PLANNING COMMISSION - PC - SPECIAL MEETING

TUESDAY, NOVEMBER 15, 2022

Special Session 6:30 PM

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

Kim Strong - Chair
Eric Filar - Vice Chair
Arrin Banks - Commissioner
Brianna Bernard - Commissioner
John Lloyd - Commissioner

Matthew Bassi - Planning Director Erica Vega, Assistant City Attorney

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

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

CALL TO ORDER – SPECIAL SESSION - 6:30 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 Minutes (October 19, 2022, Special Meeting)
Presented By: Matthew Bassi

RECOMMENDATION:
Staff recommends the Planning Commission approve the October 19, 2022, special meeting minutes as submitted.

2. PUBLIC HEARINGS

3. GENERAL BUSINESS

3.1 **Wildomar Shooting Range (Conditional Use Permit No. 19-0093 - Extension of Time #1):**

Presented By: Abdu Lachgar

RECOMMENDATION:

The Planning Department recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2022-31

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 3-YEAR EXTENSION OF TIME (EOT #1) TO FEBRUARY 12, 2026 FOR THE APPROVED "WILDOMAR SHOOTING RANGE PROJECT" (CUP NO. 19-0093) LOCATED AT 34020 MISSION TRAIL, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES CHAPTER 15162

3.2 **Tentative Tract Map No. 36388 - Extension of Time #2 (Oak Creek Canyon Project)**

Presented By: Abdu Lachgar

RECOMMENDATION:

The Planning Department recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2022-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 2-YEAR EXTENSION OF TIME (EOT #2) TO NOVEMBER 22, 2024 FOR TENTATIVE TRACT MAP NO. 36388 (OAK CREEK CANYON) TO SUBDIVIDE APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE-FAMILY RESIDENTIAL AND COMMERCIAL/RETAIL DEVELOPMENT LOCATED WITHIN THE FARM SPECIFIC PLAN COMMUNITY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3.3 Cornerstone Church - Extension of Time #3 (PUP 12-0194)

Presented By: Abdu Lachgar

RECOMMENDATION:

The Planning Department recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2022-30

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 2-YEAR EXTENSION OF TIME (EOT #3) TO OCTOBER 26, 2024 FOR PUBLIC USE PERMIT NO. 12-0194 TO DEVELOP A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND FUTURE CONSTRUCTION OF A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING LOCATED AT 34570 MONTE VISTA DRIVE, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162.

PLANNING COMMISSION COMMUNICATIONS

PLANNING DIRECTOR REPORT

CITY ATTORNEY REPORT

FUTURE AGENDA ITEMS

ADJOURN THE MEETING

The City of Wildomar encourages your participation in the meeting. The following options are available for the public to participate:

1. You may view the Regular Session meeting live on the City of Wildomar's website at http://www.cityofwildomar.org or on cable TV through Frontier Channel 36 or AT&T channel 99. To view from the website, select the live stream link on the top of the front page.

2. You may participate in person.

PUBLIC COMMENT: During Public Comment not on the agenda and after each Agenda Item, the Chair will announce Public Comment. If you would like to speak on that item, please fill out a speaker slip and submit it in the inbox at the front of the room. When the City Clerk announces your name, please come up to the podium. Public Comments are limited to 3 minutes or such other time as the Commission may provide. Commissioners are not allowed to respond to public comments.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the City Clerk's Office at 951-677-7751 x210.

REPORTS: All agenda items and reports are available for review at City Hall, 23873 Clinton Keith Road and on the City's website at the following address: http://www.cityofwildomar.org/government/agendas___minutes. Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available by appointment for public inspection at City Hall during regular business hours.

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.

AFFIDAVIT OF POSTING

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

Jandi Aguilar
Admin. Analyst
Dated: 11/08/22

CITY OF WILDOMAR - PC - SPECIAL MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.1
Meeting Date: November 15, 2022

SUBJECT: Planning Commission Minutes (October 19, 2022, Special Meeting)

SUBMITTED BY: Jandi Aguilar, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
Staff recommends the Planning Commission approve the October 19, 2022, special meeting minutes as submitted.

ATTACHMENTS:
Item 1.1 - Oct 19 2022 Planning Commission Minutes.pdf

MINUTES
CITY OF WILDOMAR
PLANNING COMMISSION PC - SPECIAL MEETING
WEDNESDAY, OCTOBER 19, 2022
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA 92595

SPECIAL SESSION 6:30 PM

Members in attendance: Eric Filar, Arrin Banks, Kim Strong, Brianna Bernard, John Lloyd

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ROLL CALL
Staff in Attendance: City Clerk Morales, Administrative Analyst Aguilar, Planning Director Bassi, Development Manager Stadnik, IT Specialist Sung, Assistant City Attorney Stephanie Gutierrez, and AICP Associate Planner Abdu Lachgar.

FLAG SALUTE
Commissioner Lloyd led the flag salute.

PUBLIC COMMENTS
None

APPROVAL OF THE AGENDA AS PRESENTED
There were no changes to the agenda as presented.

1. **CONSENT CALENDAR**
   Moved by Eric Filar; seconded by John Lloyd to Approve all items on consent.

   Motion Passed: 5 - 0
   Voting For: Eric Filar, Arrin Banks, Kim Strong, Brianna Bernard, John Lloyd
   Voting Against: None
   Abstain: None
   Absent: None

   1.1 Planning Commission Minutes, July 6, 2022
   Approval of the minutes as presented.

2. PUBLIC HEARINGS

2.1 Wildomar Crossroads Mixed-Use Project (PA 21-0145)

Commissioner Bernard recused herself.
Associate planner Lachgar presented the staff report.

The following individuals provided public comment on item 2.1

1. Ken Mayes, in opposition.
2. Darla Dunn, in opposition.
3. Darla Dunn, with time donated from Laura McGowan, in opposition.

Moved by Eric Filar; seconded by Arrin Banks to Adopt Resolution entitled:

PC RESOLUTION NO. 2022-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION/MITIGATION MONITORING AND REPORTING PROGRAM (SCH# 2022080339) FOR TENTATIVE PARCEL MAP NO. 3833, CONDITIONAL USE PERMIT NO. 21-0145, AND PLOT PLAN NO. 21-0145 LOCATED AT THE NORTHWEST CORNER OF WILDOMAR TRAIL AND CLINTON KEITH ROAD (APN: 376-410-015, -016, -017, & -021)

Motion Passed: 4- 0
Voting For: Eric Filar, Arrin Banks, Kim Strong, John Lloyd
Voting Against: None
Abstain: Brianna Bernard
Absent: None

Moved by Eric Filar; seconded by Arrin Banks to Adopt Resolution entitled:

PC RESOLUTION NO. 2022-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 38333 TO SUBDIVIDE A 9.05-ACRE SITE INTO FIVE (5) PARCELS TO ACCOMMODATE THE DEVELOPMENT OF THE WILDOMAR CROSSROADS MIXED-USE PROJECT LOCATED AT THE NORTHWEST CORNER OF WILDOMAR TRAIL AND CLINTON KEITH ROAD (APN: 376-410-015, -016, -017, & -021).

Motion Passed: 4- 0
Voting For: Eric Filar, Arrin Banks, Kim Strong, John Lloyd
Voting Against: None
Abstain: Brianna Bernard
Absent: None

Moved by Eric Filar; seconded by Arrin Banks to Adopt Resolution entitled:

PC RESOLUTION NO. 2022-28

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 21-0145 (TO ALLOW GROCERY STORE SALE OF ALCOHOL) AND PLOT PLAN NO. 21-0145 TO DEVELOP A 34,540 SQUARE-FOOT MULTI-TENANT RETAIL CENTER AND A 150-UNIT GATED APARTMENT PROJECT ON A 9.05-ACRE SITE IN THE C-P-S ZONE, SUBJECT TO CONDITIONS, TO ACCOMMODATE THE DEVELOPMENT OF THE WILDOMAR CROSSROADS MIXED-USE

PROJECT LOCATED AT THE NORTHWEST CORNER OF WILDOMAR TRAIL AND CLINTON KEITH ROAD (APN: 376-410-015, -016, -017, & -021).

Motion Passed: 4- 0
Voting For: Eric Filar, Arrin Banks, Kim Strong, John Lloyd
Voting Against: None
Abstain: Brianna Bernard
Absent: None

3. GENERAL BUSINESS

3.1 Proper Findings in Land Use Decisions

Assistant City Attorney Gutierrez presented the staff report.
Planning commission received and filed this presentation

PLANNING COMMISSION COMMUNICATIONS

None

PLANNING DIRECTOR REPORT

Implementation of a new agenda management system, Granicus.
November 2nd meeting rescheduled for November 15, 2022.

CITY ATTORNEY REPORT

None

FUTURE AGENDA ITEMS

None

ADJOURN THE MEETING

There being no further business, Chair Strong adjourned the Regular Planning Commission meeting at 7:41 p.m.

Submitted by:



_____

Matthew C. Bassi
Planning Director/Minutes Secretary

CITY OF WILDOMAR - PC - SPECIAL MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.1
Meeting Date: November 15, 2022

SUBJECT: Wildomar Shooting Range (Conditional Use Permit No. 19-0093 - Extension of Time #1):

SUBMITTED BY: Jandi Aguilar, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
The Planning Department recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2022-31

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 3-YEAR EXTENSION OF TIME (EOT #1) TO FEBRUARY 12, 2026 FOR THE APPROVED "WILDOMAR SHOOTING RANGE PROJECT" (CUP NO. 19-0093) LOCATED AT 34020 MISSION TRAIL, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES CHAPTER 15162

PROJECT DESCRIPTION:
The Planning Commission reviewed CUP No. 19-0093 and Variance No. 19-0093 on January 22, 2020, which included a General Plan Amendment and Change of Zone and recommended City Council approval of the proposed project. The City Council reviewed and approved the project on February 12, 2020. The Council's approval consisted of the following actions:

1) Initial Study/Mitigated Negative Declaration/MMRP - The Council adopted a Mitigated Negative Declaration (SCH #2019109095) and adopted an MMRP in accordance with Article 6, Section 15070 of CEQA;

2) General Plan Amendment No. 19-0093 - The Council approved a General Plan amendment to amend the City's Circulation Element to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes from Orange Street to Mission Trail. Approval of the GPA was effective upon approval;

3) Change of Zone No. 19-0093 - The Council approved a consistency zone change from the existing zoning designation of R-R (Rural Residential) to M-SC (Manufacturing Service Commercial) to accommodate the proposed project.

4) Variance No. 19-0093 - The Council approved a variance to reduce the required side yard setback along the southerly property line from 25 feet to 12.5-feet to accommodate the proposed building location. The Variance was effective upon approval and is not part of the requested EOT #1; and

5) Conditional Use Permit No. 19-0093 - The Council approved a CUP to construct a 34,789 square-foot indoor shooting range/academy on a 2.33 acre-site, including on-site and off-site improvements, subject to conditions.

The requested extension of time (EOT #1) applies only to CUP No. 19-0093. The approved CUP is due to expire on February 12, 2023 (3 years after original approval by City Council). This EOT #1 time extension is being requested for a 3-year period to February 12, 2026, in accordance with Chapter 17.200.060 of the Wildomar Municipal Code (WMC). The Applicant will have the option to request a second 2-year extension and a third/final 1-year time extension if needed if construction has not yet begun on the project. With that said, the Applicant is poised to begin grading and building construction within the next 60 days.

Project Location/Vicinity:
The project site encompasses approximately 2.33 acres in size and is located at 34020 Mission Trail (SEC of Mission Trail and Bundy Canyon Road). The vicinity/location map in Attachment E shows the project site/surrounding area.

Surrounding Land Uses:
The project site is currently vacant and surrounded by residential lands to the East. There is vacant land to the south. The table in Attachment E summarizes the current uses, land use, and zoning designations related to the project site and surrounding properties.

PROJECT ANALYSIS:

CEQA DISCUSSION:

In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) was adopted by the City Council upon recommendation from the Planning Commission on February 12, 2020 for CUP No. 19-0093. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on February 13, 2020 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified several impact areas with potentially significant impacts. Of the impact categories

identified, the conclusion in the adopted MND is that all impacts were fully mitigated in accordance with CEQA and the resulting MMRP both which were made project specific conditions of approval.

