK347 - Single Fusing	FK347
RPP2 – Round Pole Plate	1629148LK++
BKS BO WM * CLR	1232110LB

+ Factory Installed PCR option required.
++Black only

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	21	EV_30	D180	0.750	CY2-3-180-LPS-FP 27' POLE ON 3' BASE	500	38682	B4-U0-G4
	2	EV_42	D180	0.750	CY2-3-180-LPS-FP 39' POLE ON 3' BASE	500	38682	B4-U0-G4
	56	GV_30	SINGLE	0.750	CY2-3-180-LPS-FP 27' POLE ON 3' BASE	250	19341	B4-U0-G4
	9	GV_42	SINGLE	0.750	CY2-3-180-LPS-FP 39' POLE ON 3' BASE	250	19341	B4-U0-G4

Calculated light levels and visualizations are based on provided reflectance values, supplied for LSI luminaires. Any differences in luminaire installation, lighted area geometry and obstructions from the lighted areas may produce different results from the printed plans. Additionally, variations in voltage, lamp output, and ballast and luminaire manufacturer will affect results.
Per IES RP-8-14 Table 4-5 Light Loss Factor/Lamp Operating Factors for HID Luminaires

Walmart Store # 3882-02

Wildomar, CA

LSI CYPRESS (Low Pressure Sodium)
MOUNTING HEIGHT: 27 FT + 12 FT
IN LOCATIONS SHOWN
PARKING: 2.5FC AVG, 1.0 FC MIN, 5:1 UNIFORMITY
FRONT AISLE 5.0 FC AVG, 3.0 FC MIN, 5:1 UNIFORMITY
HORIZONTAL FC'S AT GRADE
VERTICAL & PROPERTY CALCULATIONS AT 5 FEET AFG
50/1000 HOURS SHOWN

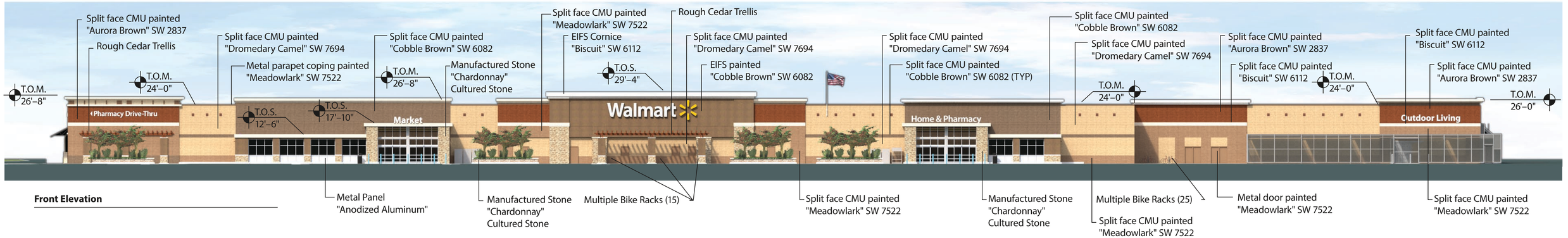
ISSUE BLOCK

Provided By:
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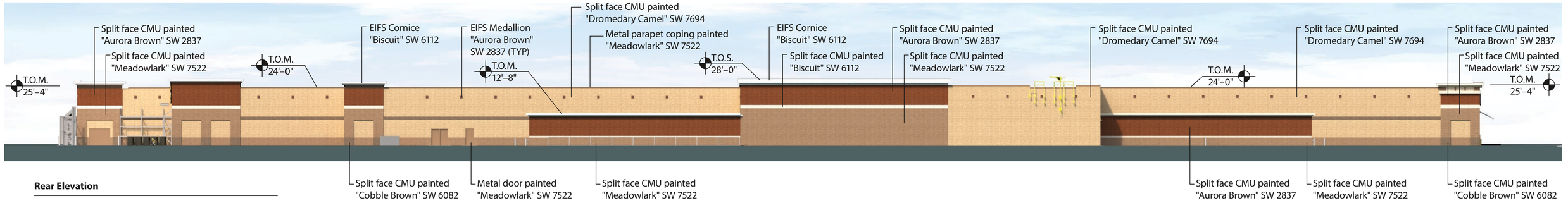
SITE LIGHTING PLAN

SHEET: SLP2

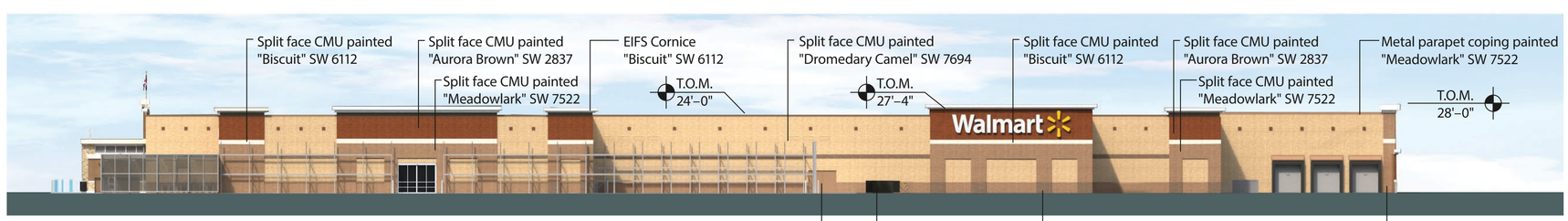
PRINTED: 1/12/2015 12:33 PM BY: Jeff Bays LAST SAVED: 11/4/2014 2:25 PM BY: Bay
g:\161\16158\sheets\0141 – slp2 site lighting plan – 3882.dwg



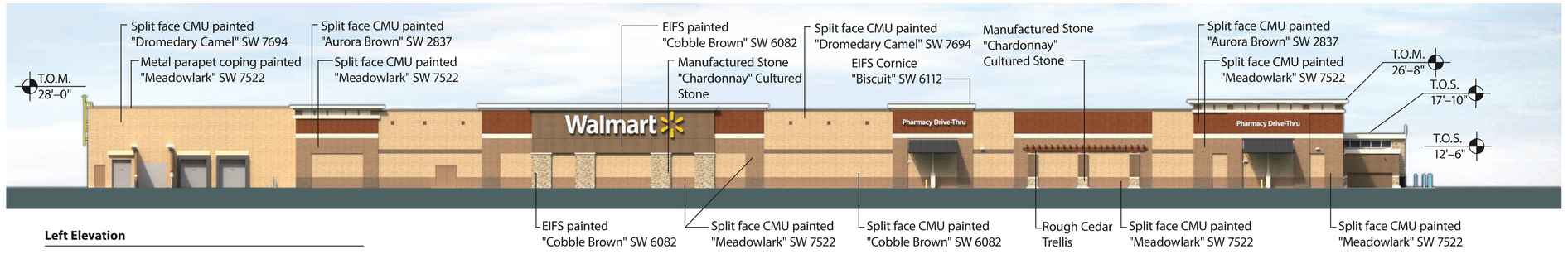
Front Elevation



Rear Elevation



Right Elevation



Left Elevation

Sign	Qty.	Height	Area (S.F.)	Total S.F.
Walmart	1	5'–6"	298.00	298.00
Market	1	2'–6"	28.17	28.17
Home & Pharmacy	1	2'–6"	97.66	97.66
Outdoor Living	1	2'–6"	77.17	77.17
Pharmacy Drive-Thru	1	2'–0"	74.78	74.78
			Front Elevation Building Signage	**575.78**

Sign	Qty.	Height	Area (S.F.)	Total S.F.
Walmart	1	3'-6"/5'-1 1/8"	120.76	120.76
			Right Elevation Building Signage	**120.76**

Sign	Qty.	Height	Area (S.F.)	Total S.F.
Walmart	1	5'–6"	298.00	298.00
Pharmacy Drive-Thru	2	1'–6"	39.90	79.80
			Left Elevation Building Signage	**377.80**
			Total Building Signage	**1032.20**

Walmart

SGA Design Group
Daryl L. Bray C31287

July 14, 2014

Wildomar, California #3882 - New Store

Elevations

1

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Walmart

SGA Design Group Daryl L. Bray C31287	July 14, 2014	Wildomar, California #3882 - New Store	Perspective	2

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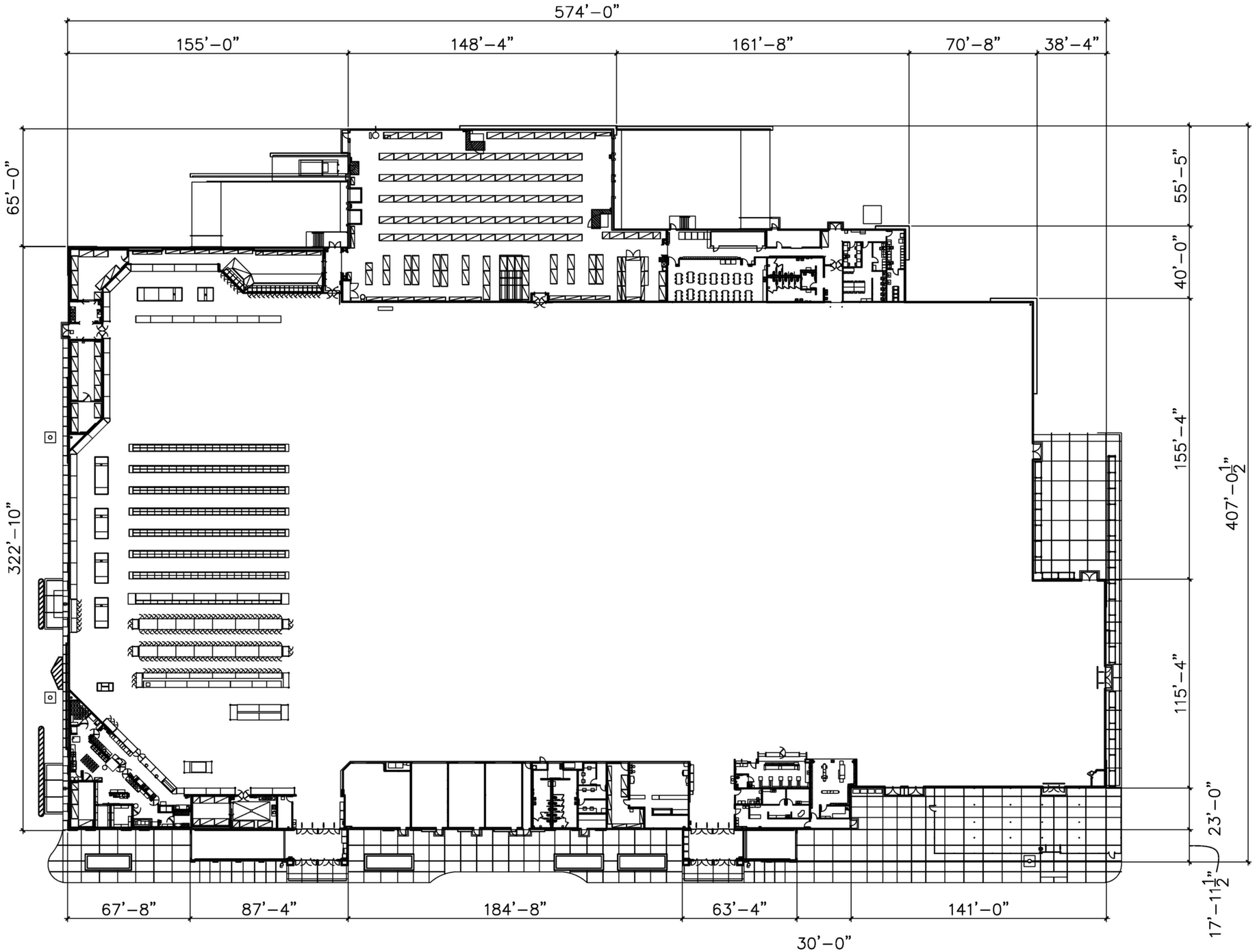




Walmart

SGA Design Group Daryl L. Bray C31287	July 14, 2014	Wildomar, California #3882 - New Store	Perspective	3

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Walmart

SGA Design Group Daryl L. Bray C31287	July 14, 2014	Wildomar, California #3882 - New Store	Floor Plan	4

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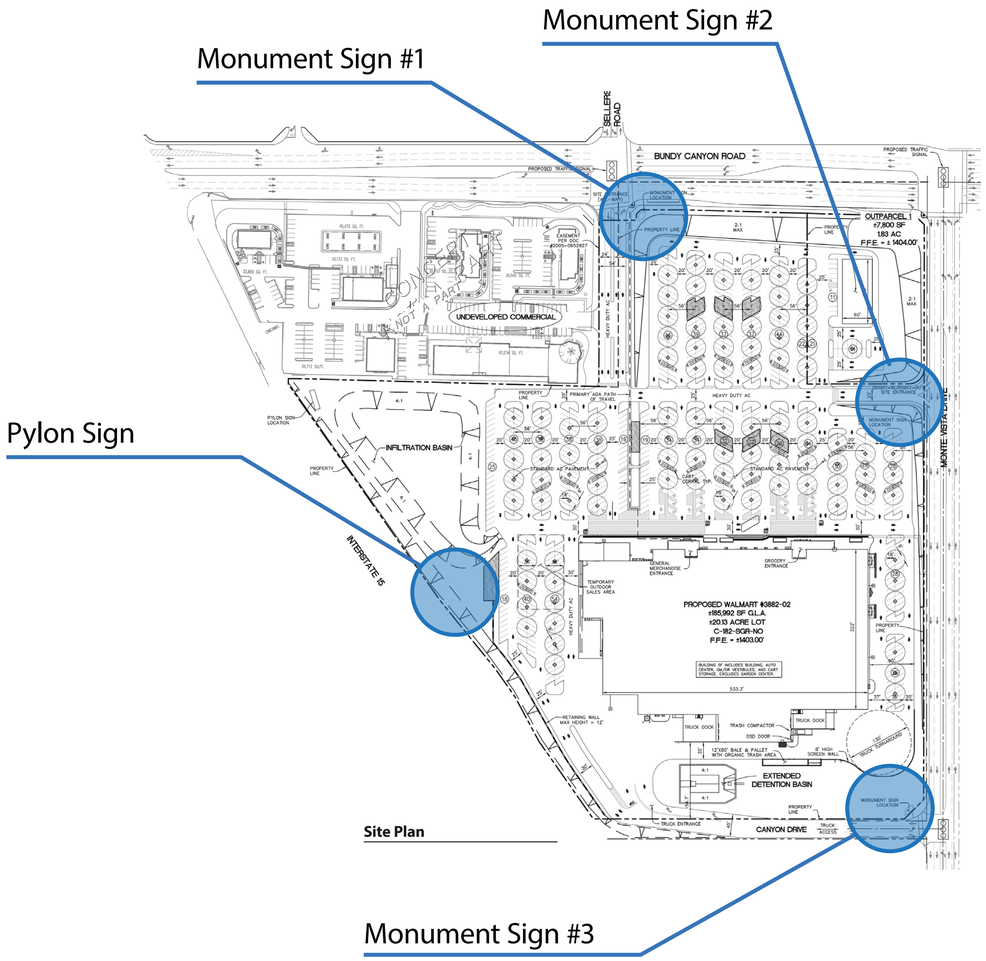
Sign	Qty.	Illumination	Area (S.F.)	Total S.F.
Walmart	3	Internal	49.26	147.78
Walmart	1	Internal	99.50	99.50
		Total Site Signage		**247.28**