CEQA Guideline 15162 provides that once a mitigated negative declaration is adopted 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 MND or MND for the project. If none of the conditions stated in Guideline 15162(a) are present, then the lead agency has the discretion to determine whether to require a lesser form of environmental review (such as an addendum) or no further documentation at all. (Guideline 15162(b)). Guideline 15162(a) requires a subsequent MND 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 MND 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 MND 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 MND or MND;

(B) Significant effects previously examined will be substantially more severe than shown in the previous MND 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 that are considerably different from those analyzed in the previous MND 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 #1 Findings of Fact for CEQA Determination:

The Planning Department has evaluated the above criteria and determined that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Therefore, no conditions exist that might otherwise require a subsequent MND, 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 No. 19-0093 and Variance No. 19-0093 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted MND/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 MND/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 3-year extension of time request being considered for CUP No. 19-0093 and Variance No. 19-0093 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 Variance. Further, the City has not been presented with any evidence that the physical setting of the project has substantially changed since the original MND/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 Planning Commission originally approved the Mitigated Negative Declaration (MND) that evidence 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 #1 Findings of Fact for CUP No. 19-0093:

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 November 15, 2022, and all evidence and testimony

heard at the public meeting for the extension of time for Conditional Use Permit No. 19-0093, the Planning Department recommends the Planning Commission hereby make the following findings supporting approval of the 3-year extension of time request:

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

Evidence: The approved CUP No. 19-0093 for a 34,789 square-foot indoor shooting range/academy remains consistent with the City's General Plan in that the approved project as conditioned is consistent with the General Plan land use designation of Light Industrial (LI) in that the indoor shooting range use is providing a much-needed neighborhood and regional service commercial use to the city's residents and others. Lastly, the proposed project will be consistent with, and implement, the following goals and polices of the General Plan:

LU 24.1 Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.

LU24.8 Require that industrial development be designed to consider their surroundings and visual enhance, not degrade, the character of the surrounding area.

Given these facts, the proposed request for a 3-year extension of time to February 12, 2026, for CUP No. 19-0093 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 continues to meet and exceed all M-SC zone development standards outlined in Chapter 17.92 of the Wildomar Municipal Code in terms of setbacks (with the approval of Variance No. 19-0093), building height, walls, lot area, and lot coverage. Also, the project complies with the parking and landscaping standards outlined in Chapters 17.188 and 17.276, respectively. The Applicant is not requesting any changes to the approved project; thus, it remains consistent with the original approval. Given these facts, the proposed request for a 3-year extension of time to February 12, 2026, for CUP No. 19-0093 meets this finding.

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

Evidence: The approved CUP No. 19-0093 remains consistent with the original approval since there are no changes being requested by the Applicant. It is staff analysis that the setting and local circumstances under which the original CUP was approved by City Council

have not changed in such a way to make the previously approved CUP incompatible or inappropriate with the surrounding area. Given these facts, the proposed request for a 3-year extension of time to February 12, 2026, for CUP No. 19-0093 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 October 14, 2022, in advance of the February 12, 2023 expiration date. Given this fact, the proposed request for a 3-year extension of time to February 12, 2026, for CUP No. 19-0093 meets this finding.

ATTACHMENTS:

A. PC Resolution No. 2022-31
   Exhibit 1 – Updated Conditions of Approval
B. Adopted MND Document
C. Approved Development Plans
D. City Council Report (dated 2/12/2020)
E. Maps and Exhibits

INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

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

ATTACHMENTS:

Attach A - PC Resolution No. 2022-31-final.pdf
Attach C - Adopted IS-MND-RTC-MMRP [2-12-20].pdf
Attach D - Original City Council Report [2-12-20].pdf
Attach E - Proposed Development Plans-Packet.pdf
Attach F - Proposed Development Plans-Packet.pdf
Attach G - Maps and Exhibits.pdf
Attach H - Power Point Presentation.pdf
Attach B - Shooting Range IS-MND 19-0093.pdf

ATTACHMENT A

PC Resolution No. 2022-31

PC RESOLUTION NO. 2022-31

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 3-YEAR EXTENSION OF TIME (EOT #1 OF 3) TO FEBRUARY 12, 2026 FOR CUP NO. 19-0093 TO DEVELOP A 34,780 SQUARE-FOOT SHOOTING RANGE AND TRAINING ACADEMY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162 LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038)

WHEREAS, an application for an Extension of Time for CUP No. 19-0093 (Planning Application No. 22-0179) was filed by:

Applicant:	Kim Moring, 4M Engineering
Project Location:	34020 Mission Trail
APN Number:	367-020-038

WHEREAS, the Applicant has submitted a formal application request and paid the required planning/processing fees on October 14, 2022, requesting a 3-year extension of time for CUP No. 19-0093 , thereby, meeting the requirements for an Extension of Time as outlined in Chapters 17.200.060.C and 17.196.050.C of the Wildomar Municipal Code; and

WHEREAS, the City Council reviewed and approved CUP No. 19-0093 for the development of 34,789 square-foot indoor shooting range/academy, subject to conditions on February 12, 2020 at a duly noticed public hearing; and

WHEREAS, the City Council in connection with the approval of CUP No. 19-0093 adopted a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) on February 12, 2020; and

WHEREAS, in accordance with Chapter 17.04.090 of the Wildomar Municipal Code, the Planning Department on November 2, 2022, mailed a public meeting notice to all adjacent property owners within a 600-foot radius of the project site notifying them of the November 15, 2022 Planning Commission meeting at which time the Planning Commission would consider the first 3-year EOT for CUP No. 19-0093; and

WHEREAS, in accordance with Chapter 17.216 of the Wildomar Municipal Code, the Planning Commission conducted the duly noticed public meeting on November 15, 2022, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed 3-year extension of time for CUP No. 19-0093, and at which time the Planning Commission received public testimony concerning the extension of time.

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

SECTION 1. CEQA FINDINGS.

In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) was adopted by the City Council upon recommendation from the Planning Commission. On February 12, 2020, the City Council approved CUP No. 19-0093 and Variance No. 19-0093. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on February 12, 2020 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified several impact areas with potentially significant impacts. Of the impact categories identified, the conclusion in the adopted MND is that all impacts were fully mitigated in accordance with CEQA and the resulting MMRP both which were made project specific conditions of approval.

CEQA Guideline 15162 provides that once a mitigated negative declaration is adopted 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 MND or MND for the project. If none of the conditions stated in Guideline 15162(a) are present, then the lead agency has the discretion to determine whether to require a lesser form of environmental review (such as an addendum) or no further documentation at all. (Guideline 15162(b)). Guideline 15162(a) requires a subsequent MND 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 MND 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 MND 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 MND 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 MND or MND;

(B) Significant effects previously examined will be substantially more severe than shown in the previous MND 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 MND or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Planning Commission 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 MND, subsequent MND, subsequent Negative Declaration, or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162. Therefore, it can be concluded with certainty that no additional CEQA documentation is required, and the Planning Commission hereby makes the following findings:

1) *Substantial changes are not proposed in the project:*
The Applicant is not proposing any technical or physical changes to CUP No. 19-0093 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted MND/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 MND/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 3-year extension of time request being considered for CUP No. 19-0093 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. Further, the City has not been presented with any evidence that the physical setting of the project has substantially changed since the original MND/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 Planning Commission originally approved the Mitigated Negative Declaration (MND) that evidences new or increased significant environmental effects or that new mitigation measures or mitigation measures previously found infeasible are available that would substantially decrease the project's environmental impacts.

SECTION 2. EOT FINDINGS FOR CUP NO. 19-0093

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 November 2, 2022 and all evidence and testimony heard at the public meeting for the extension of time for Conditional Use Permit No. 19-0093, the Planning Commission hereby makes the following findings supporting approval of the 3-year extension of time request:

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

Evidence: The approved CUP No. 19-0093 for a 34,789 square-foot indoor shooting range/academy remains consistent with the City's General Plan in that the approved project as conditioned is consistent with the General Plan land use designation of Light Industrial (LI). Further, the indoor shooting range use is providing a much-needed neighborhood and regional service commercial use to the city's residents and others. Lastly, the proposed project will be consistent with, and implement, the following goals and polices of the General Plan:

LU 24.1 Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.

LU24.8 Require that industrial development be designed to consider their surroundings and visual enhance, not degrade, the character of the surrounding area.

Given these facts, the proposed request for a 3-year extension of time to February 12, 2026 for CUP No. 19-0093 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 the Code as it continues to meet and exceed all M-SC zone development standards outlined in Chapter 17.92 of the Wildomar Municipal Code in terms of setbacks (with the approval of Variance No. 19-0093), building height, walls, lot area, and lot coverage. Also, the project complies with the manufacturing-service commercial parking and landscaping standards outlined in Chapter 17.188 and 17.276, respectively. The Applicant is not requesting any changes to the project; thus, it remains consistent with the original

approval. Given these facts, the proposed request for a 3-year extension of time to February 12, 2026 for CUP No. 19-0093 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. 19-0093 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. Given these facts, the proposed request for a 3-year extension of time to February 12, 2026 for CUP No. 19-0093 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 October 14, 2022 in advance of the February 12, 2023 expiration date. Given this fact, the proposed request for a 3-year extension of time to February 12, 2026 for CUP No. 19-0093 meets this finding.

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby adopts PC Resolution No. 2022-31 approving a 3-year extension of time (EOT #1 0F 3) to February 12, 2026 for CUP No. 19-0093, subject to the original conditions of approval adopted by the City Council on February 12, 2020, attached hereto this resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 15th day of November, 2022 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Kim L. Strong
Planning Commission Chair

ATTEST:

_____
Matthew C. Bassi
Planning Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

EXHIBIT 1

CUP NO. 19-0093 ADOPTED CONDITIONS OF APPROVAL MATRIX (UPDATED)

ATTACHMENT A - EXHIBIT 1 CONDITIONS OF APPROVAL – Wildomar Shooting Academy			
Project Application: Conditional Use Permit (CUP) No. 19-0093			
SWC of Bundy Canyon Road and Mission Trial (APN: APN: 367-020-038)			
Conditional Use Permit 19-0093 – Council Review Date: ~~**Original Approval Date: February 12, 2020**~~ **EOT #1 PC Approval Date: November 15, 2022**	**Conditional Use Permit 19-0093 Expiration Date:** ~~**Original Expiration Date: February 12, 2023**~~ **EOT #1 Expiration Date: February 12, 2026**		
Conditions of Approval	**Timing / Implementation Date**	**Enforcement / Monitoring Department**	**Verification (Date and Signature)**

PLANNING DEPARTMENT CONDITIONS				
General Conditions				
1.	~~In compliance with Chapter 15094 of the CEQA Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) working days of project approval by the City Council. The notice shall include the required California Department of Fish and Wildlife (Fish and Game Code Chapter 711.4.d.3) fee, and the Riverside County Clerk administrative fee (paid by the Applicant) in the amount of **$2,456.75**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Chapter 711.4(c)).~~	~~February 12, 2020~~	~~Planning Department~~	Matthew Bassi
2.	*The Applicant's signature below hereby verifies acceptance of these updated Conditions of Approval matrix. A signed copy shall be submitted to the Planning Director by November 29, 2022.* *Applicant Signature* *Date*	*November 29, 2022*	Planning Department	
3.	The Applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or	On-Going	Planning Department	Matthew Bassi

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

	City's estimated attorneys' fees, costs and expenses incurred by City in the course of the defense in order to ensure timely payment of the City's invoices. The amount of the security or cash deposit shall be determined by the City. City shall cooperate with Applicant in the defense of any Action.			
4.	*Approval of EOT #1 for Conditional Use Permit No. 19-0093 shall expire on February 12, 2026 if grading and/or building permits have not been issued and substantial construction work has not commenced on the project site. For the purposes of this condition, the term "commenced" means either the beginning of substantial construction of facilities for the use that is authorized, which construction must thereafter be pursued diligently to completion, or the actual occupancy of existing buildings or land under the terms of the authorized use. The Applicant may submit a request for a 2nd Extension of Time (EOT) in accordance with Chapter 17.216.070 of the Wildomar Municipal Code. Said extension of time application and fee must be submitted prior to the expiration date. If a request for an EOT has not been submitted by this deadline, then Conditional Use Permit No. 19-0093 shall automatically become null and void.*	*February 12, 2026*	Planning Department	
5.	~~Conditional Use Permit No. 19-0093 shall not become effective until 30 days after the 2nd reading of the Ordinance approving Change of Zone No. 19-0093 by the City Council. No grading or building permits shall be issued until after the effective date of the change of zone.~~	~~April 11, 2020~~	~~Planning Department~~	Matthew Bassi

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6.	~~In accordance with Chapter 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 the approval date by the City Council on February 12, 2020.~~	~~May 12, 2020~~	~~Planning Department~~	Matthew Bassi
7.	~~Within 60 days after approval of the second reading of the Ordinance approving Conditional Use Permit No. 19-0093 by the City Council, the Applicant shall pay all applicable outstanding/negative deposit account balances (PA 19-0093). Failure to pay the outstanding balance by the due date may result in delays in the processing building permits.~~	~~April 12, 2020~~	~~Planning Department~~	Matthew Bassi
8.	The project site shall be developed in accordance with the approved development plans for CUP No. 19-0093 as approved by the City Council on February 12, 2020. The Applicant may request a modification/revision to the approved project, if needed, in accordance with Chapter 17.228 of the Wildomar Municipal Code.	On-Going	Planning Department	
9.	Applicant hereby understands and agrees that failure to comply with all Conditions of Approval may result in the City Council taking action resulting in a modification to the Conditions of Approval and/or suspension or revocation of the plot plan.	On-Going	Planning Department	
10.	The proposed Project shall comply with existing SCAQMD rules for the reduction of fugitive dust emissions in accordance with SCAQMD Rule 403.	On-Going	Planning Department	

11.	As required by Chapter 8.56 of the WMC, subsequent development on the site will need to comply with the County of Riverside, Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials, if applicable.	On-Going	Planning Department	
12.	The proposed Project shall comply with the requirements of Chapter 9.48 of the WMC relating to noise.	On-Going	Planning Department	
13.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	On-Going	Planning & Public Works Depts.	
14.	Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. Temporary erosion controls shall occur immediately upon establishing planting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. Prior	On-Going	Planning & Public Works Depts.	

	to occupancy, the Applicant 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.			
15.	The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Chapter 8.64 of the Wildomar Municipal Code.	On-Going	Planning Department	
16.	The Applicant shall provide EV charging stations, EV parking spaces, and bike racks/spaces within the site in accordance with the current Cal-Green building code standards and requirements at the time of construction drawing submittals. This information shall be reflected on the construction drawings submitted to the Building Official prior to the issuance of building permits.	On-Going	Planning & Building Departments	
17.	City of Wildomar Municipal Code Chapter 8.28, *Fire Code*, requires adherence to California Fire Code Chapter 49, which cites specific requirements for wildland-urban interface areas.	On-Going	Building and Riverside County Fire Department	
18.	City of Wildomar Municipal Code Chapter 8.28, *Fire Code*, requires compliance with the 2016 California Building Code (or most current version) and the 2016 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).	On-Going	Building and Riverside County Fire Department	

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19.	As required by Municipal Code section 8.28, Fire Code, review of the project design by the City and CAL FIRE / Riverside County Fire Department is required to ensure sufficient emergency access.	On-Going	Riv. Co. Fire Department	
20.	As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the San Diego Regional Water Quality Control Board, stormwater drainage improvements must be consistent and in accordance with these provisions.	On-Going	Public Works Department	
21.	As required by City of Wildomar Municipal Code Section 16.40.10, Installation Requirements, the project would comply with all applicable requirements for undergrounding utilities per this code section.	On-Going	Public Works Department	
22.	As required by City of Wildomar Municipal Code Section 8.104, Solid Waste Collection and Disposal, the generation, accumulation, handling, collection, transportation, conversion, and disposal of solid waste must be controlled and regulated through the provisions of this chapter.	On-Going	Public Works Department	

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Special Landscape Conditions – On-Going			
23. All landscape and irrigation plans shall be consistent with the City of Wildomar Water Efficient Landscaping Ordinance and Irrigation Implementation Guidelines (Chapter 17.276 of the Zoning Ordinance).	On-Going	Planning Department	
24. Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger.	On-Going	Planning Department	
25. No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans.	On-Going	Planning Department	
26. All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of landscaping outside the required setback (18 inches on sides and 8 feet at the front doors).	On-Going	Planning Department	
27. All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation.	On-Going	Planning Department	

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28. All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations.	On-Going	Planning Department	
29. All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect.	On-Going	Planning Department	
30. The bottom of the detention basin planting of Juncus patens (California gray rush) shall be planted at 3' on center.	On-Going	Planning Department	
31. The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas.	On-Going	Planning Department	
32. All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate tables), pH and total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments.	On-Going	Planning Department	
33. No plant materials that could freeze, damage paving, or have thorns are allowed.	On-Going	Planning Department	

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IS/MND/MMRP Mitigation Measures:			
Air Quality			
34. **AQ-1** Exhaust or recirculated air must be filtered at the point of removal with a minimum of 99.97 percent High Efficiency Particulate Air (HEPA) filter, per the Institute of Environmental Sciences and Technology (IEST) recommended practice for HEPA/ULPA filters (IEST RP-CC001). All HEPA filters must be accompanied by a letter of certification or a label documenting that each filter has met the test requirements. The airflows must be designed at the manufacturers recommended face velocity, usually 250 fpm. Pressure drop measuring devices must be installed on all HEPA filter sections for monitoring filter life cycles. It is recommended that HEPA filters be pre-filtered with a minimum of MERV 14 filters to provide an extended life cycle of the HEPA filters. A MERV 7 pre-filter should also be considered to extend the life of the MERV 14 filter. Pressure drop measuring devices should be installed on all filter sections for filter maintenance.	Prior to Occupancy	Planning Department	
Biological Resources			
35. **BIO-1** Prior to vegetation clearance and grading, the Project Applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work;	Prior to vegetation clearance and grading activities	Planning Department	

	▪ If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required; ▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).			
36.	**BIO-2** The Project Applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City of Wildomar prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the Project applicant proposes to implement passive relocation to safely relocate burrowing owl out of harm's way.	Prior to obtaining a grading permit	Planning Department	
37.	**BIO-3** In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the Project's landscape plan would exclude invasive species such as crimson fountain grass (*Pennisetum setaceum*), pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), and tree of heaven (*Ailanthus altissima*).	During construction activities	Planning & Building Departments	
38.	**BIO-4** The Project Applicant would implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	During construction and grading activities	Planning & Public Works Departments	

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Cultural Resources			
39. **CUL-1** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98	During any ground-disturbing construction activities	Planning & Public Works Departments	
Geology/Soils			
40. **GEO-1** The project applicant shall incorporate the recommendations of the Geotechnical Report prepared Earth Strata Geotechnical Services, Inc. (2018a; **Appendix 6.0**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.	During building plan check, prior to any ground-disturbing construction activities	Planning Department and Building and Safety Department	

41.	**GEO-2** Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.	During any ground-disturbing construction activities	Public Works Department and Planning Department	
Hazards and Hazardous Materials				
42.	**HAZ-1** Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as	Prior to issuance of building permits	Building Department and Riverside County Fire Department	

	described in the 2016 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.			
43.	**HAZ-2** Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Prior to issuance of certificate of occupancy	Building Department and Riverside County Fire Department	
Tribal Cultural Resources				
44.	**TRI-1** To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources.	During any ground-disturbing construction activities	Planning Department and Building and Safety Department	

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Conditions of Approval	**Timing / Implementation Date**	**Enforcement / Monitoring Department**	**Verification (Date and Signature)**
45. **TRI-2** At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure **CUL-1**. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.	At least 30 days but no more than 60 days prior to any ground-disturbing construction activities	Public Works Department and Planning Department	
46. **TRI-3** At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project applicant shall contact the Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.	At least 30 days but no more than 60 days prior to the issuance of any grading permit.	Public Works Department and Planning Department	

47.	**TRI-4** 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 the archaeologist and the tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s).	During any ground-disturbing construction activities	Public Works Department and Planning Department	

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48. **TRI-5** In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries: a. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources. b. One or more of the following treatments, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City: i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the consulting tribe(s).	During any ground-disturbing construction activities	Public Works Department and Planning Department	

	iii. Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79. The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation.			
Prior to Issuance of a Grading Permit				
49.	Prior to the issuance of a grading permit, the Applicant shall submit a haul permit for any import of material to the site or export of material off-site for review and approval by the City Engineer and Planning Director. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site does not have an approved environmental assessment, a grading environmental assessment shall be submitted for review and approval by the Planning Director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning and Public Works Departments	

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50. Concurrent with submittal of grading plans, the Applicant shall submit two (2) sets of final/detailed landscape and irrigation plans prepared by a registered landscape architect to the Planning Director and City's Landscape Architect for review and approval. The following landscape conditions shall be reflected on the landscape and irrigation plans:	Concurrent with Grading Plan Submittal.	Planning Department	
51. The following special landscape requirements/conditions shall be applied to the landscape and irrigation plans required under Planning Condition No. 45 above: a) Provide naturally tall, narrow upright shrubs at the front of the building. In review of the architecture, there are several areas that are either 12'x12' or 16'x16' of 'open' building face. Since the building is a full two stories (with no undulation at the face) and only has the narrow planting strip, the additional upright landscape selections would be softening the building. b) Revise the north facing shrub palette to shade selections.	Prior to Issuance of Grading Permits	Planning Department	
52. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan Mitigation Fee Area.	Prior to Issuance of Grading Permits	Building Department	
53. Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting.	Prior to Construction	Planning Department	

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Prior to Issuance of a Building Permit			
54. Prior to the issuance of a building permit, the applicant shall comply with Building Department requirements in obtaining all necessary permits to construct said structures.	Prior to Issuance of a Building Permit	Planning Department	
55. Prior to issuance of building permits for Plot Plan No. 18-0034, the Applicant shall submit a detailed/final photometric analysis for review and approval by the Planning and Building departments. The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Chapter 8.64 of the Wildomar Municipal Code.	Prior to Issuance of Building Permits	Planning & Building Departments	
56. Prior to the issuance of a building permit for any sign, the Applicant shall submit a sign permit and plans to the Building Department. Proposed signage shall be consistent with all applicable provisions of Chapter 17.252 and 17.254 of the Wildomar Municipal Code.	Prior to Issuance of Building Permits for any Signs.	Planning Department	
Prior to Issuance of a Certificate of Occupancy			
57. Prior to issuance of any building permit on the project site, the project applicant shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (TUMF), Wildomar Municipal Code Section 3.40.	Prior to the Issuance of Occupancy Permits	Building Department	
58. As required by Section 3.42.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee.	Prior to Issuance of Occupancy Permits	Building Department	

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59.	Section 3.44.060 requires that the applicant pay appropriate Development Impact Fees (DIF) prior to issuance of a certificate of occupancy for the development project.	Prior to the Issuance of Occupancy Permits	Building and Public Works Departments	
60.	The proposed development approved by the City Council via CUP No. 19-0093 shall comply with the standards and requirements of the City's Light Pollution Ordinance (Chapter 8.64 of the WMC). In accordance with Section 8.64.020, the entire property, including ay legal, nonconforming lighting, shall be brought into compliance with the requirements of this chapter for prior to the issuance of a certificate of occupancy for the Phase 2 Administration Building.	Prior to the Issuance of a Certificate of Occupancy	Planning Department	
61.	Prior to the issuance of a certificate of occupancy, all required landscape planting and irrigation shall have been installed consistent with the approved construction plans and shall be in a condition acceptable to the Planning Director. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The applicant shall contact the Planning Department to schedule the final inspection(s).	Prior to the Issuance of Occupancy Permits	Planning Department	
62.	Prior to the issuance of occupancy permits, all required landscaping and irrigation systems shall be installed in a condition acceptable to the City. The owner's Landscape Architect shall provide inspection of the landscaping. The owner's Landscape Architect shall provide the City with a Certificate of Compliance stating that the landscaping was installed per the approved plans. An irrigation audit may be required. The City will review the Certificate of Compliance and conduct	Prior to Issuance of Occupancy Permits	Planning Department	

	inspections to ensure that the landscape installation is in compliance with the approved landscape plans.			
PUBLIC WORKS/PUBLIC WORKS/BUILDING DEPARTMENT CONDITIONS				
General Requirements/Conditions				
1.	The applicant is prohibited from using any sort of blasting device or activity during all grading and/or construction operations.	On-Going	Public Works Department	
2.	As required by the City of Wildomar Municipal Code Section 9.48.020, all construction and general maintenance activities shall be limited to the hours 7:00 AM and 6:00 PM from October through May (Monday–Saturday), and between 6:00 AM and 6:00 PM (Monday–Saturday) from June through September. No construction is permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.	On-Going	Building and Public Works Departments	
3.	As required by the City of Wildomar Municipal Code Section 15.04.010, Hours of Construction, any construction located within one-fourth mile from occupied residences shall be permitted Monday–Saturday, 6:30 AM to 7:00 PM. No construction shall be permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.	On-Going	Building and Public Works Departments	
4.	As required by Section 12.08.050 of the Wildomar Municipal Code, any future trees planted in the right-of-way that would require removal or severe trimming must obtain a permit from the Public Works Director.	On-Going	Public Works Department	