Pylon Sign
99.50 sf



Monument Sign
49.26 sf



Site Plan

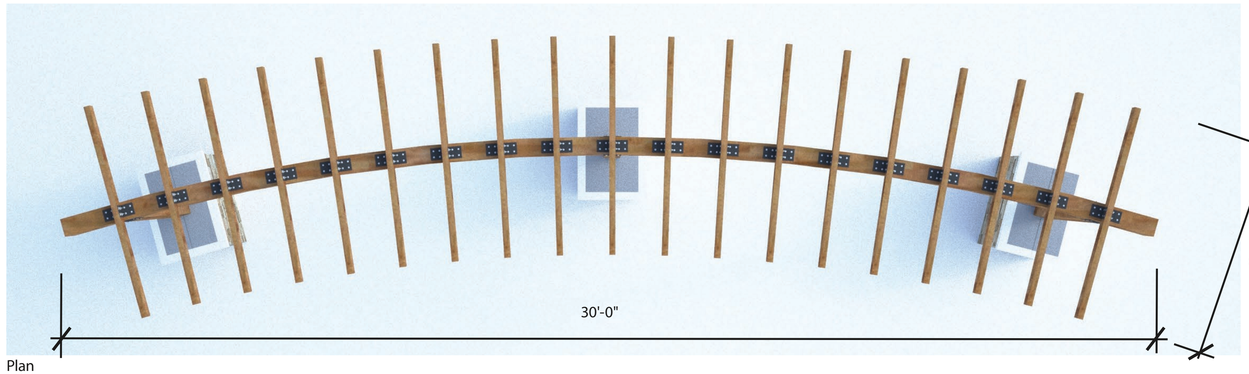
Walmart

SGA Design Group Daryl L. Bray C31287	July 14, 2014	Wildomar, California #3882 - New Store	Site Signage	5

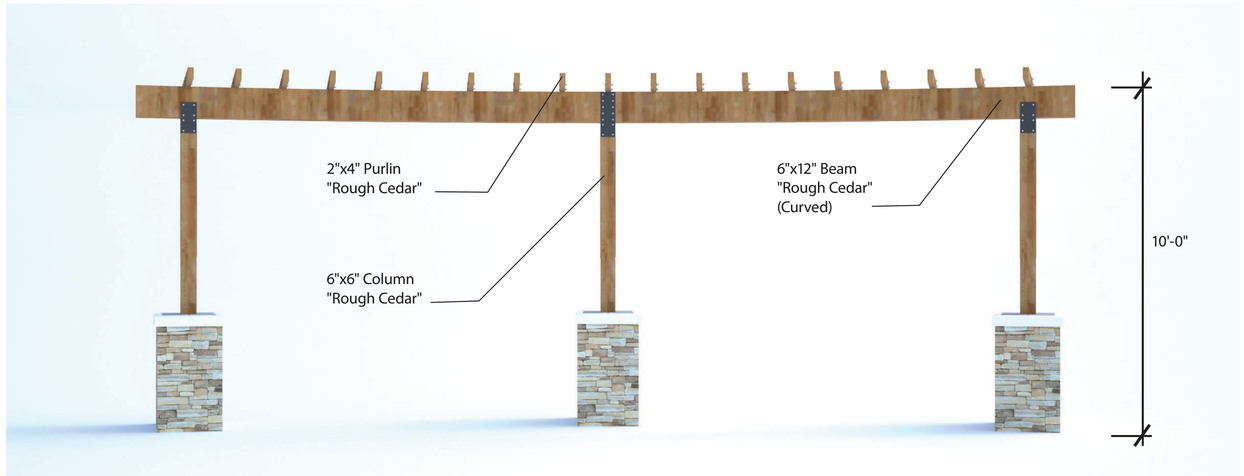
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Perspective



Plan



Elevation



Perspective

Walmart

SGA Design Group Daryl L. Bray C31287	July 14, 2014	Wildomar, California #3882 - New Store	Garden Trellis	6

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BUNDY CANYON ROAD

ENTRY MONUMENT SIGN AND CORNER LANDSCAPE FEATURE – See Sheet L-4 For Enlargement

TRELLIS FEATURE

PARKWAY WALK

PROPERTY LINE

CORNER LANDSCAPE FEATURE, See Sheet L-4 for Enlargement. See Architectural Plans for Trellis Feature.

BUILDING PAD

PROPERTY LINE

PEDESTRIAN ACCESS

SHEET L-2

TRELLIS FEATURE

PRIMARY ADA PATH OF TRAVEL

PEDESTRIAN ACCESS

PEDESTRIAN ACCESS

ENTRY MONUMENT SIGN AND CORNER LANDSCAPE FEATURE See Sheet L-4 For Enlargement

MONTE VISTA DRIVE

SHEET L-3

NORTH

SCALE 1" = 40'

40 0 40 80 120 160

LANDSCAPE NOTES

GENERAL NOTES
Final landscpe plans shall accurately show placement of trees, shrubs, and groundcovers.

Landscape Architect shall verify utility, sewer, storm drain easements and place planting locations accordingly to meet City of Wildomar requirements.

All required landscape areas shall be maintained by the owner. The landscape areas shall be maintained per the City of Wildomar requirements.

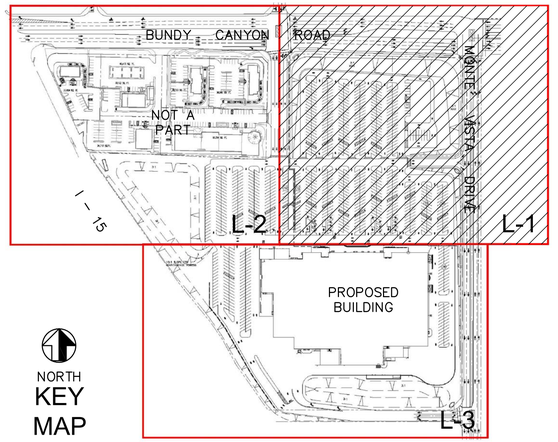
IRRIGATION NOTES
An automatic irrigation system shall be installed to provide coverage for all planting areas shown on the plan. Low precipitation equipment shall provide sufficient water for plant growth with a minimum water loss due to water run-off. Irrigation systems shall use high quality, automatic control valves, timers, moisture sensing devices and other necessary irrigation equipment. All drip systems shall be adequately filtered and regulated per the manufacturer's recommended design parameters. All components shall be of non-corrosive materials. Moisture sensing devices will be installed as required to monitor soil moisture levels. PVC lateral lines shall be buried 12" minimum below finish grade. PVC class 315 pressure mainline irrigation shall be installed as per manufacturer's specifications. All irrigation improvements shall follow the City of Wildomar Water Efficient Landscape Ordinance.

PLANTING NOTES
The selection of plant material is based on cultural, aesthetic, and maintenance considerations. All planting areas shall be prepared with soil conditioner, fertilizers, and appropriate supplements based upon soil samples taken from the site. Groundcovers or bark mulch shall fill in between the shrubs to shield the soil from the sun, evapotransporation and run-off. All flower and shrub beds shall be mulched to a 3" depth to help conserve water, lower soil temperature and reduce weed growth. the shrubs shall be allowed to grow in their natural forms. All landscape improvements shall follow the City of Wildomar Landscape Ordinance.

LANDSCAPE SUMMARY

TOTAL SITE AREA (PRIVATE) –	1,106,424 S.F. (25.4 ACRES)
TOTAL SITE LANDSCAPE AREA –	350,000 S.F. (31.6%)
TOTAL RIGHT OF WAY LANDSCAPE AREA –	27,940 S.F.

SEE SHEET L-5 FOR PLANT MATERIAL SYMBOLS AND DESCRIPTIONS



NORTH
KEY MAP

REGISTERED LANDSCAPE ARCHITECT
Liliana O'Connor
No. 1993
REN. 10-31-16
CALIFORNIA

PARTERRE
SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE
1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296-3713 Fax (619) 296-3702

LANDSCAPE CONCEPT PLAN

REVISIONS	BY

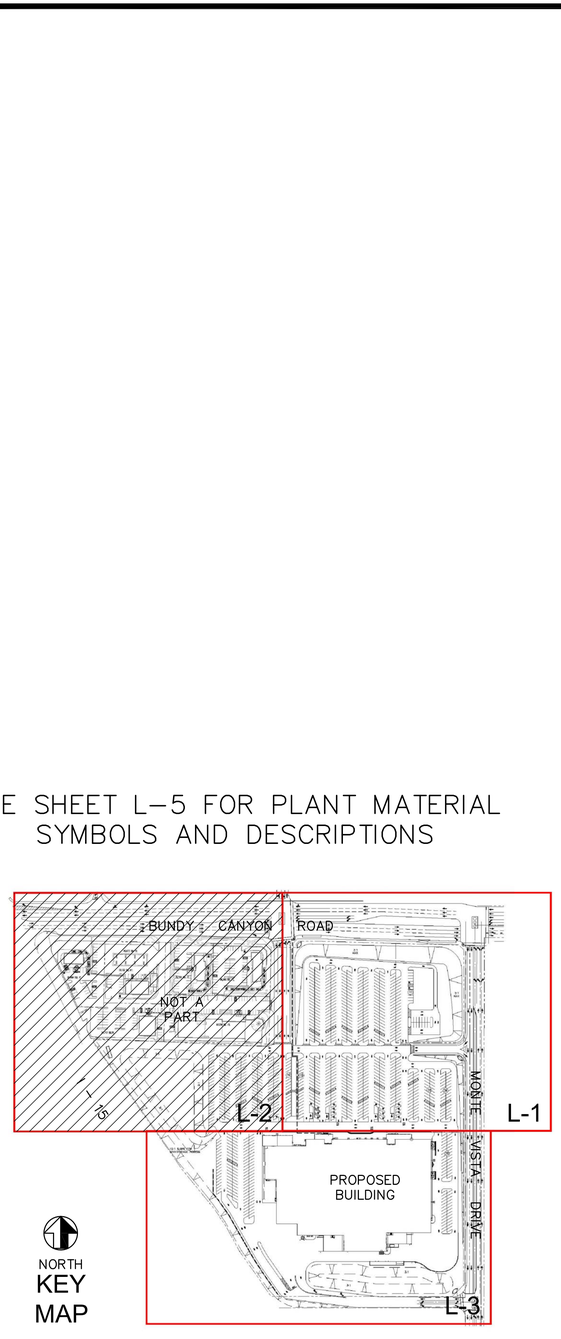
NASLAND ENGINEERING
CIVIL ENGINEERING • SURVEYING • LAND PLANNING
41181 Raintree Street, Suite 100 Murrieta, CA 92562 (951) 304-1505

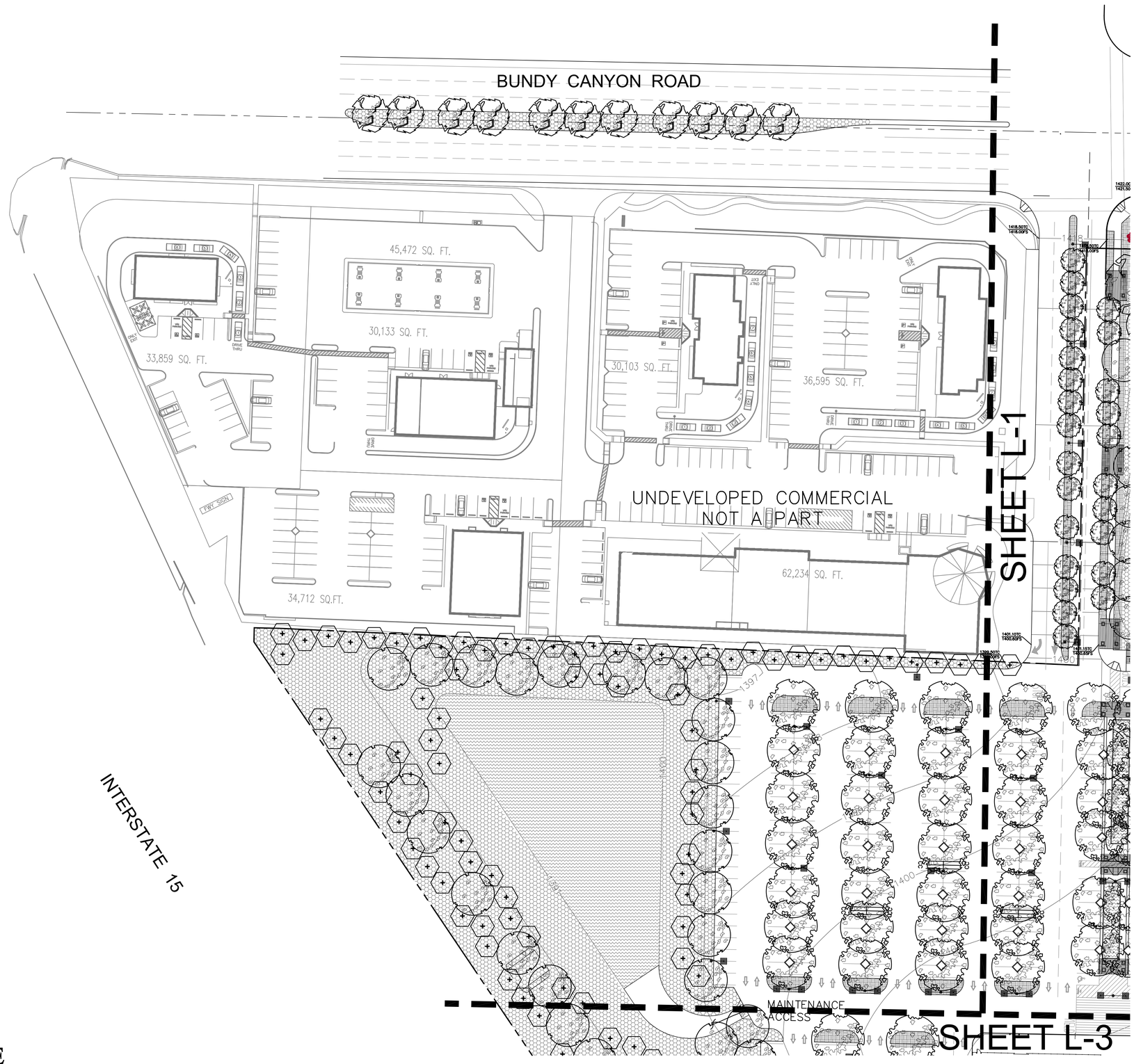
WALMART #3882-02 GROUND UP
MONTE VISTA RD. AT
BUNDY CANYON RD.
WILDOMAR, CA 92595
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	L-1
OF X SHEETS	