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	Wildomar Municipal Code Section 3.44.260, Tree Removal Fees, requires that the appropriate feed be paid in order to remove trees.			
5.	Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City shall identify the best management practices (BMP's) that may be implemented in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction	On-Going	Public Works Department	
6.	As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the San Diego Regional Water Quality Control Board, stormwater drainage improvements must be consistent and in accordance with these provisions.	On-Going	Public Works Department	
7.	As required by City of Wildomar Municipal Code Section 16.40.10, Installation Requirements, the project would comply with the installation requirements for undergrounding utilities.	On-Going	Public Works Department	
8.	As required by City of Wildomar Municipal Code Section 8.104, Solid Waste Collection and Disposal, the generation, accumulation, handling, collection, transportation, conversion, and disposal of solid waste must be controlled and regulated through the provisions of this chapter.	On-Going	Public Works Department	
9.	The project shall comply with all mitigation measures identified in the approved Traffic Impact Analysis to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	

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10. 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.	
11. Should Developer elect to develop this project in phases, appropriate phasing plans shall be submitted for review and approval by the City Engineer and Community Development Director.	On-Going	Public Works Dept. Planning Dept.	
12. No grading shall be performed without the prior issuance of a grading permit by the City.	Prior to Issuance of Grading Permits/On-Going	Public Works Dept.	
13. Prior to issuance of any permits, the Developer shall provide a current Title Report and show all easements, rights-of-way, and encumbrances to the satisfaction of the Public Works Director. If the Developer is different than the owner identified in the Title Report then a notarized letter authorizing the Developer to improve the property shall be provided.	Prior to Issuance of any permits.	Public Works Dept. Building Dept.	
14. All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. The Developer shall obtain a grading permit from the Building Department for any grading which includes 50 or more cubic yards.	On-Going	Public Works Dept. Building Dept.	
15. All necessary measures to control dust shall be implemented by the Developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued.	Prior to Issuance of Grading Permits/On-Going	Public Works Dept.	

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16. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer. Contour grade to mimic natural slopes in the area.	On-Going	Public Works Dept.	
17. Grading in excess of 199 cubic yards will require a grading agreement and a performance security to be posted with the City. Grading Agreements require City Council Approval unless authority is delegated to the City Engineer.	On-Going	Public Works Dept.	
18. The Developer/owner or contractor shall apply for an Encroachment Permit for work performed within the public right of way. Compliance with current environmental regulations applies and additional studies and/or permits may be required.	On-Going	Public Works Dept.	
19. Storm water and non-storm water discharges from the project site shall be mitigated in conformance with the applicable Regional Water Quality Control Board permit(s) and/or site specific SWPPP prior to entering into the MS4s.	On-Going	Public Works Dept.	
20. For commercial/industrial projects, the Developer shall submit a Business Registration application to the City for approval. The Business Registration shall indicate that this business in required to submit a Stormwater Compliance Deposit to the City for ongoing Commercial/Industrial Inspection requirements of the City's MS4 permit (NPDES Inspection). The requirement for stormwater compliance deposits and NPDES inspections are recurring for the duration of the conditional use permit. The Developer/applicant shall also provide to the Planning Department, as part of the Business' Statement of	On-Going	Public Works Dept.	

	Operations, a copy of the educational materials, business' handbook, training or similar documents describing the business' best management practices for storm water pollution prevention.			
21.	The Developer shall provide all tenants and employees with educational materials regarding Best Management Practices for Stormwater Pollution Prevention. Educational materials are available on the Riverside County Flood Control and Water Conservation District's website.	On-Going	Public Works Dept.	
22.	The project shall include recycling facilities per current California State Standards and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	
23.	The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	
24.	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.	
25.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. The soils engineer shall review the erosion control plans for conformance with the Geotechnical Report's Findings and Recommendations. Erosion control shall be placed within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season, per approved erosion control plans.	Prior to Issuance of a Grading Permit/On-Going	Public Works Dept. Planning Dept.	

	The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with soil stabilizers and ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer and Planning Director, prior to occupancy			
26.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred or covered under the City's Community Facility District (CFD Services).	On-Going	Public Works Dept.	
27.	The Developer shall annex into the City's Community Facility District (CFD Services) and/or Landscape Lighting & Maintenance District and pay associated costs for annexation. Should this project lie within any assessment/benefit district that duplicates the services to be covered under CFD Services then the Developer shall de-annex from said assessment/benefit district.	Prior to Issuance of a Building Permit	Public Works Dept.	
28.	The Developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	
29.	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.	

30.	Improvement Plans for underground utilities (e.g. Water, sewer, electrical, telecommunications, etc.) to be placed in public right of way or easement that will be owned and maintained by other entities shall be reviewed by the City. The City shall have a place on the Title Sheet to accept the plans with a statement "The city's acceptance is limited to the placement of utilities relative to public infrastructure clearances, uses and future plans within the right of way." The plans shall be attached to a city Encroachment Permit.	On-Going	Public Works Dept.	
31.	All flood control plans to be reviewed by the City or the Riverside County Flood Control District (RCFCD) shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer. For projects requiring RCFCD review the Developer shall pay the appropriate fees to RCFCD.	On-Going	Public Works Dept.	
32.	The storm drain facilities proposed to be constructed in the public right-of-way shall require an encroachment permit from the City. Plans shall be submitted for review and approval prior to issuance of the permit.	On-going Prior to Issuance of Encroachment Permits	Public Works Dept.	
Prior to the Issuance of Grading Permits				
33.	Prior to issuance of a grading permit, the Developer shall submit a grading and erosion control plan for review and approval by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	
34.	Prior to issuance of a grading permit, the Developer shall submit plans for approval by the City Engineer for drainage facilities and post bond/securities for public storm drain improvements required for the project.	Prior to Issuance of a Grading Permit	Public Works Dept.	

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

	public roads. Hauled material shall be to or from an environmentally approved site.			
40.	When import/export of earthwork is required, Developer shall obtain approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval, prior to issuing a grading permit.	Prior to Issuance of a Grading Permit	Public Works Dept.	
41.	A licensed civil engineer shall prepare and submit a Water Quality Management Plan (WQMP) Applicability Checklist; determine if a WQMP is applicable for this project; and, sign and stamp the WQMP checklist with their license seal.	Prior to Issuance of a Grading Permit	Public Works Dept.	
42.	Prior to the issuance of a grading permit, the applicant shall submit a Final Water Quality Management Plan (WQMP), prepared by a licensed civil engineer, in conformance with the requirements of the San Diego Regional Water Quality Control Board. Developer shall confirm the watershed requirements relative to their project location shall be approved by the City Engineer prior to issuance of a grading permit. All stormwater quality treatment BMPs shall be located outside of the ultimate public right of way. The Developer shall design the stormwater quality treatment BMPs 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 Practices Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	

	These BMPs shall be consistent with the Final WQMP and installed and maintained to the satisfaction of the City Engineer. The project shall use the hydromodification criteria for the project site in accordance with the San Diego Regional Water Quality Board and shall be substantiated by a hydrologic modelling acceptable to the City of Wildomar.			
43.	If this project is within a priority land use as defined by California Regional Water Quality Control Board San Diego Region Order No. R9-2017-0077 (Trash Amendments), it will be required to install, operate, and maintain full trash capture systems for all storm drains within or adjacent to the project. The Final WQMP shall include the design, specifications, and operation/maintenance procedures of the trash capture systems. The trash capture systems must comply with the Trash Amendments. Trash capture systems that will require City maintenance must receive approval from the City Engineer for their use, prior to acceptance of the Final WQMP, and shall be included in the Community Facilities District (CFD) maintenance costs.	Prior to Issuance of a Grading Permit	Public Works Dept.	
44.	If the project location is within the Santa Ana River Watershed: Prior to the issuance of a grading permit, the Developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Developer needs to provide evidence that this waiver has	Prior to Issuance of a Grading Permit	Public Works Dept.	

	been approved by the Santa Ana Regional Water Quality Control Board. Otherwise, volume has to be addressed.			
45.	A Grading Agreement and a Storm Water Management Facilities Agreement shall be approved by the City Engineer and/or City Council.	Prior to Issuance of a Grading Permit	Public Works Dept.	
46.	Provide a hydrologic and hydraulic study prepared by a registered Civil Engineer which identifies storm water runoff quantities from the site and upstream of the site. The study shall show all existing or proposed offsite public or private drainage facilities intended to discharge this runoff. The study shall include a capacity analysis verifying the adequacy of the facilities. Runoff from the development or partial phase of development of the property shall not exceed the existing natural discharge quantities with respect to the following criteria: A. Detention shall not be required for projects of less than one acre if the development uses volume-based water quality measures. B. Detention for projects less than 10 acres, including those less than one acre NOT using volume-based water quality measures shall analyze and mitigate the difference in developed and undeveloped runoff for a 10-year storm. A simplified hydrograph method shall be used that simulates the hydrograph with a triangle. The Rational method flow rate shall be the top value of the triangle and the base width shall be two times the time of concentration (Tc). The difference in area between the developed condition triangle and the existing condition triangle represents the required storage volume. Both triangles shall use time of concentration from the developed condition. Based upon the storage volume head, the outlet	Prior to Issuance of a Grading Permit	Public Works Dept.	

	structure shall have an outlet flow no larger than the existing flow rate C. Detention for projects that are 10 acres or greater shall analyze for the 1,3,6 and 24-hour duration for the 2,5 and 10-year frequency storms, The design of detention basins shall provide for the detention of nuisance flow, Development shall detain the year and duration incremental storm runoff developed and or increased by means of on-site detention, Detention techniques shall include, but not be limited to: Parking lot detention or on-site detention basin or other methods approved by the City Engineer. Evidence of a maintenance mechanism shall be provided for the basins. If project discharges/connects to an off-site detention basin, provide permission to drain/connect correspondence from the owner of basin or system. Off-site detention basins require a Declaration of Dedication. All detention measures shall have positive drainage with a minimum 48hr draw-down time and be empty within 72 hours. Standing water is not permitted.			
47.	All retaining walls shall require a separate permit from the Building Department. Retaining Wall plans shall be approved concurrent with Grading Plan approval. The retaining wall calculations shall address earth and hydrostatic loads associated with adjacent water basins	Prior to Issuance of a Grading or Building Permit	Public Works Dept. and Building Dept.	
48.	Prior to issuance of a grading permit, grading and improvement plans shall show all easements listed in the Title Report to the satisfaction of Public Works. Any conflict with existing easements resulting in the site	Prior to Issuance of a Grading Permit	Public Works Dept.	

	being redesigned potentially requires a minor change or amendment approval by Planning Commission.			
Prior to Issuance of a Encroachment Permit (or Building Permit)				
49.	Prior to issuance of an encroachment permit or building permit, the Developer must submit a Surety Agreement and Faithful Performance and Labor and Materials Bonds (or other surety type acceptable to the City) in the amount approved by the City Engineer guaranteeing the installation of public improvements.	Prior to Issuance of an Encroachment or Building Permit	Public Works Dept.	
50.	Prior to issuance of the first building permit or encroachment permit, Developer shall dedicate the southerly half of Bundy Canyon Road, across the project frontage, to provide for a 55-foot haft street measured from the centerline per Riverside County Standard Drawing No. 92 Modified as show on the Concept Grading Plan approved during the entitlement process. Off-site transitions may require additional dedications. All property conveyed to the City of Wildomar in fee title shall be free and clear of any encumbrances, except as expressly permitted by the City. The Developer shall provide title insurance in conjunction with all fee title dedications to the City of Wildomar. Inability of the Developer to acquire any necessary offsite dedications may require redesign of project.	Prior to Issuance of an Encroachment or Building Permit	Public Works Dept.	
51.	Developer shall prepare improvement plans for approval by the City Engineer and bond/secure improvements for Bundy Canyon Road per Riverside County Standard Drawing No. 92 Modified as shown on the approved Concept Grade Plan to include full street improvements to the	Prior to Issuance of an Encroachment Permit	Public Works Dept.	