SEE SHEET L-5 FOR PLANT MATERIAL SYMBOLS AND DESCRIPTIONS





NORTH

40 0 40 80 120 160

SCALE 1" = 40'

REGISTERED LANDSCAPE ARCHITECT
Lijana O'Connor
No. 1993
REN. 10-31-15
CALIFORNIA

PARTERRE
SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE
1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296-3713 Fax (619) 296-3702

LANDSCAPE CONCEPT PLAN

REVISIONS	BY

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CIVIL ENGINEERING • SURVEYING • LAND PLANNING
410 Euclid Street, San Diego, California, 92114 • (858)-292-7770

WALMART #3882-02 GROUND UP
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WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/14
JOB No.	1"=40'
SHEET	

L-2
OF X SHEETS

SHEET L-2

SHEET L-1

MAINTENANCE ACCESS

PHYLON SIGN

INTERSTATE 15

BUILDING SITE

RAISED PLANTERS

MONTE VISTA DRIVE

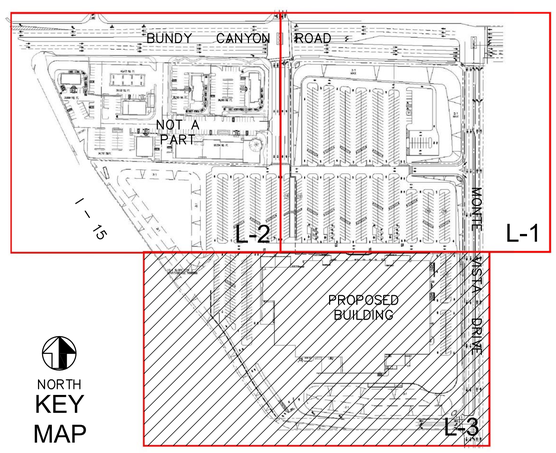
PROPERTY LINE

ENTRY MONUMENT SIGN

TRUCK ACCESS

CANYON DRIVE

SEE SHEET L-5 FOR PLANT MATERIAL SYMBOLS AND DESCRIPTIONS



NORTH
KEY MAP

NORTH

40 0 40 80 120 160

SCALE 1" = 40'

REGISTERED LANDSCAPE ARCHITECT
Liliana OConnor
No. 1993
REN. 10-31-16
CALIFORNIA

PARTERRE

SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE

1221 Hayes Avenue San Diego, CA 92103
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LANDSCAPE CONCEPT PLAN

REVISIONS	BY

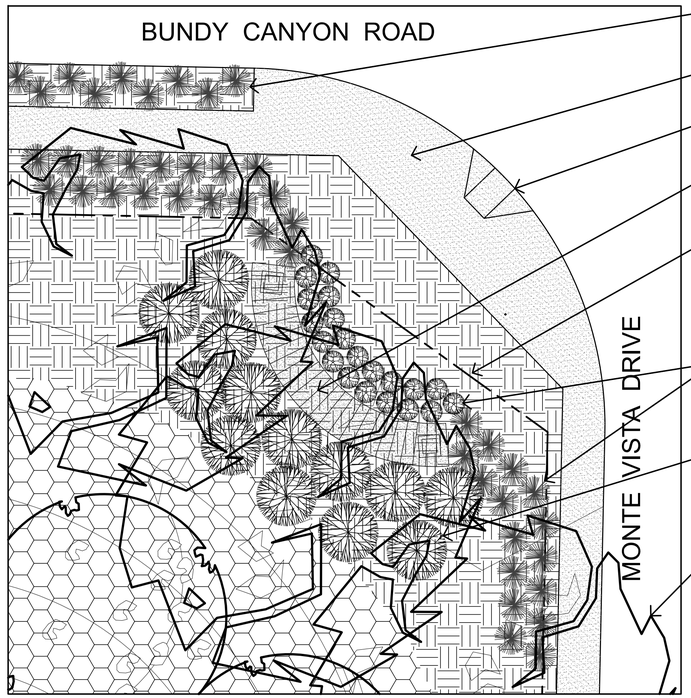
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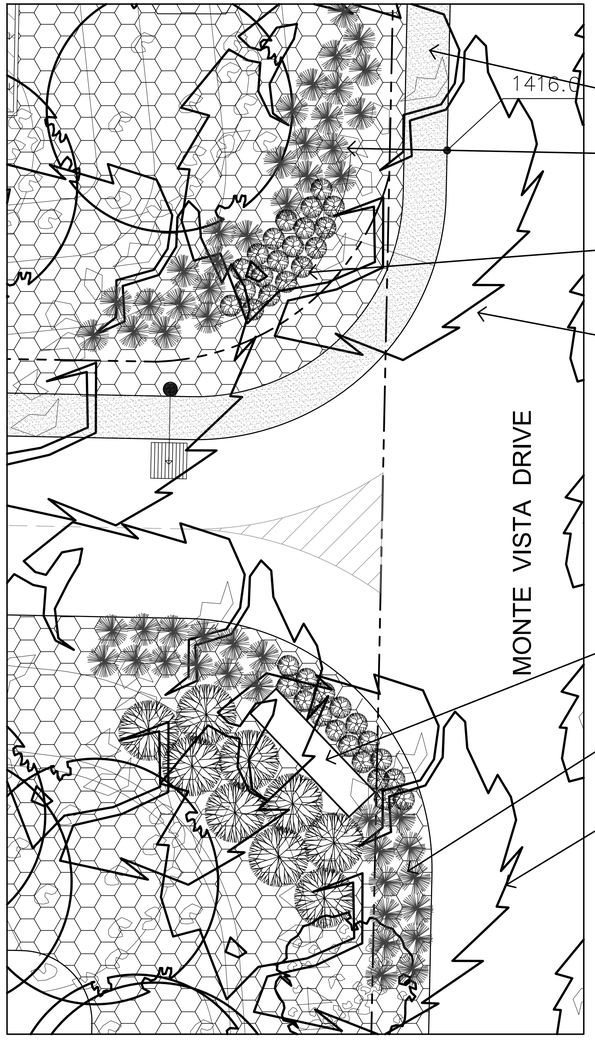
Walmart

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DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	L-3
	OF X SHEETS

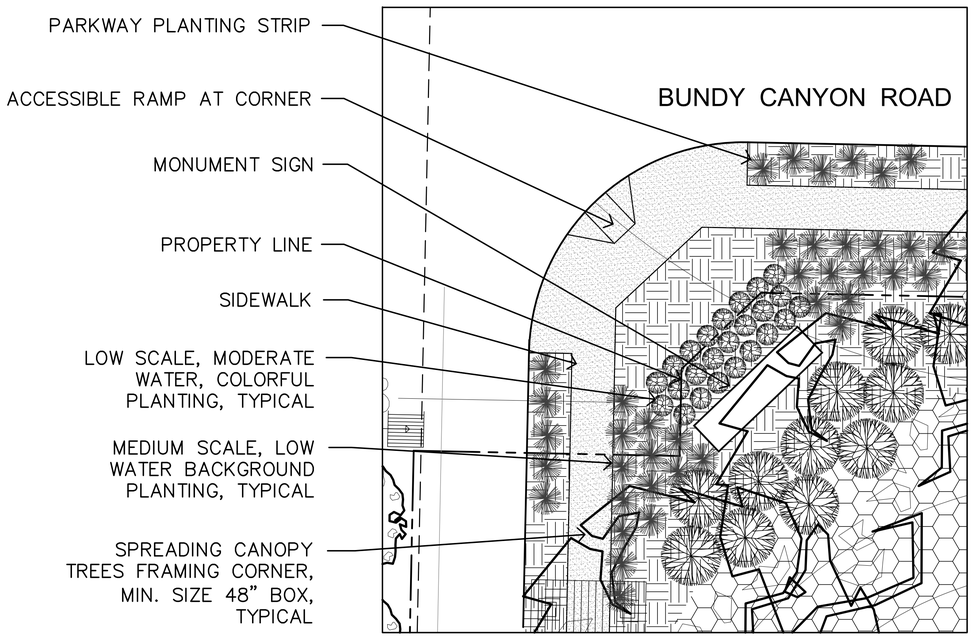
1075



ENLARGEMENT AT CORNER OF BUNDY CANYON ROAD AND MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF BUNDY CANYON ROAD

NORTH

10 0 10 20 40 60

SCALE 1" = 10'

REGISTERED LANDSCAPE ARCHITECT Liliana O'Connor No. 1993 REN. 10-31-16 CALIFORNIA

PARTERRE
SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE
1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296-3713 Fax (619) 296-3702

LANDSCAPE CONCEPT PLAN

REVISIONS	BY

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CIVIL ENGINEERING • SURVEYING • LAND PLANNING
4740 Ruffner Street, San Diego, California, 92111 • (858)-292-7770

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WAL-MART STORES, INC.
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Walmart

DRAWN	
CHECKED	PD
DATE	LO
SCALE	02/02/15
JOB No.	1"=10'
SHEET	

L-4
OF X SHEETS

1076

LEGEND – PRELIMINARY PLANT MATERIAL SELECTION

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	PARKING LOT TREE MINIMUM SIZE–36" BOX (40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	PISTACHIA CHINENSIS – CHINESE PISTACHE	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	LOW
	MEDIAN / PARKWAY SETBACK TREE MINIMUM SIZE–36" BOX (40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	QUERCUS ILEX – HOLLY OAK	MODERATE
	TRISTANIA CONFERTA – BRISBANE BOX	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	LOW
	NOTE: MEDIAN TREES WILL BE ACCENT UPLIGHTED	
48"	ENTRY MONUMENT TREE MINIMUM SIZE–48" BOX (40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	QUERCUS ILEX – HOLLY OAK	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	LOW
	INTERIOR TREES MINIMUM SIZE–36" BOX (30'–60' HEIGHT, 20'–40' SPREAD) SUCH AS:	
	CHITALPA TASHKENTENSIS – CHITALPA	LOW
	GLEDISTSIA TRIACANTHOS INERMIS – THORNLESS HONEY LOCAST "SHADEMASTER"	LOW
	OLEA EUROPAEA "SWAN HILL" – SWAN HILL OLIVE	LOW
	PINUS HALPENSIS – CALABRIAN PINE	LOW
	RHUS LANCEA – AFRICAN SUMAC	LOW
	ENTRY DRIVE / INTERIOR SPECIAL ACCENT TREE MINIMUM SIZE–36" BOX (20'–30' HEIGHT, 15'–20' SPREAD) SUCH AS:	
	LAGERSTROEMIA INDICA SP. – CRAPE MYRTLE	MODERATE
	PRUNUS CERASIFERA – PURPLE LEAF PLUM "KRAUTER VESUVIUS"	MODERATE
	PYRUS CALLERYANA "ARISTOCRAT" – CALLERY PEAR	MODERATE
	PYRUS CALLERYANA "CHANTICLEER" – CALLERY PEAR	MODERATE
+	SCREENING SHRUB MINIMUM SIZE, 15 GALLON (10'–15' HEIGHT) SUCH AS:	
	ELAEGNUS PUNGENS – SILVERBERRY	LOW
	ILEX VOMITORIA – YAUPON	LOW
	RHUS OVATA – SUGAR BUSH	LOW
	EXISTING TREES/SHRUBS TO BE REMOVED	

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	LOW WATER USE SHRUBS AND GROUNDCOVERS MINIMUM SIZE, 1 GALLON & 5 GALLON SUCH AS:	
	ACACIA REDOLENS "DESERT CARPET" – NCN	LOW
	BACCHARIS "CENTENNIAL" – CENTENNIAL BACCHARIS	LOW
	CALLISTEMON VIMINALIS – DWARF BOTTLEBRUSH "LITTLE JOHN"	LOW
	CEANOTHUS GRISEUS HORIZONTALIS – WILD LILAC "YANKEE POINT"	LOW
	CISTUS X PURPUREUS – ORCHID ROCKROSE	LOW
	HETEROMELES ARBUTIFOLIA – TOYON	LOW
	LAVATERA MARITIMA – TREE MALLOW	LOW
	LEUCOPHYLLUM ZYGOPHYLLUM – DWARF TEXAS SAGE "CIMMERON"	LOW
	MYOPORUM PARVIFOLIUM "PUTAH CREEK" – NCN	LOW
	ROSMARINUS OFFICINALIS – ROSMARY "HUNTINGTON CARPET"	LOW
	SALVIA SP. – SAGE	LOW
	MODERATE WATER USE SHRUBS AND GROUNDCOVERS MINIMUM SIZE, 1 GALLON & 5 GALLON SUCH AS:	
	HEMEROCALLIS HYBRIDS – DAYLILIES	MODERATE
	COTONEASTER SP. – COTONEASTER	MODERATE
	DIETES BICOLOR – FORTNIGHT LILY	MODERATE
	GAZANIA RIGINS HYGRIDS – GAZANIA	MODERATE
	LIGUSTRUM JAPONICUM – TEXAS PRIVET	MODERATE
	LIRIOPE GIGANTEA – GIANT LILYTURF	MODERATE
	MAHONIA SP. – OREGON GRAPE	MODERATE
	MISCANTHUS SINENSIS – JAPANESE SILVER GRASS	MODERATE
	MUHLENBERGIA RIGENS – DEER GRASS	MODERATE
	PITTOSPORUM TOBIRA – TOBIRA	MODERATE
	RHAPIOLEPSIS INDICA VAR. – INDIA HAWTHORN	MODERATE
	TRACHELOSPERMUM JASMINOIDES – STAR JASMINE	MODERATE
	DETENTION BASIN PLANTING 1 GALLON SUCH AS:	
	CAREX DIVULSA – BERKLEY SEDGE	LOW
	CAREX PRAEGRACLIS – CALIFORNIA FIELD SEDGE	MODERATE
	DISTICHLIS SPICATA – SALT GRASS	LOW
	LOMANDRA LONGIFOLIA "BREEZE" – MAT RUSH	MODERATE
	MISCANTHUS SINENSIS – JAPANESE SILVER GRASS	MODERATE
	ROCK COBBLE MULCH	