	southerly half in accordance with the City of Wildomar Road Improvement Standards & Specifications, Improvement Plan Check Policies and Guidelines and to the satisfaction of the City Engineer. Street half section shall be 55-ft wide with 43-ft of pavement and a 12-ft parkway.			
52.	Developer shall prepare improvement plans for approval by the City Engineer and bond/secure improvements for Mission Trail per Riverside County Standard Drawing No. 92 Modified as shown on the approved Concept Grade Plan. Street improvements shall include full improvements to the easterly half in accordance with the City of Wildomar Road Improvement Standards & Specifications, Improvement Plan Check Policies and Guidelines and to the satisfaction of the City Engineer. Street half section shall be 55-ft wide with 38-ft of pavement and a 17-ft parkway.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	
53.	The project proposes to construct private drainage facilities within the right of way of Mission Trail as shown on the approved Concept Grade Plan. Prior to issuance of an encroachment permit, Developer shall record an agreement defining rights and maintenance responsibilities to the satisfaction of the City Engineer and City Attorney.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	
54.	Prior to issuance of an encroachment permit, Developer shall design and bond/secure improvements for the proposed offsite drainage improvements located along the east side of Mission Trail from the project driveway to the drainage undercrossing a few hundred feet to the south as shown on the approved Concept Grade Plan. Improvements to include any necessary upgrades to or replacement of	Prior to Issuance of an Encroachment Permit	Public Works Dept.	

	the existing culvert crossing under the road to outlet on the west side. The proposed offsite drainage improvements shall be privately maintained by the project property owner.			
55.	Prior to issuance of an encroachment permit, Developer shall submit a street light plan for approval by the City Engineer. Street lighting shall be light emitting diode (LED) type and designed in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	
56.	Prior to issuance of an encroachment permit, a signing and striping plan shall be approved by the City Engineer. The signing striping plan shall establish *"No Stopping Anytime Zones*" along all project frontages and shall support *"right in/right out"* only restrictions for the driveway entrance on Mission Trail.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	
57.	Prior to issuance of an encroachment permit, the Developer shall submit traffic control plans for approval for construction located in a public right of way to ensure the continued flow of traffic during construction. Bonds/sureties to include costs for traffic control implementation.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	
58.	Prior to issuance of an encroachment permit or first building permit, the applicant shall submit improvement plans for approval by the City Engineer and post sureties/bonds for traffic signal modifications at the intersection of Bundy Canyon Road and Mission Trail.	Prior to Issuance of an Encroachment or Building Permit	Public Works Dept.	

59.	Prior to issuance of an encroachment or building permit, the Developer shall provide to the City Engineer, evidence of the water and sewer system plans approved and signed by the local water company. Water plan shall also be approved and signed by the Fire Department and shall conform to hydrant type, location, spacing and minimum fire flow. Developer shall pay the appropriate plan review fees to water and fire agencies. Estimate of Costs for water and sewer facilities shall be approved by the water agency and the City and all public sewer, water and fire facilities shall be bonded/secured prior to issuance of permits.	Prior to Issuance of an Encroachment or Building Permit	Public Works Dept.	
Prior to Issuance of a Building Permit)				
60.	Prior to the issuance of a building permit, rough grading, precise grading, water quality treatment, and improvement plans shall be approved by the City Engineer and public improvements shall be constructed or secured by the applicant.	Prior to Issuance of a Building Permit	Public Works Dept.	
61.	Prior to the issuance of a building permit, applicant shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept. Public Works Dept.	
62.	The Developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	
63.	Fire service improvement plans shall be approved by Riverside County Fire Department (RCFD) prior to issuance of all applicable building permits. The City of Wildomar shall be copied on all FCFD transmittals with a copy of the improvement plans and all correspondence. Developer shall pay the appropriate plan review fees to RCFD.	Prior to Issuance of a Building Permit	Building Dept. Fire Dept.	

	Estimate of Costs for fire service facilities shall be approved by RCFD and the City.			
64.	Prior to issuance of a Building Permit, Developer shall dedicate public utility easements where applicable for overhead and/or underground facilities and appurtenances to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Public Works Dept.	
65.	The Developer shall submit landscaping and irrigation plans to the Planning Department for approval for landscaping within the public right-of-way and within the project site. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain.	Prior to Issuance of a Building Permit	Public Works Dept. Planning Dept.	
66.	Prior to the issuance of a building permit, the applicant shall demonstrate compliance with the California Title 24.	Prior to Issuance of a Building Permit	Building Dept.	
67.	The Developer shall demonstrate that all development related fees, impact fees, and mitigation fees have been satisfactorily paid. These fees include, but are not limited to, plan check and inspection fees, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and City Development Impact Fees.	Prior to Issuance of a Building Permit	Building Dept.	
68.	The Developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District and provide the City receipt of payment.	Prior to Issuance of a Building Permit	Building Dept.	
69.	Project applicant shall pay the Project Fair Share cost, calculated as $34,588, for non-DIF required improvements at intersection of Almond Street and Bundy Canyon Road. Reference Table 1-2 of the Traffic Impact Analysis.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	

70.	The project proposes to construct a U-channel along the east project boundary to accept offsite drainage from the property to the east. Prior to issuance of a building permit, the Developer shall record a drainage acceptance easement or agreement accepting offsite drainage in perpetuity from the property to the east, to the satisfaction the City Engineer.	Prior to Issuance of a Building Permit	Public Works Dept.	
Prior to Building Occupancy, Final Inspection or Surety Release				
71.	Prior to occupancy release, all public and private improvements required by the project conditions of approval and as shown on the approved project improvement plans, including onsite and offsite public street improvements, water, sewer and utility improvements, flood control improvements and onsite grading, stormwater quality treatment improvements and landscaping, shall be constructed/installed and approved	Prior to Occupancy Release	Public Works Dept.	
72.	Above-ground utilities shall be undergrounded by the developer in accordance with City of Wildomar Municipal Code 16.40.010. The undergrounding of utilities shall be reflected on the project improvement plans.	Prior to Occupancy Release	Public Works Dept.	
73.	The Developer shall install light emitting diode (LED) street lights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Occupancy Release	Public Works Dept.	
74.	Prior to occupancy release, Developer shall construct the stormwater quality treatment devices to accommodate all project runoff in	Prior to Occupancy Release	Public Works Dept.	

	accordance with the approved WQMP to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way. Applicant shall provide for maintenance responsibilities and execute a maintenance agreement with the City. Maintenance agreement to identify maintenance responsibilities for the variety of drainage facilities proposed for this development. This agreement shall include, but not be limited to: 1) defining responsible parties for maintenance of underground and above ground retention basins, bio-basins, storm drain pipes and appurtenances, 2) shall establish a mechanism for future takeover of maintenance responsibilities of retention and bio-basins by City/CFD if deemed necessary, 3) establish access rights should City/CFD take over maintenance in future, 4) include manufacturers specification and maintenance instructions for the perpetual maintenance of said facilities.			
75.	Prior to occupancy release, Developer shall supply City, tenants, employees and property owner's copies of manufacturer's specifications and maintenance instructions for the perpetual maintenance of all BMP (i.e. bio-basins, bio-swales, above ground basins and appurtenances, etc.).	Prior to Occupancy Release	Public Works Dept.	
76.	The Developer shall provide letters addressed to the City of Wildomar from all applicable outside agencies (e.g., RCFCD, EVMWD, RCFD, Caltrans, etc.) involved in the approval and acceptance of improvements.	Prior to Occupancy Release	Public Works Dept. Building Dept.	

77.	The Developer shall annex into all applicable Maintenance Districts, Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Occupancy Release	Public Works Dept. Building Dept.	
78.	The applicant shall file a letter with the SWRCB or submit information to the SMART System stating that the construction activity is complete. A copy of this letter shall be submitted to the City prior to occupancy or surety release.	Prior to Occupancy Release	Public Works Dept.	
79.	Prior to occupancy release, the applicant shall post agency required no dumping messages on all catch basins and storm drain inlet facilities as required by the City Engineer.	Prior to Occupancy Release	Public Works Dept.	
RIVERSIDE COUNTY FIRE DEPARTMENT				
General Conditions				
1.	Fire flow and hydrants: the applicant or developer shall provide fire hydrants in accordance with the following: a. Prior to placing any combustibles on site, provide an approved water source for firefighting purposes. b. Prior to building permit issuance, submit plans to the water district for a water system capable of delivering fire flow as required by the California Fire Code and Fire Department standards. Fire hydrants shall be spaced in accordance with the California Fire Code. Based	On-Going	RCFD	

	on current standards, the required fire flow is estimated to be 2,500 GPM at 20 PSI for a 2-hour duration. Estimated fire flow is based on 34,702 square foot building area, Type V-B construction, and buildings having a fire sprinkler system per 2016 California Fire Code.			
2.	Prior to building permit issuance, install the approved water system, approved access roads, and contact the Fire Department for a verification inspection.	On-Going	RCFD	
RIVERSIDE COUNTY SHERIFFS DEPARTMENT				
General Conditions				
1.	The Project location is and must remain location must be in compliance with *Gun Free School Zone Act of 1995,* more than 1000 feet from Elsinore High School, (626.9 PC)	On-Going	RCSD	
2.	7585 B&P, Firearms Safety Course (FSC) instruction must meet Firearms Training Couse outline.	On-Going	RCSD	
3.	26700 PC Sales of new firearms, requires operating entity or individual to have; - Valid Federal Firearms License (FFL). - Local Government Business license. 26705 (c), 2, PC License to sell Firearms at Retail. A regulatory or business license that states on its face *"Valid for Retail Sales of Firearms"* and is endorsed by	On-Going	RCSD	

ATTACHMENT A - EXHIBIT 1 CONDITIONS OF APPROVAL – Wildomar Shooting Academy			
Project Application: Conditional Use Permit (CUP) No. 19-0093			
SWC of Bundy Canyon Road and Mission Trial (APN: APN: 367-020-038)			
Conditional Use Permit 19-0093 – Council Review Date: ~~**Original Approval Date: February 12, 2020**~~ **EOT #1 PC Approval Date: November 15, 2022**	**Conditional Use Permit 19-0093 Expiration Date:** ~~**Original Expiration Date: February 12, 2023**~~ **EOT #1 Expiration Date: February 12, 2026**		
Conditions of Approval	**Timing / Implementation Date**	**Enforcement / Monitoring Department**	**Verification (Date and Signature)**
	the signature of the issuing authority, (City of Wildomar Business license). - State Board of Equalization (BOE) sellers permit. - A Certificate of Eligibility (COE) issued by DOJ, 26710 PC. - License issued in the format prescribed by subdivision (c) Section 26705 PC. - State DOJ Centralized List license (CL) or equivalent license, 26715 PC.			
4.	An Employee Certificate of Eligibility (COE 26915 - 30347 PC). A firearm dealer shall require any agent or employee who handles, sells, delivers, or has under his or her custody or control any firearms or ammunition to obtain a Certificate of Eligibility from the (State) Department of Justice.	On-Going	RCSD	
5.	Sales of Ammunition Vendor license submitted to DOJ for approval/issuance, including and any municipal business licensing as required by City of Wildomar. Note, a valid DOJ (CL) licensed dealer will be deemed a licensed ammunition vendor.	On-Going	RCSD	
6.	Full compliance with State law for ammunition sales record keeping requirements starting July 1, 2019. These records are to be made available to Law Enforcement upon demand.	On-Going	RCSD	

ATTACHMENT A - EXHIBIT 1 CONDITIONS OF APPROVAL – Wildomar Shooting Academy			
Project Application: Conditional Use Permit (CUP) No. 19-0093			
SWC of Bundy Canyon Road and Mission Trial (APN: APN: 367-020-038)			
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Conditions of Approval	**Timing / Implementation Date**	**Enforcement / Monitoring Department**	**Verification (Date and Signature)**
7. Any other applicable State DOJ licensing/permit requirements that may apply to the retail business conducted, e.g. Large Capacity Magazine Permit (LCMP) for sales of Large Capacity Magazines 32310 – 32450 PC. Separate licensing/approval (State and local) is required for any secondhand/pawn, trade, consignment, or auction of firearms. Note, this applications statement of operations does not specify any of these sales types occurring.	On-Going	RCSD	

END



INITIAL STUDY &

MITIGATED NEGATIVE DECLARATION

Wildomar Shooting Range/Academy Project

(Planning Application No. 19-0093)

Lead Agency:

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

Prepared by:

PlaceWorks
3910 Normal Street, Suite C
San Diego, CA 92103

November 2019

NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE WILDOMAR SHOOTING RANGE/ACADEMY PROJECT

An Initial Study/Mitigated Negative Declaration (MND) has been prepared by the City of Wildomar for the proposed Wildomar Shooting Range/Academy project (PA No. 19-0093). The IS/MND and technical appendices will be available for public review/comment beginning on **Tuesday, November 5, 2019**. All files can be downloaded from the City of Wildomar Environmental Documents Center webpage at the following web address http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316. A printed/hard copy of the IS/MND document will also available for public review at the City of Wildomar Planning Department located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595 during regular business hours (8 a.m. - 5 p.m., Monday through Thursday, Closed Fridays).