REGISTERED LANDSCAPE ARCHITECT
Liliana O'Connor
No. 1993
REN. 10-31-16
CALIFORNIA

PARTERRE
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1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296–3713 Fax (619) 296–3702

LANDSCAPE CONCEPT PLAN

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NASLAND ENGINEERING
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WALMART #3882–02 GROUND UP
MONTE VISTA RD. AT
BUNDY CANYON RD.
WILDOMAR, CA 92595
WAL–MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	

L-5
OF X SHEETS

1077

BUNDY CANYON ROAD

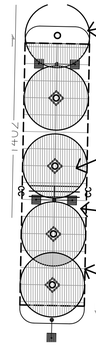
MONTE VISTA DRIVE

BUILDING PAD

SHEET L-7

SHEET L-8

LEGEND



AVERAGE PARKING LOT TREE CANOPY SPREAD AT APPROXIMATELY 15 YEARS OF AGE (35' DIAMETER). TYPICAL THIS SYMBOL.*

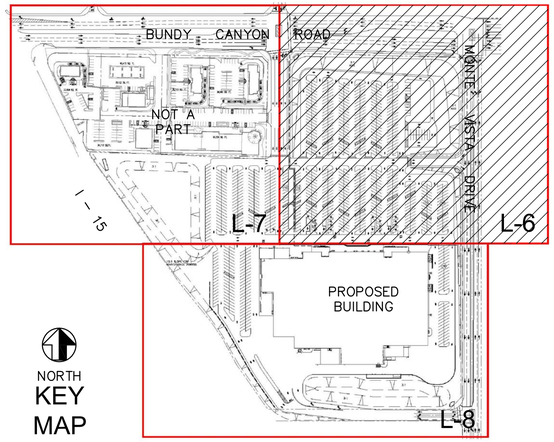
SHADED AREA UNDER TREE, TYPICAL THIS SYMBOL.

INDIVIDUAL PARKING STALL, TYPICAL THIS SYMBOL.

LIMITS OF PARKING AREA TO BE SHADED, TYPICAL THIS SYMBOL.

*A VARIETY OF TREE SPECIES ARE RECOMMENDED FOR THE PARKING LOT AREA. EACH TREE SPECIE HAS DIFFERING HEIGHT AND CANOPY SPREAD CHARACTERISTICS. FOR REFERENCE ON TREE HEIGHT/SPREAD CHARACTERISTICS THE COUNTY OF RIVERSIDE CALIFORNIA FRIENDLY PLANT LIST IS USED. THE AVERAGE MAXIMUM CANOPY SPREAD SELECTED IS 50 FEET. AT 15 YEARS OF AGE A 70 PERCENT COVERAGE FACTOR IS USED (35 FEET).

THE SHADING PLAN REPRESENTS A 50 PERCENT MINIMUM OF PARKING AREA SHADED BY THE PROPOSED TREE CANOPY SPREAD.



NORTH
KEY MAP

NORTH

40 0 40 80 120 160
SCALE 1" = 40'

REGISTERED LANDSCAPE ARCHITECT
Lilijana O'Connor
No. 1993
REN. 10-31-16
CALIFORNIA

PARTERRE
SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE
1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296-3713 Fax (619) 296-3702

Shading Plan
LANDSCAPE CONCEPT PLAN

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BENTONVILLE, AR 72716

Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	L-6
OF	X SHEETS

LEGEND

AVERAGE PARKING LOT TREE CANOPY SPREAD AT APPROXIMATELY 15 YEARS OF AGE (35' DIAMETER). TYPICAL THIS SYMBOL.*

SHADED AREA UNDER TREE, TYPICAL THIS SYMBOL.

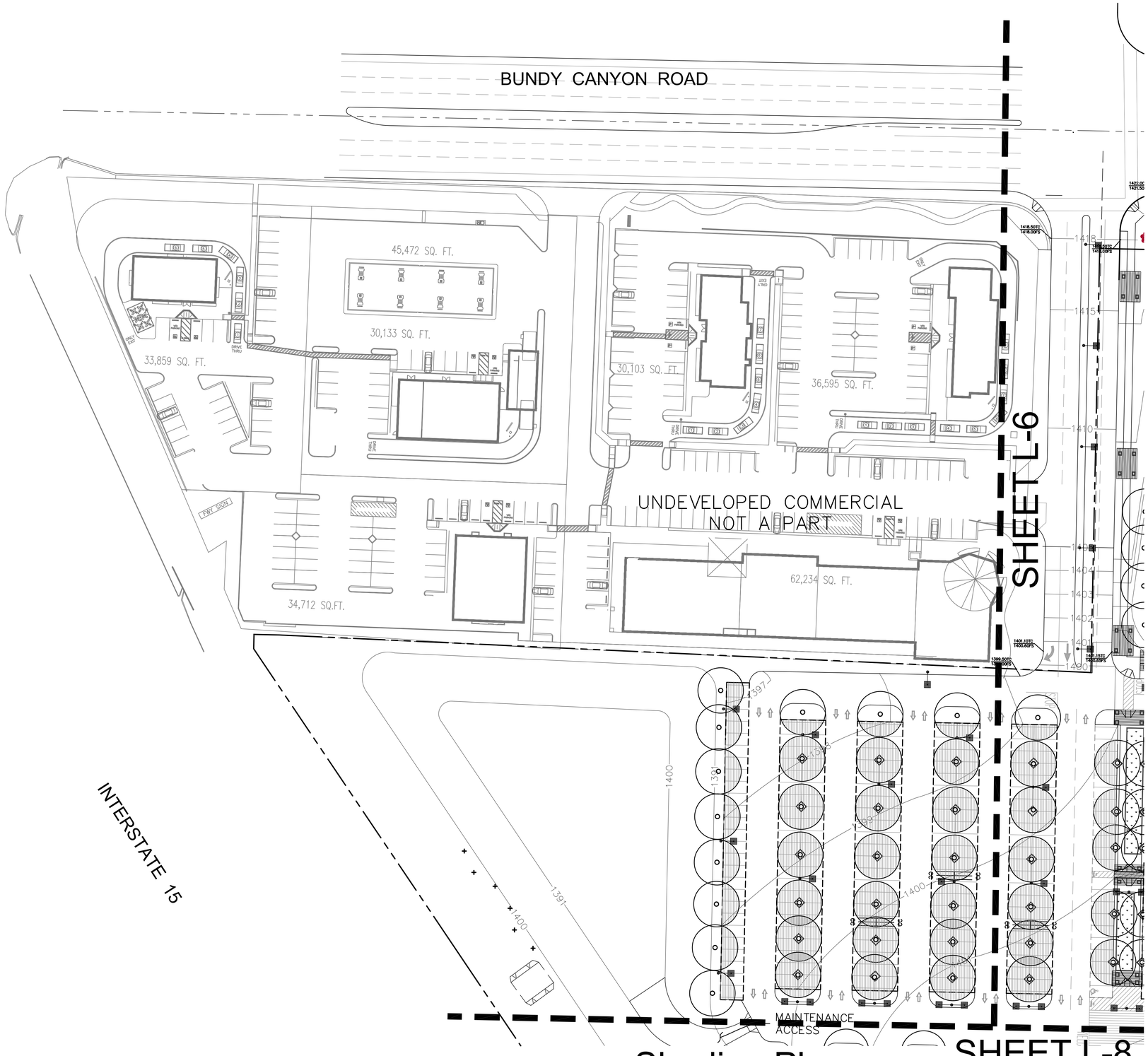
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NORTH
KEY MAP



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Shading Plan
LANDSCAPE CONCEPT PLAN

SHEET L-8

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Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	

L-7
OF X SHEETS

1079

SHEET L-7

SHEET L-6

MAINTENANCE ACCESS

INTERSTATE 15

BUILDING SITE

MONTE VISTA DRIVE

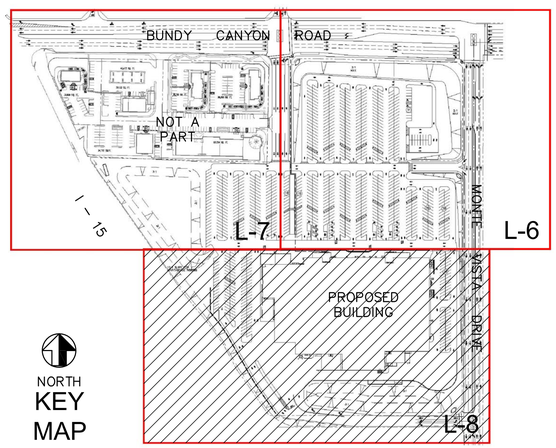
CANYON DRIVE

LEGEND

- AVERAGE PARKING LOT TREE CANOPY SPREAD AT APPROXIMATELY 15 YEARS OF AGE (35' DIAMETER). TYPICAL THIS SYMBOL.*
- SHADED AREA UNDER TREE, TYPICAL THIS SYMBOL.
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Shading Plan
LANDSCAPE CONCEPT PLAN

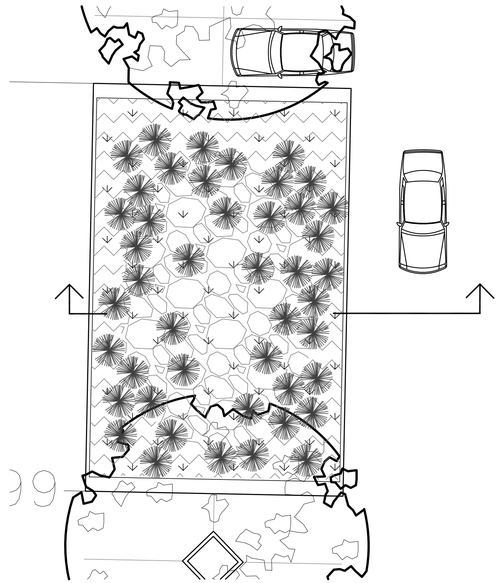
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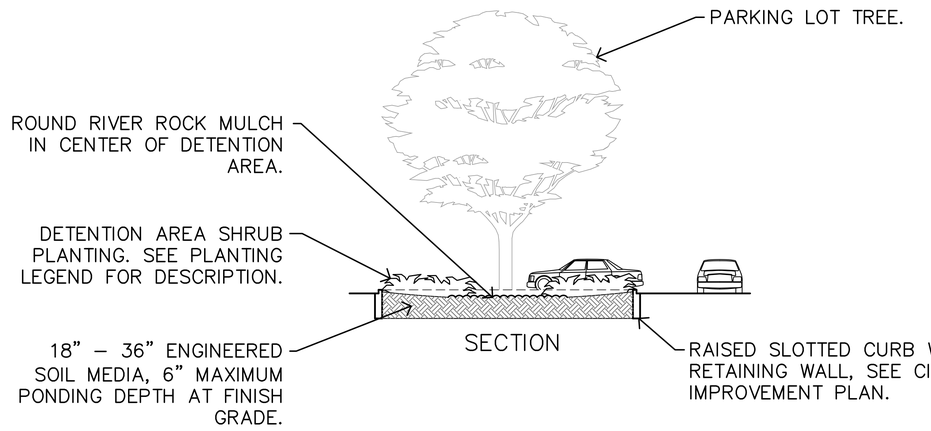
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Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	L-8
	OF X SHEETS



PLAN



CROSS SECTION: POROUS LANDSCAPE DETENTION AREA

REGISTERED LANDSCAPE ARCHITECT
Liliana O'Connor
No. 1993
REN. 10-31-16
CALIFORNIA

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Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=10'
SHEET	

L-9
OF X SHEETS

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

The projects Maximum Applied Water Allowance shall be calculated using this equation:

MAWA = (ETo) (0.62) [(0.8 x LA) + (0.3 x SLA)]

where:

MAWA = Maximum Applied Water Allowance (gallons per year)
ETo = Reference Evapotranspiration (inches per year)
0.7 = ET Adjusted Factor (ETAF)
LA = Landscape Area (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)

.03 = the additional ET Adjustment Factor for Special Landscape Area

Maximum Applied Water Allowance = 8,128,500 gallons per year

Maximum Applied Water Allowance = 10,867 cubic feet per year

Show calculations.