The project site is located at 34020 Mission Trail, City of Wildomar in Riverside County and encompasses Assessor's Parcel Number (APN): 367-020-038. The project site is at the southwest corner of Bundy Canyon Road and Mission Trail and is located in the northwestern portion of the City of Wildomar, west of Interstate 15 (I-15). The proposed development includes a 38-foot tall (at its highest point), two-story indoor shooting range/academy; the first floor would be 29,286 square feet and the second floor would be 5,503 square feet totaling to 34,789 square feet. The first floor would include offices, training and range areas, a lobby, gun smith and storage, shipping and receiving, and the second floor would include classrooms, storage, employee restrooms and lounge area, and VIP lounge and storage. A total of 77 parking spaces (4 ADA and 1 van accessible space included) would be provided. The existing vacant residence and associated structures would be demolished. The project includes the following applications for consideration by the Wildomar Planning Commission:

1. **General Plan Amendment (GPA)** – The project requires a GPA to the City's Circulation Element to reduce the size of Bundy Canyon Road from 6 lanes to 4 lanes.
2. **Change of Zone (CZ)** – The project requires a consistency Zone Change to change the zoning map from the existing designation of R-R (Rural Residential) to M-SC (Manufacturing Service Commercial).
3. **Conditional Use Permit (CUP)** – The project requires a CUP to establish a 34,789 square-foot indoor shooting range/academy on 2.33 acres.
4. **Variance (VAR)** – The project requires a 12.5-foot setback variance along the southerly property line to reduce the 25-foot required setback to 12.5 feet to accommodate the proposed building location.

The IS/MND identifies impacts that require mitigation in the following topic areas: air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, tribal cultural resources, and wildfire. Significant and unavoidable impacts and cumulatively considerable impacts have not been identified in any of the environmental issue areas. The project is not located on any hazardous materials sites enumerated under Section 65962.5 of the California Government Code.

In accordance with Sections 15072(a) and (b) of the CEQA Guidelines, this public notice is posted to officially notify the public, public agencies, and responsible and trustee agencies that the required 30-day public review/comment period will commence on **Tuesday, November 5, 2019 and conclude on Wednesday, December 4, 2019.** Any written comments (via email or letter) on the IS/MND must be submitted no later than 5 p.m. on December 4, 2019. Written comments may be mailed to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Email comments can be sent to mbassi@cityofwildomar.org. The Planning Commission is tentatively scheduled to review the IS/MND and proposed development project at their special meeting of December 18, 2019.

Posted: November 5, 2019

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APPENDICES

1. **Appendix 1.0 –** Project Development Plans, Summa Architect (August 1, 2019); 4M Engineering and Development (May 15, 2019); Alhambra Group Landscape Architecture (July 29, 2019)
2. **Appendix 2.0 –** Air Quality Impact Analysis, Urban Crossroads (August 25, 2019)
3. **Appendix 3.0 –** General Biological Assessment for the 2.33-Acre Gun Shooting Range/Tactical Facility Project, TERACOR Resource Management, Inc. (November 2, 2018)
4. **Appendix 4.0 –** MSHCP Consistency Analysis for the Gun Shooting Range/Tactical Training Facility Project, TERACOR Resource Management, Inc. (November 21, 2018)
5. **Appendix 5.0 –** Phase I Cultural Resources Assessment of Wildomar Shooting Academy, Jean A. Keller, Ph.D. (June 10, 2019)
6. **Appendix 6.0 –** Preliminary Geotechnical Interpretive Report, Earth Strata Geotechnical Services, Inc. (August 30, 2018)
7. **Appendix 7.0 –** Greenhouse Gas Analysis, Urban Crossroads (May 30, 2019)
8. **Appendix 8.0 –** Phase I Environmental Site Assessment, Earth Strata Geotechnical Services, Inc. (August 10, 2018)
9. **Appendix 9.0 –** Hydrology and Hydraulics Study for KCG BLUE, JLC Engineering and Consulting, Inc. (September 3, 2019)
10. **Appendix 10.0 –** Project Specific Water Quality Management Plan (WQMP), JLC Engineering and Consulting, (September 3, 2019)
11. **Appendix 11.0 –** Double Ring Infiltration Testing Report, Earth Strata Geotechnical Services, Inc. (September 20, 2018)
12. **Appendix 12.0** – Noise Impact Analysis, Urban Crossroads (May 21, 2019)
13. **Appendix 13.0** – Traffic Impact Analysis, Urban Crossroads (October 22, 2019)

Note to Reader: To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available on the City's Environmental Documents Center webpage at the following web address: (http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316).

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

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I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following development applications:

- **General Plan Amendment (GPA):** The project requires a GPA to the City's Circulation Element to downgrade Bundy Canyon from 6 lanes to 4 lanes.
- **Change of Zone (CZ):** The project requires a consistency Zone Change to change the zoning map from the existing designation of R-R (Rural Residential) to M-SC (Manufacturing Service Commercial).
- **Conditional Use Permit (CUP):** The project requires a CUP to establish a 34,789 square-foot indoor shooting range/academy on 2.33 acres.
- **Variance (VAR):** The project requires a 12.5-foot setback variance along the southerly property line to reduce the 25-foot required setback to 12.5 feet to accommodate the proposed building location.

The purpose of this Initial Study is to evaluate the potential environmental effects associated with construction and occupancy of the planned development project and to provide mitigation where necessary to avoid, minimize, or lessen environmental effects.

II. EXISTING CONDITIONS

Project Site

Project Location

The project address is 34020 Mission Trail, City of Wildomar in Riverside County and encompasses Assessor's Parcel Number (APN): 367-020-038. The project site is at the southwest corner of Bundy Canyon Road and Mission Trail and is located in the northwestern portion of the City of Wildomar, west of Interstate 15 (I-15). Regional and local vicinity maps of the project are show in **Figure 1**, Regional Location, and **Figure 2,** Local Vicinity. An aerial photograph of the site is shown in **Figure 3**, Aerial Photograph.

Surrounding Area

The project site is surrounded by residences to the east; a gas station, vacant land, and residences to the north; and vacant land to the south and west. Surrounding roadways that provide access to the site include Bundy Canyon Road to the north and Mission Trail to the west. Regional access is provided by I-15, approximately 0.9-mile to the east of the site.

Physical Setting

The project site is approximately 2.33 acres and is generally rectangular in shape. Most of the project site is vacant with non-native weeds and grasses vegetation. The eastern portion of the project site includes a vacant residential building with a barn and ancillary structures adjacent to the residence (see **Figure 3**, Aerial Photograph). Topography of the site is generally flat, and the grade gradually slopes to the west toward Mission Trail.

Natural Hazards

No active faults are known to project through the project site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. While the project site is not within a very high fire hazard severity zone, mitigation measures have been included to mitigate potential impacts (see Executive Summary, below).

Regulatory Setting

The City of Wildomar General Plan land use designation for the project site is Light Industrial with a Community Center overlay, and the zoning of the site is R-R (Rural Residential). The proposed project would require a General Plan Amendment (GPA) to downgrade Bundy Canyon Road from six lanes to four lanes, and a Change of Zone (CZ), from R-R (Rural Residential) to M-SC (Manufacturing Service Commercial), as the proposed project is inconsistent with the zoning designation.

Additionally, the proposed project requires a Conditional Use Permit (CUP) to establish a 34,789 square-foot indoor shooting range/academy on 2.33 acres.

III. PROJECT DESCRIPTION

The proposed project includes the construction of a 38-foot tall (at its highest point)), two-story indoor shooting range/academy; the first floor would be 29,286 square feet and the second floor would be 5,503 square feet totaling to 34,789 square feet. The first floor of the building would include offices, training and range areas, a lobby, gun smith and storage, shipping and receiving, and the second floor would include classrooms, storage, employee restrooms and lounge area, and VIP lounge and storage. Additionally, a total of 77 parking spaces, including 4 ADA spaces and 1 van accessible space will be provided. The proposed building would be located at the southern boundary of the project site. Moreover, the existing vacant residence and associated structures would be demolished. Furthermore, 7,405 square feet of perimeter landscaping would be provided, and a biofiltration basin would be constructed on the northwest corner of the site to treat the required water quality volume for the project site. **Figure 4**, Site Plan, shows a site plan of the proposed improvements. The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1.** Upon completion, the project would operate between 9 AM and 10 PM daily, seven days a week.

Roadway Access and Parking Lot

The proposed project would provide two vehicular access points to the site, one driveway along Bundy Canyon Road and another driveway at the southwest corner of the site along Mission Trail. The driveway on Mission Trail would be a right-in/right-out only access driveway. Additionally, Bundy Canyon Road would be downgraded from six (6) lanes (6) to four (4) lanes along the street frontage of the site. The City Traffic engineer evaluated long-term traffic needs along this road segment and has determined through the traffic study conclusions that a reduction to four (4) lanes is justified. Therefore, a General Plan Amendment (GPA) to the Circulation Element is required to accommodate change.to accommodate this change. The parking for the proposed project would be along the northern, eastern, and western boundaries of the site, and 77 parking spaces, including 4 ADA spaces and 1 van space would be provided.

Utilities

Water and sewer connections for the surrounding vicinity are provided by the Elsinore Valley Municipal Water District (EVMWD). There is a 12-inch sewer line beneath Bundy Canyon Road, and an 18-inch sewer line beneath Mission Trail. The proposed project would connect to the existing 18-inch sewer line

on Mission Trail (see section VI.19, Utilities and Service Systems, for discussion of water demand and wastewater generation). Natural gas would be provided by the Southern California Gas Company, electricity would be provided by Southern California Edison, and telephone and cable services would be provided by Frontier and Spectrum, respectively.

Grading and Drainage

Grading

The earth materials on the site are primarily comprised of topsoil and Quaternary alluvial materials (Earth Strata 2018a). The topsoil is generally strong brown to dark brown, silty sand and clayey sand which are porous, dry, and in a loose to medium dense state (Earth Strata 2018a). The Quaternary young alluvial fan deposits consist predominantly of interlayered strong brown, yellowish brown to gray brown, fine to coarse grained silty sand, clayey sand, and sandy silt; these deposits are mostly dry to moist, loose to very dense (Earth Strata 2018a). The project site would include approximately 3,015 cubic yards of balanced cut and fill.

Drainage

The proposed project would collect approximately 1.6 acres of onsite flows and 0.46 acre of street flows within the proposed biofiltration basin at the northwest corner of the site; the eastern 0.2 acre of the project site will be treated within porous pavers (JLC 2019a). The biofiltration basin would treat the required water quality volume for the tributary area, which includes street improvements along Bundy Canyon Road; two catch basins are proposed to collect the flow from a majority of the site (JLC 2019a). The biofiltration basin will store flows for biotreatment. Once the water quality volume is captured, flows will begin to overflow into an outlet structure where flows will be conveyed by on-site drains into a channel just south of the project boundary within the road right-of-way (JLC 2019a). Flows will be discharged near the existing culvert crossing on Mission Trail where flows are currently concentrated (JLC 2019a).

Construction

The proposed project would be constructed in a single phase taking approximately one year to complete.

IV. EXECUTIVE SUMMARY

Through analysis provided in this MND, it was determined that the proposed project has the potential to result in significant environmental impacts with regard to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Tribal Cultural Resources, and Wildfire. Mitigation measures are identified that would reduce all impacts to less than significant levels. **Table 1** presents an at-a-glance summary of the identified significant impact issue areas and required mitigation measures.