MAWA = (49.54) (0.62) [(.7 x 378,000) + (0.3 x SLA)]
(30.72) (264,600 + 0)
8,128,500 (Gallons Per Year)
$\frac{8,128,500}{748}$ = 10,867 (Cubic Feet Per Year)

ESTIMATED ANNUAL WATER USE (EAWU)

The projects Estimated Annuall Water Use is calculated using the following formula:

$EAWU = (ETo)(0.62)\left(\frac{PF \times HA}{IE} + SLA\right)$

where:

ETWU = Estimated Total Water Use per year (gallons per year)
ETo = Reference Evapotranspiration (inches per year)
PF = Plant Factor from WULCOLS
HA = Hydrozone Area (Sq. Ft.)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)

IE = Irrigation Efficiency

Estimated Total Water Use = 7,026,400 gallons per year

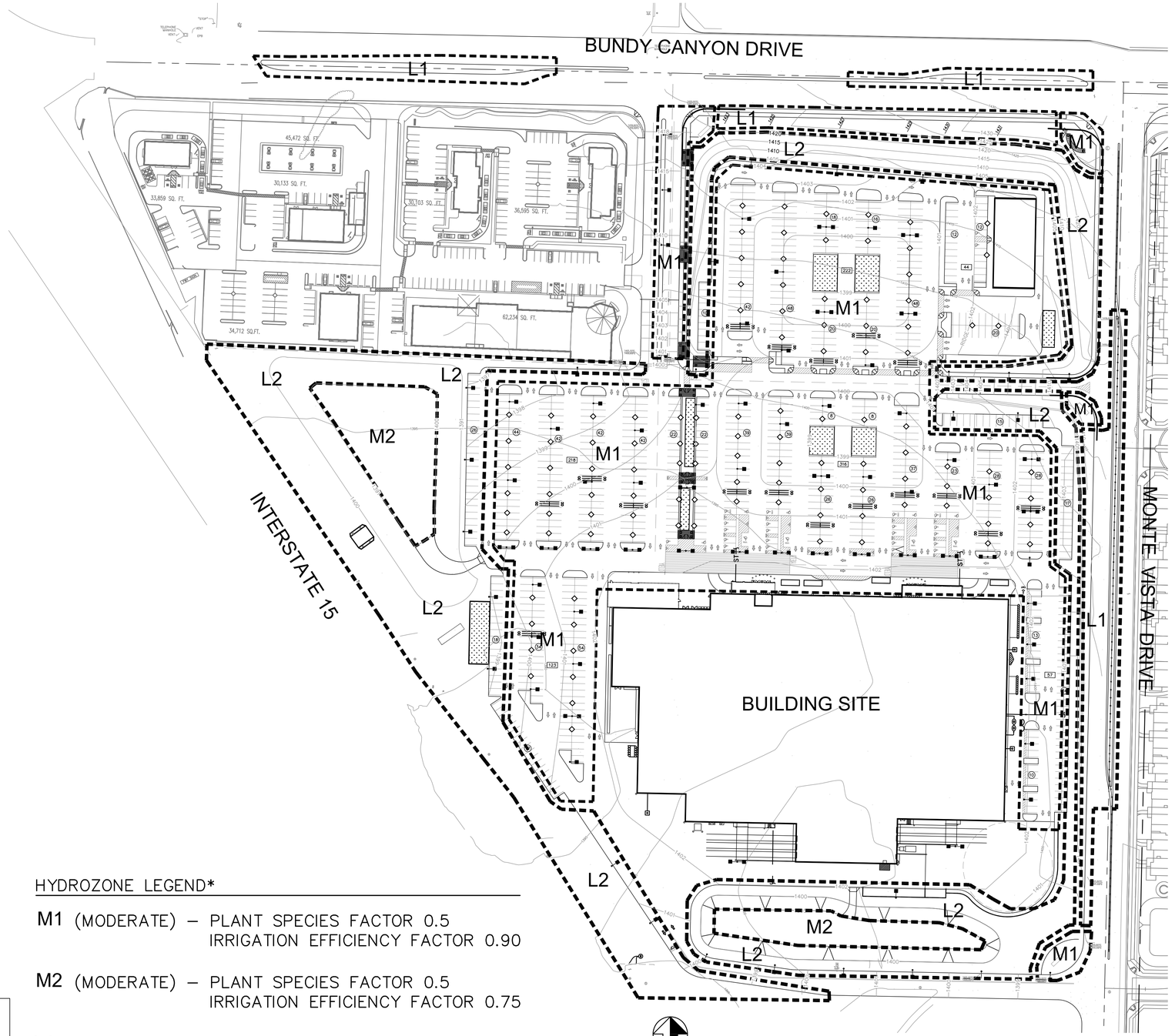
Estimated Total Water Use = 9,390 cubic feet per year

Show calculations.

$EAWU = (49.54)\ (0.62)\left(\frac{PF \times HA}{IE} + SLA\right)$
(30.71) (228,800 + 0)
7,026,400 (Gallons Per Year)
$\frac{7,026,400}{748}$ = 9,390 (Cubic Feet Per Year)

HYDROZONE INFORMATION TABLE

Hydrozone Category	Irrigation Method	Plant Factor (PF)	Hydrozone Area (HA)	% of Total Landscaped Area	PF x HA	IE	PF x HA / IE
MODERATE M1	DRIP	0.5	71,900 SF	19.6	35,950	.90	39,900
MODERATE M2	MP ROTOR	0.5	31,200 SF	8.5	15,600	.75	20,800
LOW L1	DRIP	0.2	17,600 SF	4.8	3,500	.90	76,400
LOW L2	MP ROTOR	0.2	245,800 SF	67.1	49,160	.75	91,700
			366,500 SF	100.0%		TOTAL	228,800



HYDROZONE LEGEND*

M1 (MODERATE) – PLANT SPECIES FACTOR 0.5
IRRIGATION EFFICIENCY FACTOR 0.90

M2 (MODERATE) – PLANT SPECIES FACTOR 0.5
IRRIGATION EFFICIENCY FACTOR 0.75

L1 (LOW) – PLANT SPECIES FACTOR 0.2
IRRIGATION EFFICIENCY FACTOR 0.90

L2 (LOW) – PLANT SPECIES FACTOR 0.2
IRRIGATION EFFICIENCY FACTOR 0.75

*NOTE

HYDROZONE CLASSIFICATIONS AND SPECIES FACTORS ARE BASED ON WUCOLS (WATER USE CLASIFICATION OF LANDSCAPE SPECIES). SITE IS WITHIN WUCOLS REGION 4, SOUTH INLAND VALLEY.

NORTH

40 0 40 80 120 160

SCALE 1" = 40'

PARTERRE
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Phone (619) 296-3713 Fax (619) 296-3702

REGISTERED LANDSCAPE ARCHITECT Lijana O'Connor No. 1993 REN. 10-31-16 CALIFORNIA

Water Use Calculations
LANDSCAPE CONCEPT PLAN

REVISIONS	BY

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WAL-MART STORES, INC.
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BENTONVILLE, AR 72716

Walmart

DRAWN	
CHECKED	PO
DATE	LO
SCALE	02/02/15
JOB No.	1"=40'
SHEET	

L-10
OF X SHEETS

NORTH

50 0 50 100 150 200

SCALE 1" = 50'

LEGEND - PRELIMINARY PLANT MATERIAL SELECTION

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	PARKING LOT TREE MINIMUM SIZE–36" BOX	
	(40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	PISTACHIA CHINENSIS – CHINESE PISTACHE	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	LOW
	MEDIAN / PARKWAY SETBACK TREE MINIMUM SIZE–36" BOX	
	(40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	QUERCUS ILEX – HOLLY OAK	MODERATE
	TRISTANIA CONFERTA – BRISBANE BOX	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	LOW
	NOTE: MEDIAN TREES WILL BE ACCENT UPLIGHTED	
	ENTRY MONUMENT TREE MINIMUM SIZE–48" BOX	
	(40'–80' HEIGHT, 30'–60' SPREAD) SUCH AS:	
	PLATANUS ACERIFOLIA – LONDON PLANE TREE	MODERATE
	QUERCUS ILEX – HOLLY OAK	MODERATE
	ULMUA PARVIFOLIA – CHINESE ELM	LOW
	INTERIOR TREES MINIMUM SIZE–36" BOX	
	(30'–60' HEIGHT, 20'–40' SPREAD) SUCH AS:	
	CHITALPA TASHKENTENSIS – CHITALPA	LOW
	GLEDISTSIA TRIACANTHOS INERMIS – THORNLESS HONEY LOCAST "SHADEMASTER"	LOW
	OLEA EUROPAEA "SWAN HILL" – SWAN HILL OLIVE	LOW
	PINUS HALPENSIS – CALABRIAN PINE	LOW
	RHUS LANCEA – AFRICAN SUMAC	LOW
	ENTRY DRIVE / INTERIOR SPECIAL ACCENT TREE MINIMUM SIZE–36" BOX	
	(20'–30' HEIGHT, 15'–20' SPREAD) SUCH AS:	
	LAGERSTROEMIA INDICA SP. – CRAPE MYRTLE	MODERATE
	PRUNUS CERASIFERA – PURPLE LEAF PLUM "KRAUTER VESUVIUS"	MODERATE
	PYRUS CALLERYANA "ARISTOCRAT" – CALLERY PEAR	MODERATE
	PYRUS CALLERYANA "CHANTICLEER" – CALLERY PEAR	MODERATE
	SCREENING SHRUB MINIMUM SIZE, 15 GALLON	
	(10'–15' HEIGHT) SUCH AS:	
	ELAEGNUS PUNGENS – SILVERBERRY	LOW
	ILEX VOMITORIA – YAUPON	LOW
	RHUS OVATA – SUGAR BUSH	LOW

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	LOW WATER USE SHRUBS AND GROUNDCOVERS MINIMUM SIZE, 1 GALLON & 5 GALLON SUCH AS:	
	ACACIA REDOLENS "DESERT CARPET" – NCN	LOW
	BACCHARIS "CENTENNIAL" – CENTENNIAL BACCHARIS	LOW
	CALLISTEMON VIMINALIS – DWARF BOTTLEBRUSH "LITTLE JOHN"	LOW
	CEANOTHUS GRISEUS HORIZONTALIS – WILD LILAC "YANKEE POINT"	LOW
	CISTUS X PURPUREUS – ORCHID ROCKROSE	LOW
	HETEROMELES ARBUTIFOLIA – TOYON	LOW
	LAVATERA MARITIMA – TREE MALLOW	LOW
	LEUCOPHYLLUM ZYGOPHYLLUM – DWARF TEXAS SAGE "CIMMERON"	LOW
	MYOPORUM PARVIFOLIUM "PUTAH CREEK" – NCN	LOW
	ROSMARINUS OFFICINALIS – ROSMARY "HUNTINGTON CARPET"	LOW
	SALVIA SP. – SAGE	LOW
	MODERATE WATER USE SHRUBS AND GROUNDCOVERS MINIMUM SIZE, 1 GALLON & 5 GALLON SUCH AS:	
	HEMEROCALLIS HYBRIDS – DAYLILIES	MODERATE
	COTONEASTER SP. – COTONEASTER	MODERATE
	DIETES BICOLOR – FORTNIGHT LILY	MODERATE
	GAZANIA RIGINS HYGRIDS – GAZANIA	MODERATE
	LIGUSTRUM JAPONICUM – TEXAS PRIVET	MODERATE
	LIRIOPE GIGANTEA – GIANT LILYTURF	MODERATE
	MAHONIA SP. – OREGON GRAPE	MODERATE
	MISCANTHUS SINENSIS – JAPANESE SILVER GRASS	MODERATE
	MUHLENBERGIA RIGENS – DEER GRASS	MODERATE
	PITTOSPORUM TOBIRA – TOBIRA	MODERATE
	RHAPIOLEPSIS INDICA VAR. – INDIA HAWTHORN	MODERATE
	TRACHELOSPERMUM JASMINOIDES – STAR JASMINE	MODERATE

SYMBOL	CATEGORY / DESCRIPTION	WUCOLS REGION 4 WATER NEEDS
	DETENTION BASIN PLANTING 1 GALLON SUCH AS:	
	CAREX DIVULSA – BERKLEY SEDGE	LOW
	CAREX PRAEGRACLIS – CALIFORNIA FIELD SEDGE	MODERATE
	DISTICHLIS SPICATA – SALT GRASS	LOW
	LOMANDRA LONGIFOLIA "BREEZE" – MAT RUSH	MODERATE
	MISCANTHUS SINENSIS – JAPANESE SILVER GRASS	MODERATE
	ROCK COBBLE MULCH	

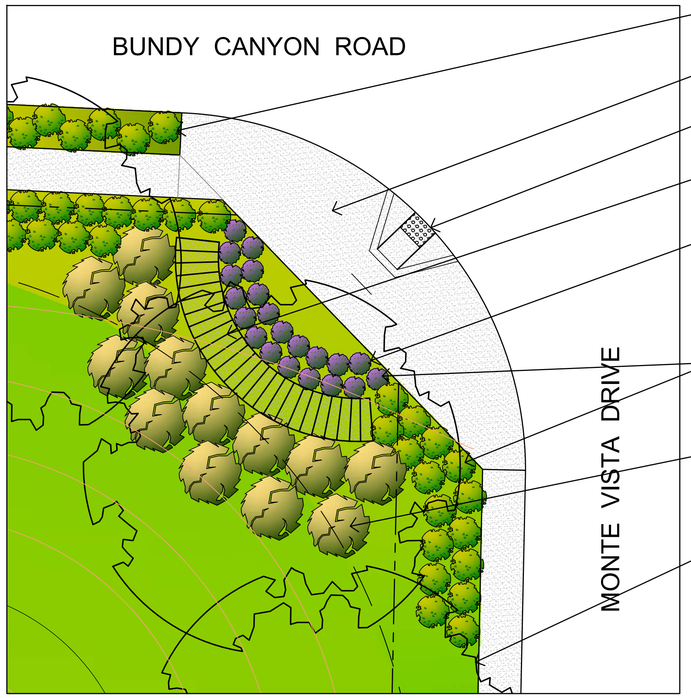
LANDSCAPE CONCEPT PLAN

Walmart

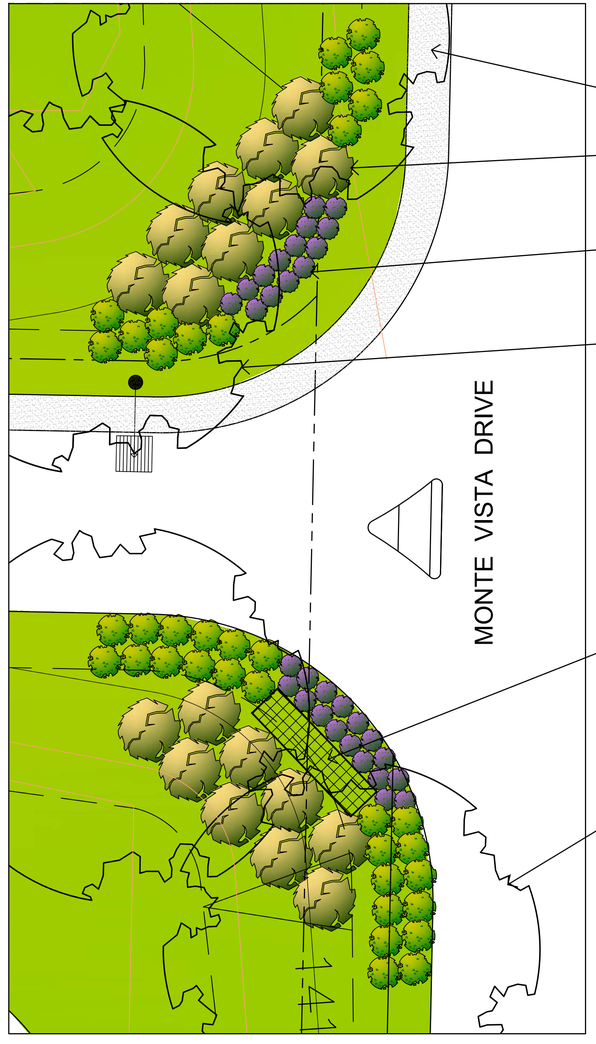
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REGISTERED LANDSCAPE ARCHITECT LYNDA O'CONNOR No. 5993 REN 10-31-16 CALIFORNIA

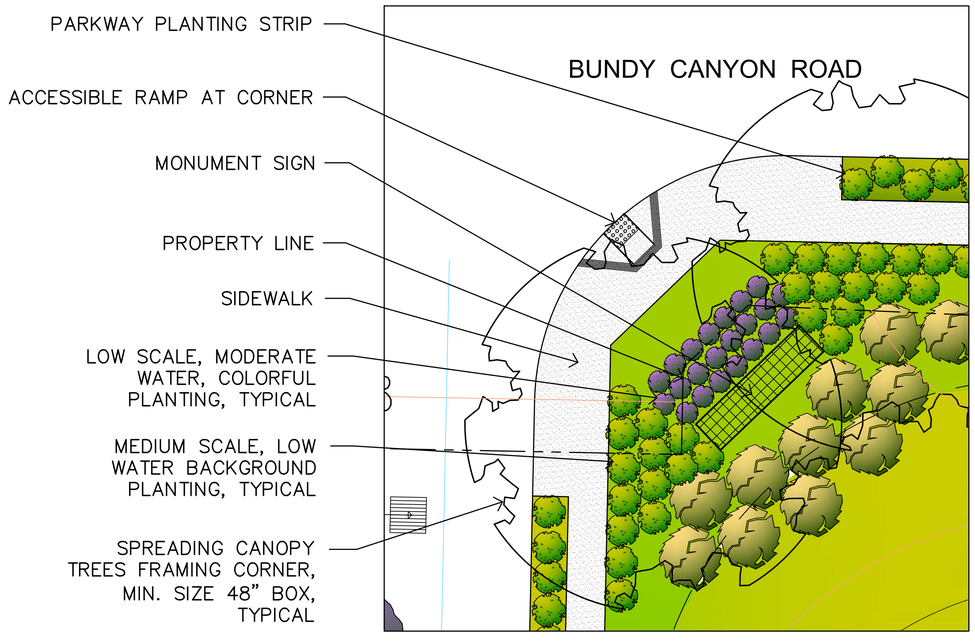
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ENLARGEMENT AT CORNER OF BUNDY CANYON ROAD AND MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF BUNDY CANYON ROAD

NORTH

10 0 10 20 40 60

SCALE 1" = 10'

REGISTERED LANDSCAPE ARCHITECT Lijana O'Connor No. 1993 REN. 10-31-16 CALIFORNIA

PARTERRE
SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE
1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296-3713 Fax (619) 296-3702

LANDSCAPE CONCEPT PLAN

REVISIONS	BY

NASLAND ENGINEERING
CIVIL ENGINEERING • SURVEYING • LAND PLANNING
4740 Ruffner Street, San Diego, California, 92111 • (858)-292-7770

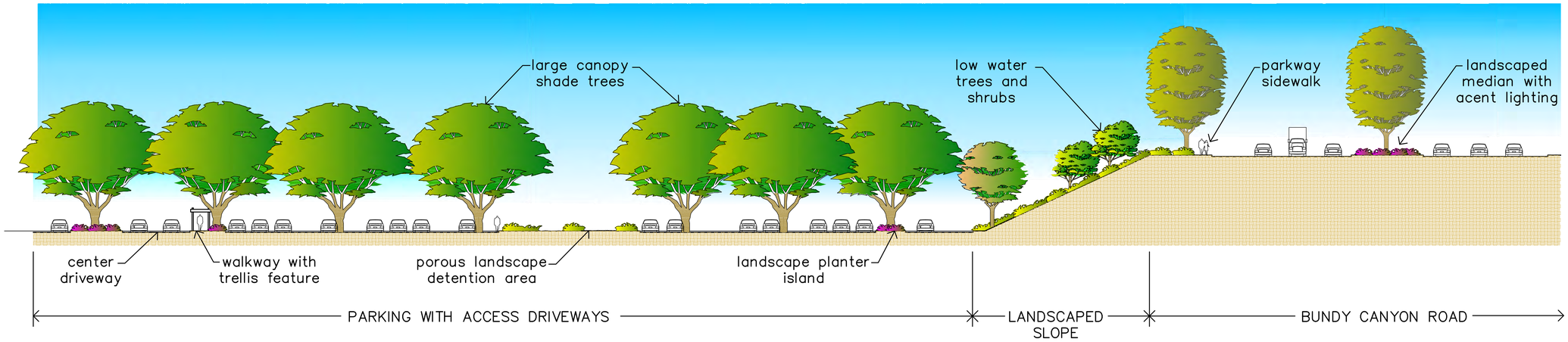
WALMART #3882-02 GROUND UP
MONTE VISTA RD. AT
BUNDY CANYON RD.
WILDOMAR, CA 92595
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

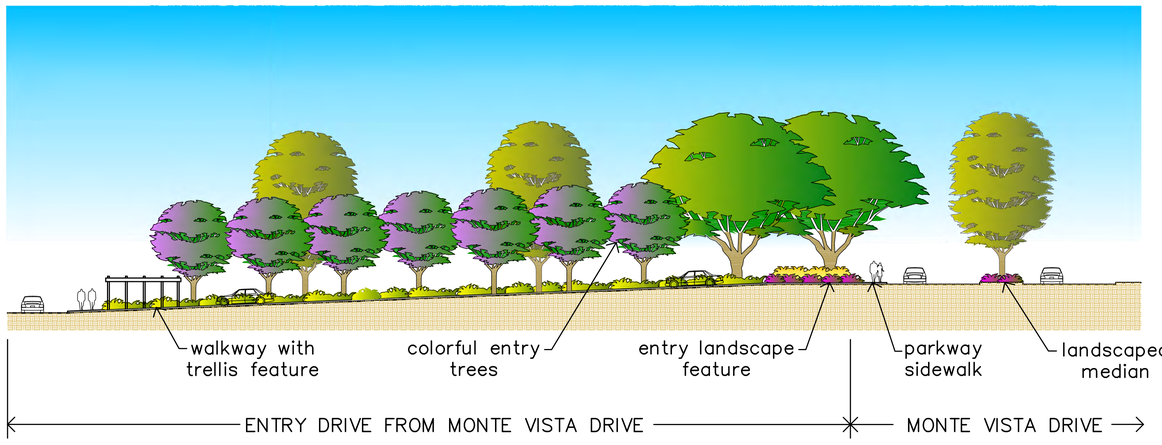
DRAWN
CHECKED
DATE
SCALE
JOB No.
SHEET

OF X SHEETS

1084



CROSS SECTION A-A: Looking West



CROSS SECTION B-B: Looking North

REGISTERED LANDSCAPE ARCHITECT
Lisping O'Connor
No. 1993
REN. 10-31-14
CALIFORNIA

PARTERRE
SITE PLANNING / URBAN DESIGN / LANDSCAPE ARCHITECTURE
1221 Hayes Avenue San Diego, CA 92103
Phone (619) 296-3713 Fax (619) 296-3702

LANDSCAPE CONCEPT PLAN

REVISIONS	BY

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WAL-MART STORES, INC.
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BENTONVILLE, AR 72716

Walmart

DRAWN	
CHECKED	
DATE	
SCALE	0" = 1'-0"
JOB NO.	
SHEET	
OF X SHEETS	

1085

Attachment "A"
Letter of Justification for Extension of Time
Planning Application No. 13-0086

On March 11, 2015, the Wildomar City Council approved Planning Application No. 13-0086 ("Entitlements"), which included a Plot Plan and Conditional Use Permit. The Plot Plan allowed for the construction of an 185,682 square foot Walmart and a 7,500 square foot retail building with drive-through on approximately 21.96 acres located at the southwest corner of Bundy Canyon Road and Monte Vista Drive. On April 8, 2015, litigation was filed against the project (*CREED-21 v. City of Wildomar, et al.* (Riverside County Superior Court Case No. RIC 1504199)), thereby tolling all expiration dates per Condition of Approval No. 6:

> *Approval of CUP & Plot Plan No. 13-0086, (Planning Application No. 13-0086) shall expire on March 11, 2017 if grading/building permits have not been issued and substantial construction work has commenced. In the event that any litigation is filed challenging the approval of this project, this expiration period shall be tolled until the litigation has gone to final judgment or has been dismissed. In the event that any litigation is filed challenging the approval of this project, this expiration period shall be tolled until the litigation has gone to final judgment or has been dismissed.*

After the trial court dismissed the litigation and the Court of Appeal, in a published decision (*CREED-21 v. City of Wildomar* (2017) 18 Cal.App.5th 690), affirmed that dismissal, the litigation went to final judgment and was dismissed on March 22, 2018. Per Condition of Approval No. 6 and the Wildomar Municipal Code, the two-year entitlement period initially expired on March 22, 2020. On March 9, 2020, Walmart submitted an application for the first Extension of Time requesting an extension of three years. On April 1, 2020, the Wildomar Planning Commission approved the first Extension of Time, with the entitlement expiration date extended to March 22, 2023. On March 1, 2023, the Wildomar Planning Commission approved the second Extension of Time, with the entitlement expiration date extended to March 22, 2025.

Walmart Inc. now requests the third and final Extension of Time for a period of one year up to March 22, 2026:

> *The Planning Commission shall review the third request for an extension of time, and at their discretion may extend the time to commence the* [CUP and PP] *for a final one year period . . .*

In the almost two years since the last extension request, inflation, recovery from the COVID-19 pandemic and multiple market factors has resulted in a still uncertain, tumultuous and constantly changing retail markets. As has all retailers, Walmart has been navigating these uncertain retail waters, including the constant re-evaluation existing project sites nationally, California and in the Inland Empire region. After a multi-year assessment of market conditions and a preliminary re-evaluation of this site, there is the potential that this project could become active again. Unfortunately, it is too early in the process for Walmart to definitively state what will happen at this location, but Walmart is requesting this third and final extension to allow re-evaluation of this location. Without an extension, it is highly unlikely that Walmart would go through the time and expense to again entitle the site with the only options to either hold onto the property for the foreseeable future or to market and ultimately sell the property.

ATTACHMENT G

Vicinity Maps
Colored Elevations and Exhibits

Project Location/Vicinity:

The project site encompasses approximately 21.96 acre and is located on the southwest corner of Monte Vista Drive and Bundy Canyon Road. The vicinity map on the next page shows the project site and surrounding area. Refer to the vicinity/location map on the following page.

Vicinity/Location Map

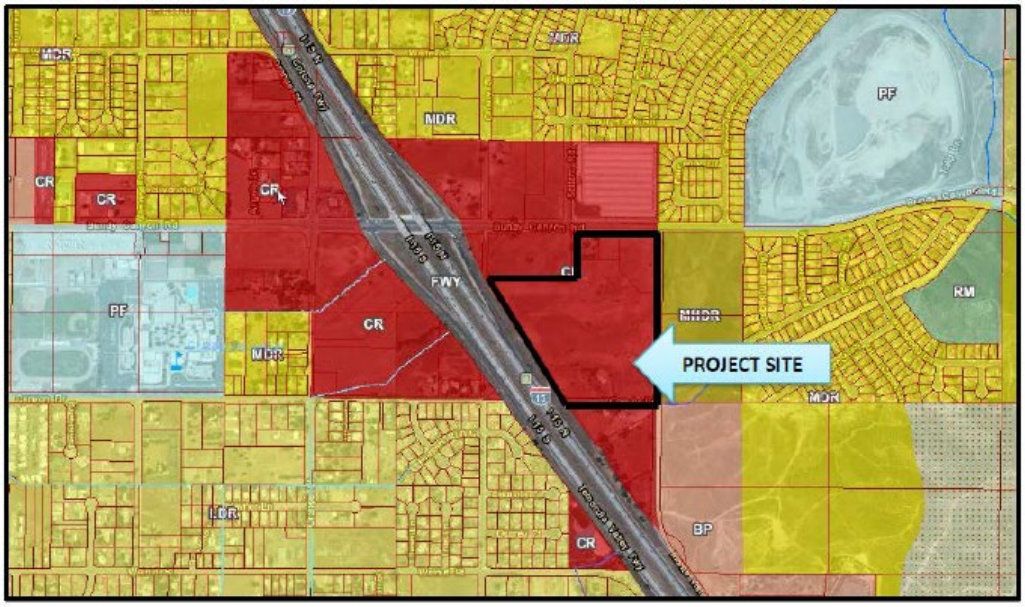


Surrounding Land Uses:

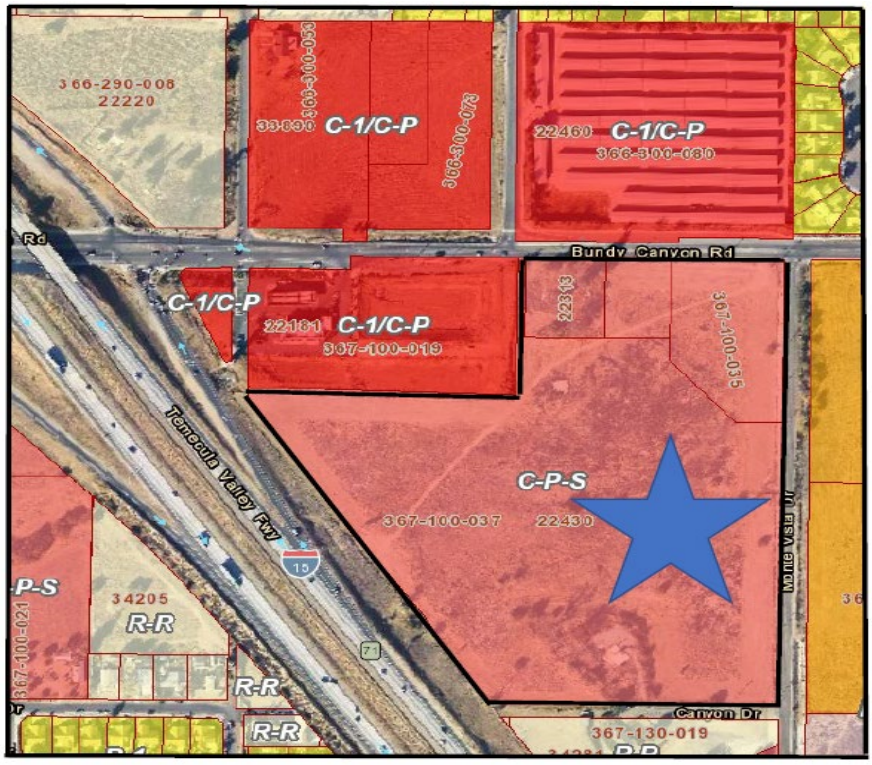
The project site is a rather large site (21.96 acres) and is directly adjacent to the I-15 freeway and south of the Canyon Plaza retail center (Shell gas station). There is a large vacant property immediately east of the site (across Monte Vista Drive) that has an approved tract map for 100± single family homes. There is a single family dwelling south of the project site. The table below summarizes the current General Plan land use and zoning information related to the project site and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Uses**	**General Plan Land Use Designations**	**Zoning Designations**
Subject Property	Vacant	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial)
North	Canyon Plaza – Shell Gas Station & Self-Storage Facility	Commercial Retail (CR)	C-1/C-P (General Commercial)
South	Single Family Dwelling	Commercial Retail (CR)	R-R (Rural Residential)
East	Vacant	Medium High Density Residential (MHDR)	R-3 (General Residential)
West	I-15 Freeway	N/A	N/A