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
Air Quality			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	**AQ-1** Exhaust or recirculated air must be filtered at the point of removal with a minimum of 99.97 percent High Efficiency Particulate Air (HEPA) filter, per the Institute of Environmental Sciences and Technology (IEST) recommended practice for HEPA/ULPA filters (IEST RP-CC001). All HEPA filters must be accompanied by a letter of certification or a label documenting that each filter has met the test requirements. The airflows must be designed at the manufacturers recommended face velocity, usually 250 fpm. Pressure drop measuring devices must be installed on all HEPA filter sections for monitoring filter life cycles. It is recommended that HEPA filters be pre-filtered with a minimum of MERV 14 filters to provide an extended life cycle of the HEPA filters. A MERV 7 pre-filter should also be considered to extend the life of the MERV 14 filter. Pressure drop measuring devices should be installed on all filter sections for filter maintenance. *Timing/Implementation: Prior to occupation* *Enforcement/Monitoring: City of Wildomar Planning Department*	Less Than Significant
Biological Resources			
Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species	Potentially Significant	**BIO-1** Prior to vegetation clearance and grading, the Project Applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:	Less Than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?		▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required; ▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest). *Timing/Implementation: Prior to vegetation clearance and grading activities* *Enforcement/Monitoring: City of Wildomar Planning Department* **BIO-2** The Project Applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City of Wildomar prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the Project applicant proposes to implement passive relocation to safely relocate burrowing owl out of harm's way. *Timing/Implementation: Prior to obtaining a grading permit*	

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		Enforcement/Monitoring: City of Wildomar Planning Department **BIO-3** In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the Project's landscape plan would exclude invasive species such as crimson fountain grass (*Pennisetum setaceum*), pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), and tree of heaven (*Ailanthus altissima*). *Timing/Implementation: During construction activities* *Enforcement/Monitoring: City of Wildomar Planning Department*	
Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant	**BIO-1** through **BIO-3**	Less than Significant
Cultural Resources			
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant	Potentially Significant	**TRI-1** through **TRI-5** (see Tribal Cultural Resources, below).	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
to Section 15064.5?			
Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant	**CUL-1** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. *Timing/Implementation:* During any ground-disturbing construction activities *Enforcement/Monitoring:* City of Wildomar Engineering Department and Planning Department	Less than Significant
Geology and Soils			
Would the project result in rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued	Potentially Significant	**GEO-1** The project applicant shall incorporate the recommendations of the Geotechnical Report prepared Earth Strata Geotechnical Services, Inc. (2018a; **Appendix 6.0**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		applicable requirements of the latest adopted version of the California Building Code. *Timing/Implementation: During building plan check, prior to any ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Planning Department and Building and Safety Department*	
Would the project result in strong seismic ground shaking?	Potentially Significant	**GEO-1**	Less than Significant
Result in substantial soil erosion or the loss of topsoil?	Potentially Significant	**GEO-1**	Less than Significant
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Potentially Significant	**GEO-1**	Less than Significant
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	**GEO-2** Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository. *Timing/Implementation:* During any ground-disturbing construction activities *Enforcement/Monitoring:* City of Wildomar Engineering Department and Planning Department	
Hazards and Hazardous Materials			
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Potentially Significant	**HAZ-1** Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code and California	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49. *Timing/Implementation: Prior to issuance of building permits* *Enforcement/Monitoring: City of Wildomar Building Department and Riverside County Fire Department* **HAZ-2** Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182. *Timing/Implementation: Prior to issuance of certificate of occupancy* *Enforcement/Monitoring: City of Wildomar Building Department and Riverside County Fire Department*	
Tribal Cultural Resources			
Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as	Potentially Significant	**TRI-1** To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
defined in Public Resources Code section 5020.1(k).		cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources. *Timing/Implementation: During any ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Planning Department and Building and Safety Department* **TRI-2** At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure **CUL-1**. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site. *Timing/Implementation: At least 30 days but no more than 60 days prior to any ground-disturbing construction activities*	

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		Enforcement/Monitoring: City of Wildomar Engineering Department and Planning Department **TRI-3** At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project applicant shall contact the Soboba Band of Luiseno Indians, the Rincon Band of Luiseño Indians, and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit. *Timing/Implementation: At least 30 days but no more than 60 days prior to the issuance of any grading permit.* *Enforcement/Monitoring: City of Wildomar Engineering Department and Planning Department* **TRI-4** 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 the archaeologist and the tribal monitor(s). Any	

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s). *Timing/Implementation: During any ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering Department and Planning Department*	

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		TRI-5 In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries: a. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources. b. One or more of the following treatments, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City: i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until	

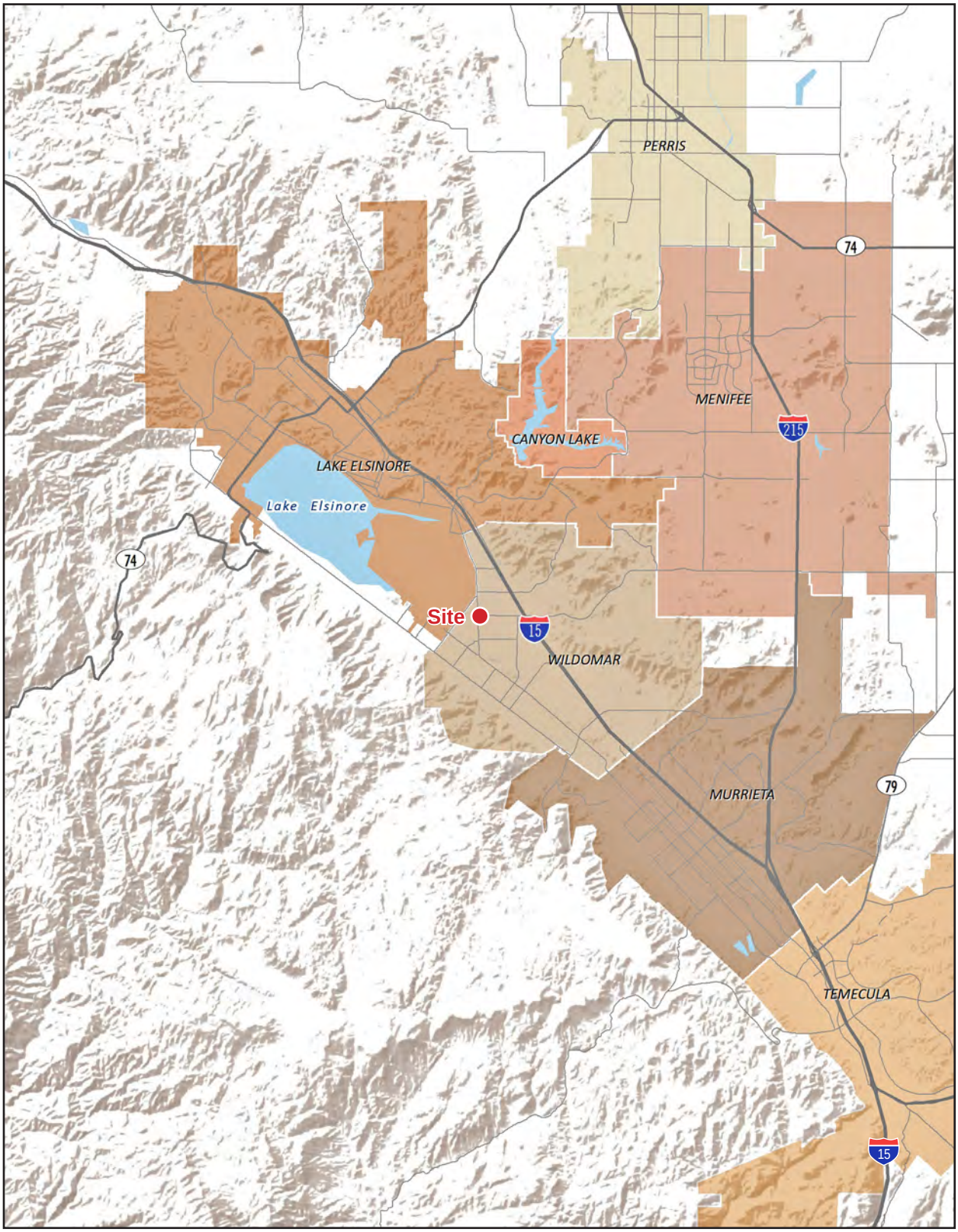
Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
		all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the consulting tribe(s). iii. Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79. The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation. *Timing/Implementation: During any ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering Department and Planning Department* **CUL-1**	
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be	Potentially Significant	**TRI-1** through **TRI-5, CUL-1**	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			
Wildfire			
Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	**HAZ-1** and **HAZ-2**	Less than Significant
Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled	Potentially Significant	**HAZ-1** and **HAZ-2**	Less than Significant

Table 1 Project Impact and Mitigation Summary			
Impact	**Level of Significance without Mitigation**	**Mitigation Measure**	**Resulting Level of Significance**
spread of a wildfire?			

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Figure 1 - Regional Location
1. Introduction



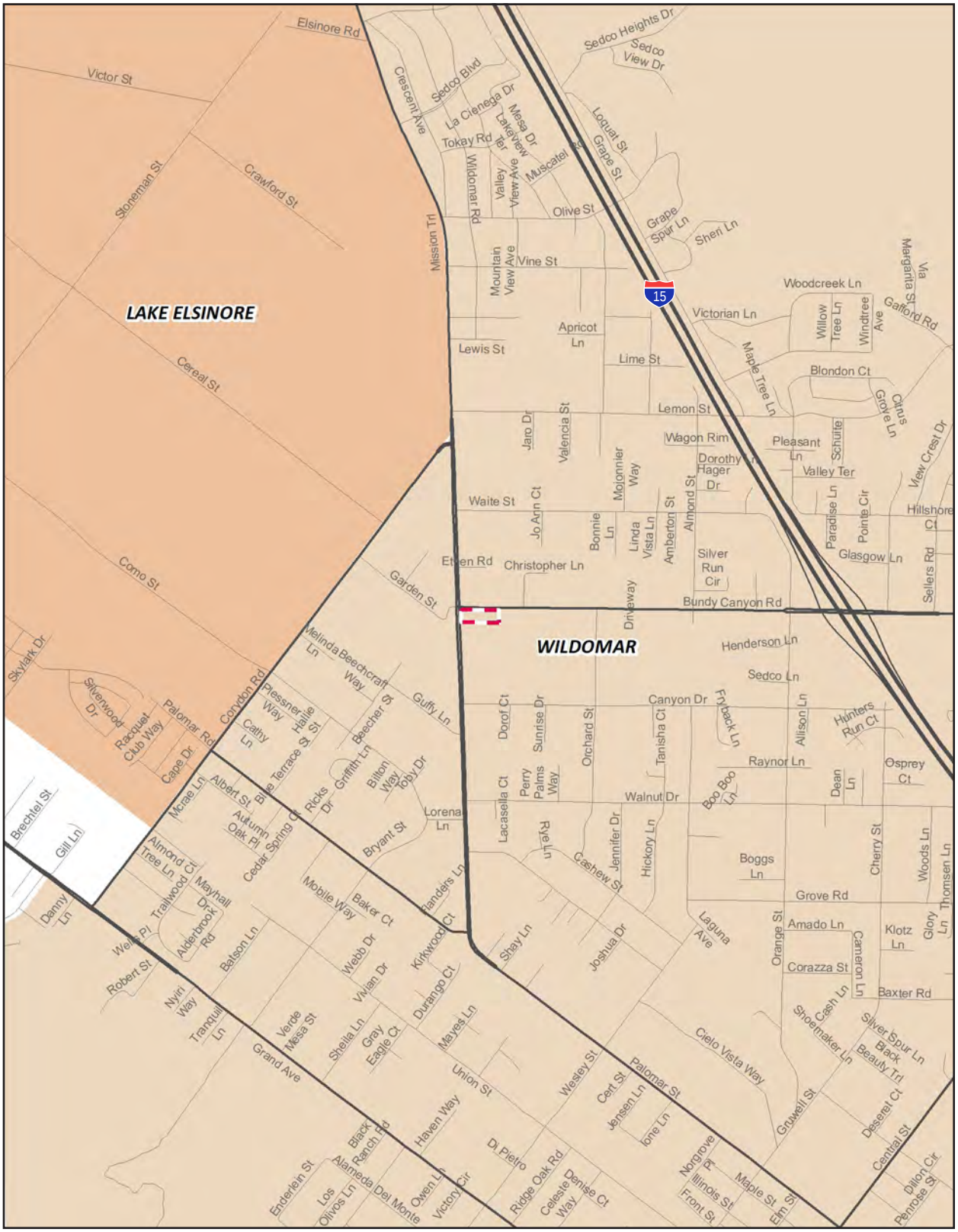
Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019

0 3
Scale (Miles)

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Figure 2 - Local Vicinity
1. Introduction



Project Boundary

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019

0 2,000
Scale (Feet)

PlaceWorks

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Figure 3 - Aerial Photograph
1. Introduction