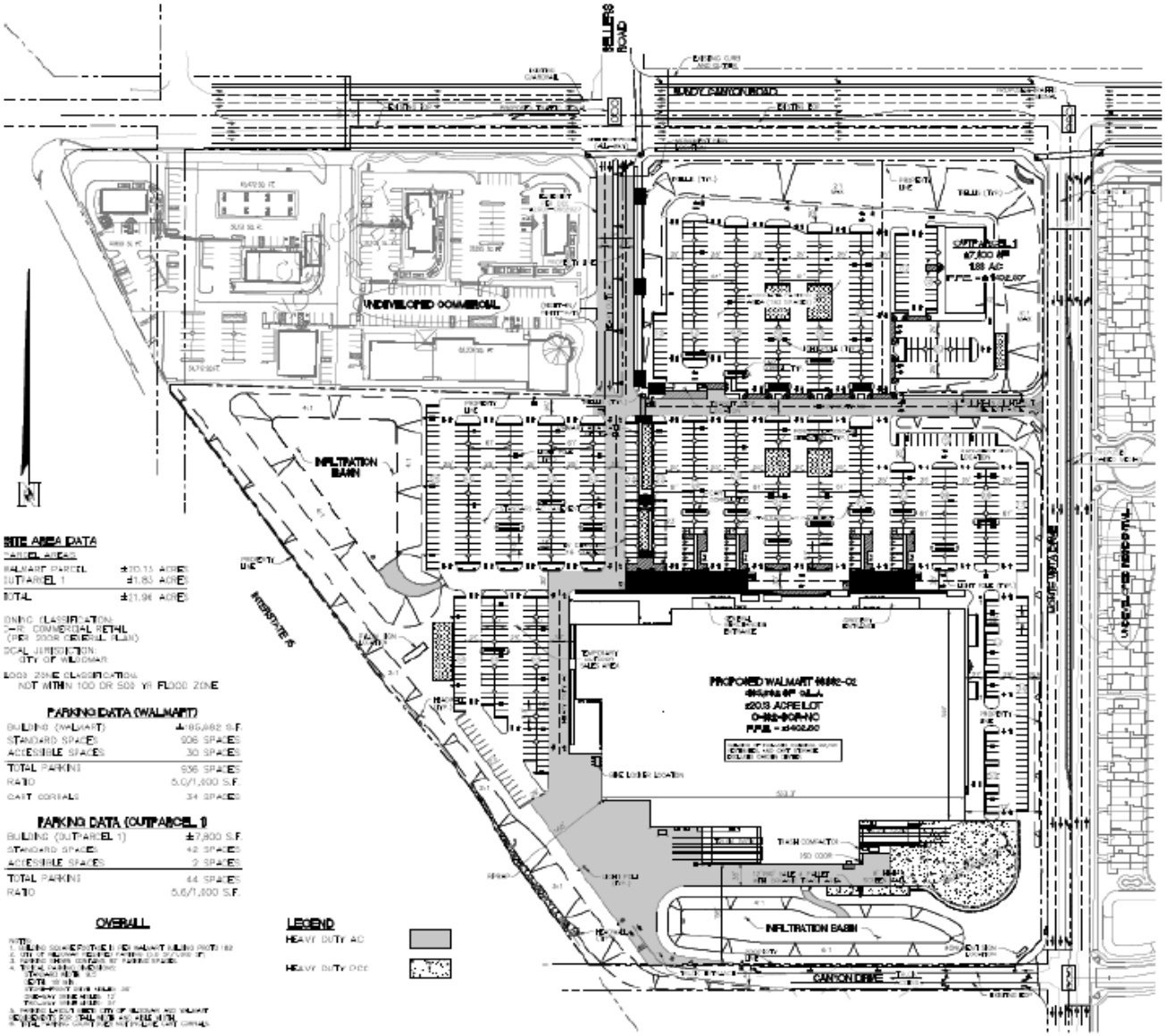
General Plan Land Use Exhibit



Zoning Designation Exhibit

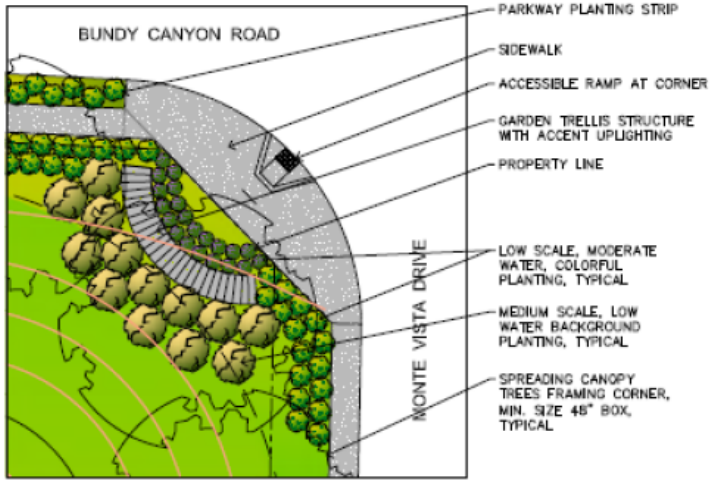


Approved Site Plan

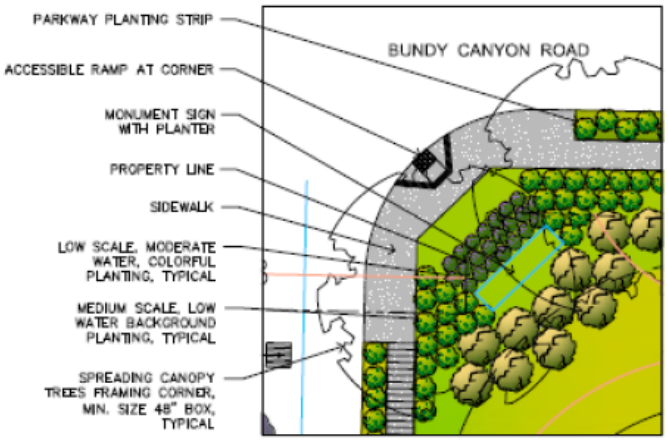


Approved Conceptual Landscape Plan

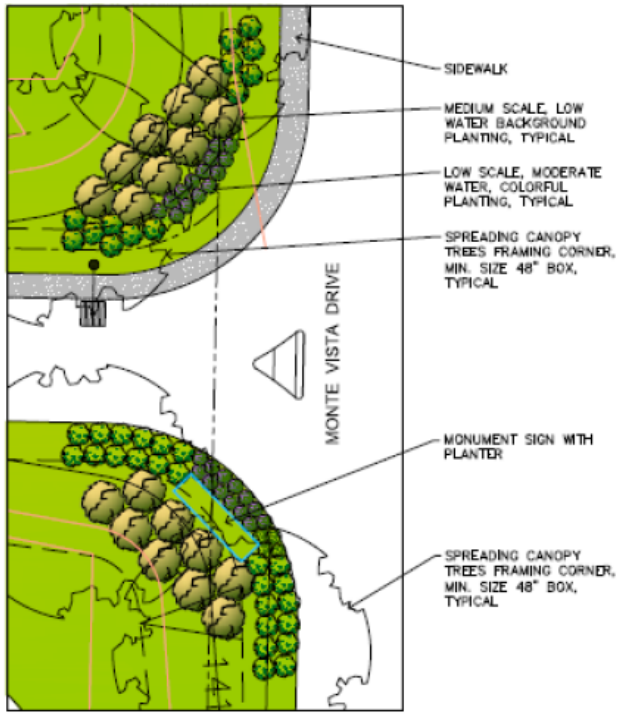




ENLARGEMENT AT CORNER OF BUNDY CANYON ROAD AND MONTE VISTA DRIVE



ENLARGEMENT AT ENTRY OFF BUNDY CANYON ROAD

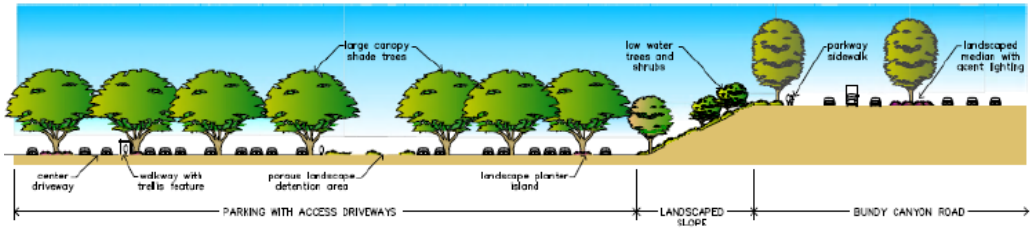


ENLARGEMENT AT ENTRY OFF MONTE VISTA DRIVE

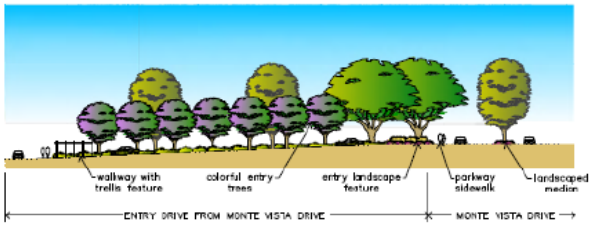


PARTERRE

LANDSCAPE CONCEPT PLAN



CROSS SECTION A-A; Looking West

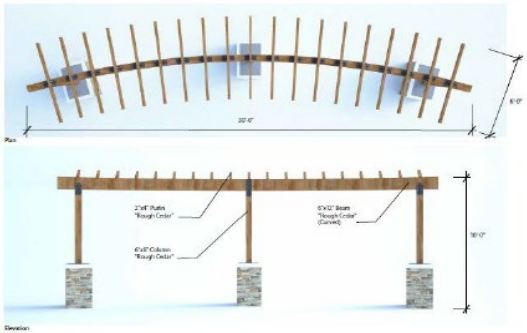


CROSS SECTION B-B: Looking North

PARTERRE

Monte Vista / Bundy Canyon Corner Treatment Illustration

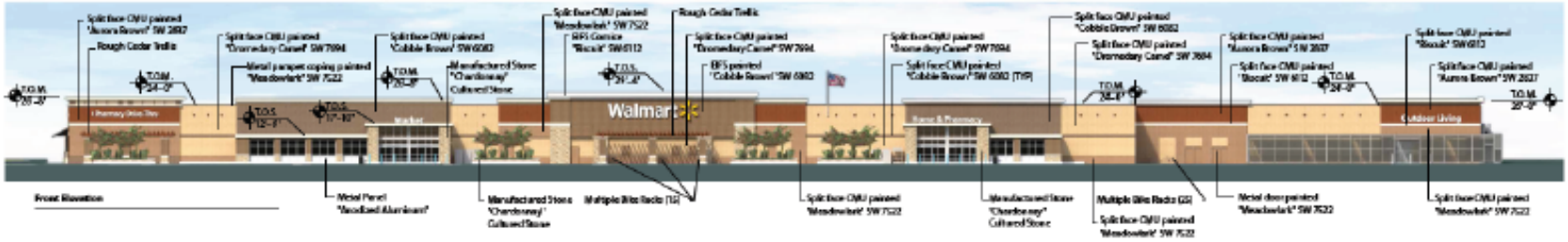


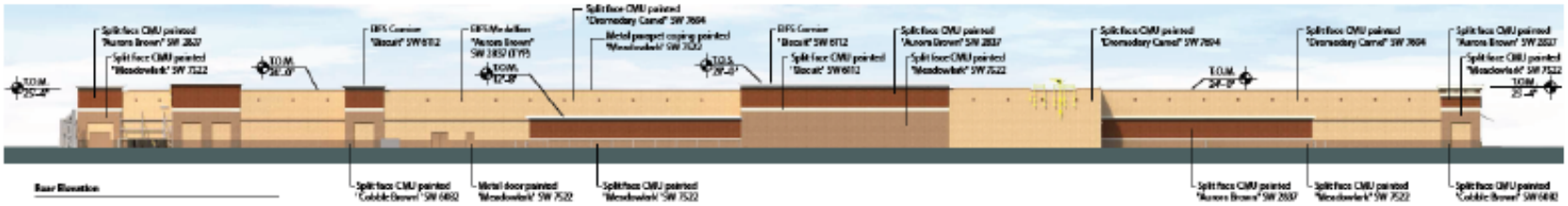


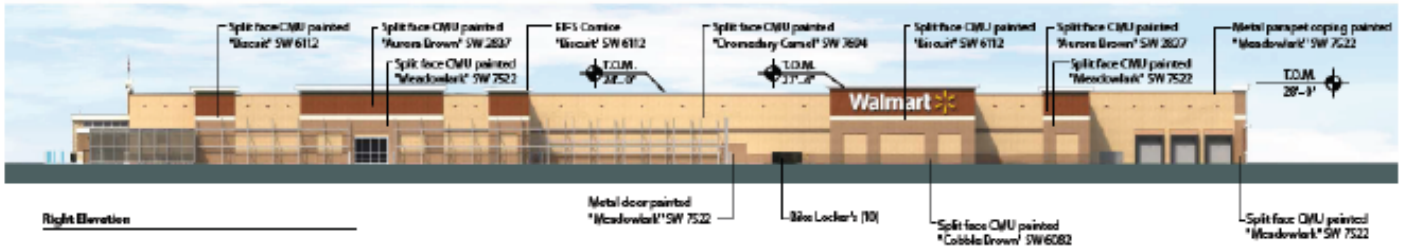


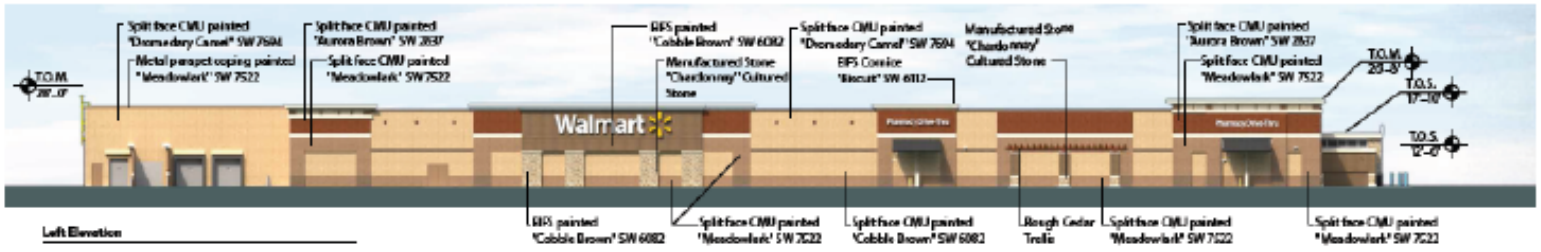
Walmart

Approved Architectural Elevations Exhibits










Walmart


Pharmacy Drive-Thru
Walmart


Walmart
Outdoor Living

CITY OF WILDOMAR
PC - REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.1
Meeting Date: March 1, 2023

SUBJECT: Plot Plan No. 13-0086 - Extension of Time #2 (Walmart):

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 #2 for CUP/Plot Plan No. 13-0086 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. 2023-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 2-YEAR EXTENSION OF TIME (EOT #2) TO MARCH 22, 2025 FOR CUP/PLOT PLAN NO. 13-0086 APPROVED FOR DEVELOPMENT OF A 185,682 SQUARE-FOOT WALMART RETAIL BUILDING WITH A STAND-ALONE 7,800 SQUARE-FOOT RETAIL BUILDING LOCATED AT THE SOUTHWEST CORNER OF MONTE VISTA DRIVE AND BUNDY CANYON ROAD (APN: 367-100-033; 367-100-034; 367-100-035; 367-100-037), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

PROJECT DESCRIPTION:
The Planning Commission reviewed the Walmart Retail project (Plot Plan No. 13-0086) on January 21, 2015 and recommended City Council approval of the proposed project. The City Council subsequently reviewed and approved the project at its meeting of March 11, 2015. The Council's approval consisted of the following actions:

1) Environmental Impact Report (EIR) – Certification of the Environmental Impact Report ("EIR" - SCH# 2014011014) and adoption of a Mitigation Monitoring and Reporting Program,

including a Statement of Overriding Considerations in accordance with CEQA Guidelines.

2) Change of Zone (CZ) – Approval of a Change of Zone from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) for the 21.96 acre site to accommodate the proposed retail project.

3) Conditional Use Permit (CUP) – Approval of a Conditional Use Permit to allow the sale of alcohol (Off Sale General) in the store; and

4) Plot Plan (PP) – Approval of a Plot Plan to develop the 21.96 acre site with a 185,682 square-foot Walmart retail building and a separate 7,800 square-foot retail building with a 980 space parking lot and full on-site and off-site site improvements, and a sign program, subject to conditions.

In accordance with Planning Department Condition No. 6 of Plot Plan No. 13-0086, the Applicant was required to pull building/grading permits and begin construction on the proposed project before March 11, 2017 (2 years from project approval) or the plot plan would expire. However, in April 2015, the City and Walmart were served with a lawsuit which "stayed" the project. After all appeals by the lower courts were exhausted, the lawsuit was ultimately reviewed by the State Supreme Court who dismissed the case on March 22, 2018. Once the lawsuit was dismissed, the original expiration time clock on CUP/Plot Plan No. 13-0086 was automatically extended to March 22, 2020.

The Planning Commission on April 1, 2020 voted unanimously to approve Walmart's first extension of time (EOT #1 of 3) request that extended the deadline to pull grading and building permits and commence construction to March 22, 2023. As of the date of this report, Walmart has not been issued any grading/building permits nor has construction begun on the project. Therefore, the Applicant is now requesting a 2nd extension of time (#2 of 3) for a 2-year period to March 22, 2025. This request is consistent with Section 17.216.070 of the Wildomar Municipal Code.

As outlined in the Applicant's justification letter (Attachment F), the current retail market is highly tumultuous and in a constant state of change. As a result, Walmart is constantly re-evaluating existing project sites and, after a preliminary assessment of the Wildomar site, there is a possibility that this project could become active again. Therefore, Walmart is seeking this 2nd extension of time.

PROJECT ANALYSIS:

Sections 17.200.060 and 17.216.070.B of the Zoning Ordinance allows conditional use permits and plot plans up to six (6) years of time extensions provided the Applicant files an application and filing fee with the Planning Director prior to the expiration date(s). The Applicant's request represents the 2nd time extension for CUP/Plot Plan No. 13-0086. The Applicant is now requesting a 3-year time extension to March 22, 2023. The Applicant filed

the EOT application and paid the required fee on January 30, 2023 in advance of the March 22, 2023 deadline.

The approval or denial of the extension of time for CUP/Plot Plan No. 13-0086 is in the purview of the Planning Commission subject to specific findings. The Applicant desires to extend the approvals while decisions are made about moving forward with the project. In reviewing the extension of time request, the Planning and Engineering departments have determined that the approved CUP/Plot Plan has not been modified from Council's original approval, nor has the Applicant requested any changes with the request. Thus, it is staff's opinion that the 2-year extension of time is a reasonable request.

Copies of the original Council report, DEIR/FEIR package, approved development plans and Exhibits are provided for Commission consideration in Attachments B – G.

CEQA Determination:

CEQA Guidelines Section 15162 provides that once an Environmental Impact Report (EIR) is certified for a project, when a subsequent discretionary approval is required for the project the lead agency may determine, based on substantial evidence, whether additional environmental review of the project is warranted. More specifically, if one or more of the conditions stated in Guideline 15162(a) are present (discussed in more detail below), then the lead agency must prepare a subsequent EIR for the project. If none of the conditions stated in Guideline 15162(a) are present, then the lead agency has the discretion to determine whether to require a lesser form of environmental review (such as an addendum) or no further documentation at all (Guideline 15162(b)). Guideline 15162(a) requires a subsequent EIR or 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 FOR EOT #2

EOT Findings for CEQA Determination:

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

1) Substantial changes are not proposed in the project:

The Applicant is not proposing any technical or physical changes to CUP/Plot Plan No. 13-0086 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

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

No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 2-year extension of time request to March 22, 2025 being considered for CUP/Plot Plan No. 13-0086 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 CUP or plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

3) No New Information of Substantial Importance:

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

EOT Finding of Facts for CUP No. 13-0086:

Pursuant to Chapter 17.200.060.C of the Wildomar Municipal Code, and in light of the record before it, including the staff report dated March 1, 2023 and all evidence and testimony heard at the public meeting for the extension of time for Conditional Use Permit No. 13-0086, the Planning Department recommends the Planning Commission hereby make the following findings supporting approval of the 2-year extension of time request:

Finding 1: The approved CUP remains consistent with the adopted General Plan.

Evidence: The approved CUP No. 13-0086 for off-premise consumption of alcohol remains consistent with the City's General Plan in that the proposal to have alcohol sales within the Walmart retail building is consistent with the General Plan because alcohol sales are conditionally permitted in the C-P-S (Scenic Highway Commercial) zone in accordance with Section 17.248.020.A of the Zoning Ordinance. Further, the continued sale of alcohol remains associated with typical commercial uses in the C-P-S zone and other similar commercial zones in the City. The sale of alcohol will remain restricted to "off-premise" consumption only in accordance with the requirements of a Type 21 ABC license. The project was conditioned to obtain a Type 21 alcohol license prior to the issuance of occupancy permits so the sale of alcohol at this location remains in accord with the General Plan. Given these facts, the proposed request for a 2-year extension of time to March 22, 2025 for CUP No. 13-0086 meets this finding.

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

Evidence: The approved CUP approved by the City Council remains consistent with Section 17.248.020.A of the Zoning Ordinance regulating alcohol sales in the C-P-S zone. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones. The Type 21 alcohol license sale of off-premise consumption remains as originally proposed and conditioned. The Applicant is not requesting any changes to the sale of alcohol; thus, it remains consistent with the original approval. Given these facts, the proposed request for a 2-year extension of time to March 22, 2023 for CUP No. 13-0086

meets this finding.

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

Evidence: The approved CUP No. 13-0086 for off-premise consumption of alcohol remains consistent remains consistent with the original approval since there are not changes being requested by the Applicant. It is staff analysis that the setting and local circumstances under which the original CUP approved by City Council have not changed in such a way to make the previously approved CUP incompatible or inappropriate with the surrounding area. The sale of alcohol is typically associated with commercial uses in the C-P-S zone and other similar commercial zones, and the Type 21 alcohol license sale of off-premise consumption remains as originally proposed and conditioned. Given these facts, the proposed request for a 2-year extension of time to March 22, 2025 for CUP No. 13-0086 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 January 30, 2023 in advance of the March 22, 2023 expiration date. Given this fact, the proposed request for a 2-year extension of time to March 22, 2025 for CUP No. 13-0086 meets this finding.

EOT Finding of Facts for Plot Plan No. 13-0086:

Pursuant to Chapter 17.216.070.D of the Zoning Ordinance, and in light of the record before it, including the staff report dated March 1, 2023 and all evidence and testimony heard at the public meeting for the extension of time for Plot Plan No. 13-0086, the Planning Department recommends the Planning Commission hereby make the following findings:

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

Evidence: The proposed EOT for Plot Plan No. 13-0086 remains consistent with the City's General Plan in that the approved Walmart commercial retail use remains consistent with the existing land use designation of Commercial Retail (CR). This land use designation is specifically intended to provide for the development of commercial retail uses at a neighborhood, community and regional level. Further, it will provide valuable jobs and retail sales tax revenue which meets lad use policies. The approved plot plan will also maintain consistency with and implement the goals and polices of the Commercial Retail land use designation, including but not limited to the following:

LU 2.1 The proposed project accommodates a land use development that is in accordance

with patterns and distribution of land uses that are depicted on the General Plan Land Use map.
LU 4.1 The proposed project accommodates a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.
LU 6.1 The proposed change of zone and development project has been developed in accordance with the General Plan that ensures compatibility and minimizes impacts.
LU 7.1 The proposed project accommodates a development proposal that enhances the City's fiscal viability, economic diversity and environmental integrity.
LU 7.12 The proposed project accommodates a development proposal that will provide for jobs for Wildomar residents locally that directly results in a better jobs to housing balance so that residents have an opportunity to work within the City.
LU 23.1 The proposed project accommodates the development of commercial uses in areas appropriately designated by the General Plan land use map.
LU 23.9 The proposed project is designed in a manner that considers the surroundings and visually enhances, not degrades, the character of the surrounding area.
Given these facts, the proposed request for a 2-year extension of time to March 22, 2025 for Plot Plan No. 13-0086 meets this finding.

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

Evidence: The plot plan approved by the City Council remains in conformance with the requirements of Title 17 (Zoning) in that the Walmart Retail project is an allowed use in the C-P-S zone district. There have been no changes to the C-P-S zone that would change this fact. Further, the approved Walmart development project remains consistent with the development standards and regulations of Chapter 17.188 (Off Street Vehicle Parking Standards) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code in that the project still meets and exceeds the minimum development standards outlined in these code sections. In addition, conditions of approval were adopted for the approved retail project to ensure that all the minimum City requirements were met. In staff's analysis, the original conditions of approval remain in full force and effect. Given these facts, the proposed request for a 2-year extension of time to March 22, 2025 for Plot Plan No. 13-0086 meets this finding.

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

Evidence: The approved Plot Plan No. 13-0086 for the development of the Walmart Retail project remains compatible with and appropriate with the surrounding area. Based on the original plot plan findings, the approved project was designed to conform to a logical pattern of development as envisioned by the General Plan (CR land use designation), and the project

remains consistent with those findings. The adjacent properties have similar compatible commercial land use designations and uses that have not changed. In addition, the construction of the project was conditioned to comply with all applicable City ordinances, codes, and standards including, including but not limited to, storm water runoff management and other drainage controls regulations which remain in full force and effect.
Further, the EIR/MMRP adopted for Plot Plan No. 13-0086 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the same as when the project was originally approved. Since there are no changes proposed to the approved plot plan, the approved project remains consistent with the original approval. Given these facts, the proposed request for a 2-year extension of time to March 22, 2025 for Plot Plan No. 13-0086 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 January 30, 2023 in advance of the March 22, 2023 expiration date. Given this fact, the proposed request for a 2-year extension of time to March 22, 2025 for Plot Plan No. 13-0086 meets this finding.

ATTACHMENTS:

Attach A - PC Resolution No 2023-05.docx
Attach B - Original Walmart Council Rept 3-11-15.pdf
Attach C - Certified EIR Document 3-11-15.pdf
Attach D - Walmart FEIR Package-Document.pdf
Attach E - Walmart Approved Development Plans.pdf
Attach F - Applicant's Justification Letter for Extension of Time.pdf
Attach G - Vicinity Maps-Exhibits.pdf
Attach H - Walmart-EOT1-PC Staff Rept [4-1-20].pdf

CITY OF WILDOMAR
PC - REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.2
Meeting Date: February 5, 2025

SUBJECT: Election of New Planning Commission Officers for the 2025 Calendar Year

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
The Planning Department recommends the Planning Commission elect a new Chair and Vice-Chair for the 2025 calendar year in accordance with Section 2 of the Planning Commission bylaws.

PROJECT DESCRIPTION:
In accordance with Section 2 of the Planning Commission bylaws and Section 2.24.060 of the Wildomar Municipal Code, the Commission shall elect from its membership a chair and vice chair for the remainder of the calendar year. Since the regular meeting of January 1, 2025 was cancelled due to the New Years holiday, it is appropriate for the Commission to elect a chair and vice-chair at this time.

The Chair and Vice-Chair can serve more than one term and there is no right of succession, nor a minimum time of service as a Planning Commissioner to be Chair or Vice-Chair. Procedurally, the current Chair takes the lead on this action by first requesting a nomination for Chair from other Commissioners. Once a motion for a nomination is made, with a second, the vote of the Commissioners takes place. The same procedure is followed for the Vice-Chair position.

In accordance with the by-laws, the new Chair and Vice-Chair will then reside accordingly at the next scheduled Planning Commission meeting which is set for March 5, 2025.