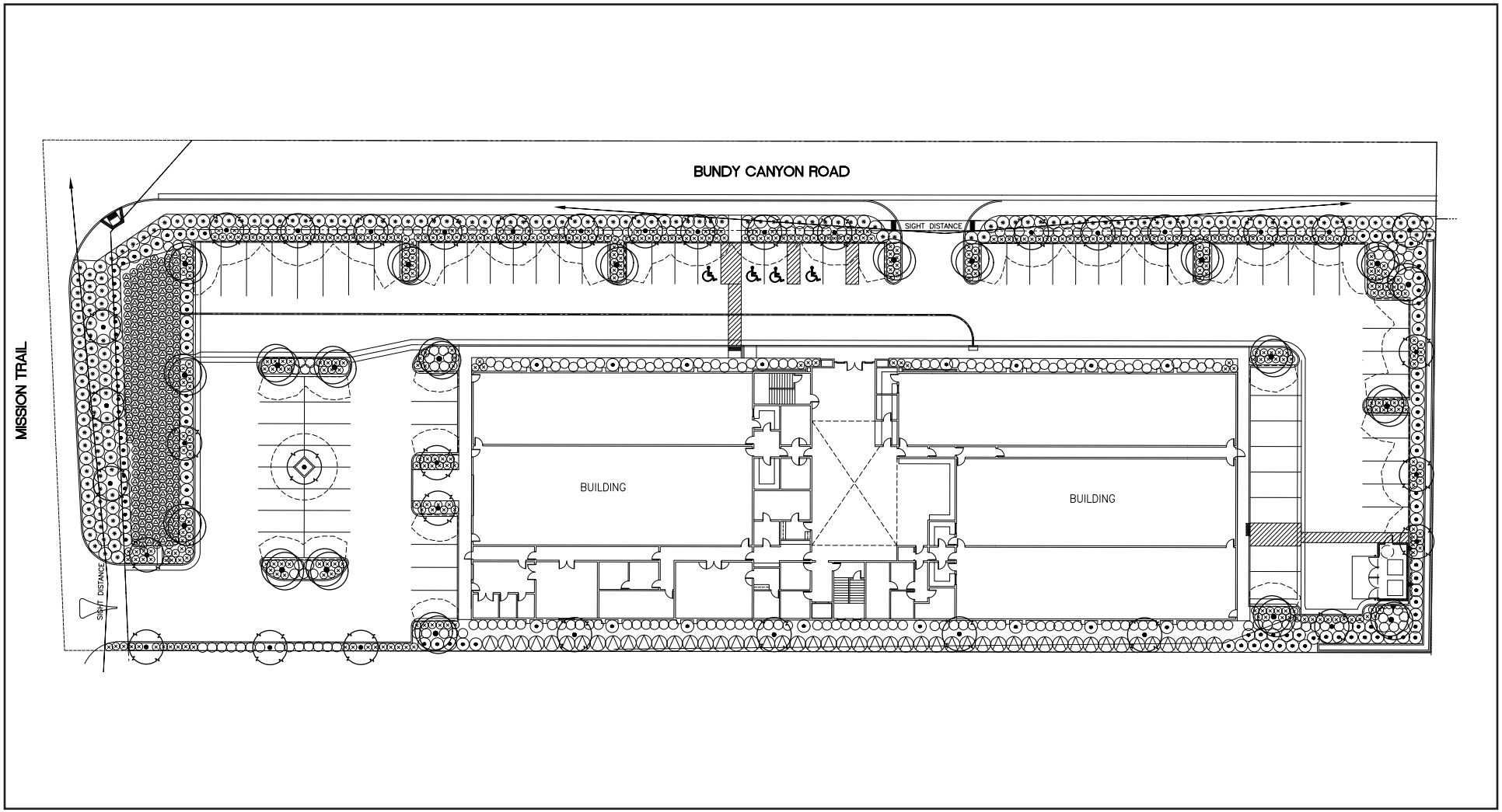
Project Boundary

0 180
Scale (Feet)

Source: ESRI, 2019

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Figure 4 - Site Plan
1. Introduction



Source: Alhambra Group, 2019

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V. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. **Project Title:**

   Wildomar Shooting Range/Academy (Planning Application No. 19-0093)

2. **Lead Agency Name and Address:**

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

3. **Contact Person and Phone Number:**

   Matthew Bassi, Planning Director; (951) 677-7751, ext. 213

4. **Project Location:**

   The project site encompasses APN: 367-020-038, and is located at 34020 Mission Trail in Wildomar, California

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

   Donny MacLean, KCG Blue, LLC, 5758 Geary Boulevard, #541, San Francisco, CA 94121

6. **General Plan Designation:**

   Light Industrial with Community Center Overlay

7. **Zoning:**

   R-R (Rural Residential)

8. **Description of Project:**

   The proposed project includes the construction of a 38-foot, two-story indoor shooting range/academy; the first floor would be 29,286 square feet and the second floor would be 5,503 square feet totaling to 34,789 square feet. The first floor of the building would include offices, training and range areas, a lobby, gun smith and storage, shipping and receiving, and the second floor would include classrooms, storage, employee restrooms and lounge area, and VIP lounge and storage. Additionally, a total of 77 parking spaces, including 4 ADA spaces and 1 van accessible space will be provided. The proposed building would be located at the southern boundary of the project site. Moreover, the existing vacant residence and associated structures would be demolished. Furthermore, 7,405 square feet of perimeter landscaping would be provided, and a biofiltration basin would be constructed on the northwest corner of the site. **Figure 4**, Site Plan, shows a site plan of the proposed improvements. The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1.**

9. **Surrounding Land Uses and Setting:**

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
North	Gas Station, Vacant Land, Single Family Residences	Commercial Retail (CR) with Community Center Overlay	R-R (Rural Residential) and C-/C-P (General Commercial)

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
South	Vacant Land	Light Industrial with Community Center Overlay	R-R (Rural Residential)
East	Single Family Residences	Commercial Retail (CR) with Community Center Overlay	R-R (Rural Residential)
West	Vacant Land	Light Industrial with Community Center Overlay	R-R (Rural Residential) and C-/C-P (General Commercial)

10. **Other Public Agencies Whose Approval May Be Required:**

    - San Diego Regional Water Quality Control Board
    - Elsinore Valley Municipal Water District
    - Riverside County Flood Control and Water Conservation District

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    The City of Wildomar sent notice to tribes that have requested to be notified of projects pursuant to Assembly Bill (AB) 52 and Public Resources Code Section 21080.3.1. The City has completed consultations with the Soboba Band of Luiseño Indians and the Rincon Band of Luiseño (please refer to section VI.18 of the Initial Study, Tribal Cultural Resources).

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is "Less Than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☒ Hazardous and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☒ Wildfire	☒ Mandatory Findings of Significance

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION will be prepared.**

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative

Matthew C. Bassi, Planning Director — October 29, 2019 — Date

Applicant

Pursuant to Section 15070(b)(1) of the California Environmental Quality Act, as the project applicant, I agree to revisions of the project plans or proposals as described in this Initial Study/Mitigated Negative Declaration to avoid or reduce environmental impacts of my project to a less than significant level.

KCG Blue, LLC, Applicant — Oct 26, 2019 — Date

ENVIRONMENTAL ANALYSIS

1. Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (*Public views are those that are experienced from publicly accessible vantage point*). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

DISCUSSION

a) **Less Than Significant Impact**. Scenic vistas and scenic backdrops in the project vicinity include views of the mountain ridgelines from approximately 4,000 feet above mean sea level (amsl) to 10,000 feet amsl. Views of the mountain ridgelines from the north and east of the project site are generally obstructed by residences and trees; mountain ridgelines to the west and south are visible above residences and trees.

The proposed project would construct a two-story building that would be approximately 38 feet in height (at its highest point). The elevation of the site ranges from 1,296 amsl to 1,307 amsl. Although the site is mostly vacant with an existing residence and a barn and ancillary structures on the eastern portion of the site, and the proposed building would alter views of the surrounding mountain ridgelines, the existing grade where the structure is proposed is approximately 1,302 feet amsl; upon the completion of construction, the elevation would be approximately 1,340 feet amsl which would be comparable in height to the commercial development north of the site and the existing residential structure on the eastern portion of the site. The proposed building would reduce 102 feet and 4 inches (horizontally) ofof westward views of the mountain ridgelines from the location of the proposed building. However, views of the surrounding ridgelines extend across the length of the project site from all viewpoints and the proposed improvements would only obstruct a portion of views. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista, and this impact is less than significant.

b) **Less Than Significant Impact**. Construction of the proposed building would alter the existing visual character of the area by removing naturally occurring vegetation. Construction of the proposed project would not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed building would not block any scenic view or resource. The nearest

officially designated State Scenic Highway to the site is the eastern portion of State Route (SR) 74, approximately 27 miles northeast (Wildomar 2003). The I-15, approximately 0.9 mile east of the project site, is listed as an eligible State Scenic Highway, but is not officially designated (Wildomar 2003). Therefore, impacts to scenic resources within a State Scenic Highway is less than significant.

c) **Less Than Significant Impact**. The project site is an urbanized area but is mostly vacant with ornamental vegetation. The eastern portion of the site includes a vacant residence with associated structures. The surrounding area consists of residences to the east; a gas station, vacant land, and residences to the north; and vacant land to the south and west. Although the proposed project would change the undeveloped character of the site, the proposed project would be compatible with the existing development pattern and character along Bundy Canyon Road, with building materials and colors that complement the existing and planned development on adjacent properties. Furthermore, the proposed project would be designed in consideration of the City of Wildomar Design Standards and Guidelines and in consultation with the City staff. Compliance with these existing standards would ensure that the proposed project would feature quality design and architecture and would be compatible with the character of the adjacent uses. Additionally, the proposed site plan, including the proposed buildings, have been reviewed by the City of Wildomar for conformance with the City's standards and found acceptable. Therefore, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. This impact is less than significant.

d) **Less Than Significant Impact**. The proposed project would result in construction of a new parking lot that would result in an increase in glare and nighttime lighting. Sources of new and increased nighttime lighting and illumination include, but are not limited to, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, exterior lighting for the buildings, and security-related lighting. The City's light pollution ordinance establishes limits on the types of fixtures and size of bulbs for all aspects of development. Compliance with the ordinance, which is verified as part of building permit application review and then prior to occupancy to ensure correct installation and operation would result in a less than significant impact on nighttime light pollution. Moreover, consistent with the City's lighting standards (Municipal Code Section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plan of the light fixtures.

As shown on the photometric lighting plan (see **Appendix 1**), the proposed lighting improvements would not exceed 1-foot candle outside of the project site boundary. Additionally, per City of Wildomar Municipal Code Section 8.64.090, all light fixtures installed along the perimeter would include aluminum housing to eliminate the spillover of light pollution onto streets and neighboring properties. The light fixtures would be reviewed on the development plan and verified during building and site inspections to ensure compliance with the ordinance. Compliance with the ordinance would not adversely affect day or nighttime views in the area, and the project would not contribute to night sky and would be in compliance with the Wildomar development standards. Therefore, this impact is less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project is required to comply with the provisions of Wildomar Municipal Code Chapter 8.64, Light Pollution.

MITIGATION MEASURES

None required.

2. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓	

DISCUSSION

a) **Less Than Significant Impact.** The eastern portion of the project site is designated as Urban and Built-up, and remainder of the site is listed as Farmland of Local Importance, on the California Important Farmland Finder (DLRP 2016a). The City of Wildomar General Plan, defines farmlands of local importance as follows:

- Lands with soils that would be classified as Prime or Statewide Important Farmlands but lack available irrigation water.
- Lands planted in 1980 or 1981 in dry land grain crops such as barley, oats, and wheat.

- Lands producing major crops for Riverside County but that are not listed as Unique Farmland crops. Such crops are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelon.
- Dairylands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
- Lands identified by the County with Agriculture land use designations or contracts.
- Lands planted with jojoba that are under cultivation and are of producing age (Wildomar 2003).

The project site is currently zoned R-R (Rural Residential) and is not zoned for agricultural use (Wildomar 2018). The proposed project would construct non-agricultural uses on Farmland of Local Importance uses within the City of Wildomar. The majority of the project site is vacant and is not used for agricultural uses, currently. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, a less than significant impact would occur.

b) **No Impact.** The project site is zoned R-R (Rural Residential) and is not zoned for agricultural use (Wildomar 2018). The project site is located on land not enrolled in a Williamson Act contract (DLRP 2016b). No impact would occur.

c) **No Impact.** The project site is developed and is zoned R-R. Project implementation would not cause rezoning of forestland or timberland. Therefore, no impact would occur.

d) **No Impact**. The project site does not contain forestland, nor is the project site zoned as forestland. The project site is developed, and implementation of the proposed project would not convert forestland to non-forest use or result in a loss of forestland. Therefore, no impact would occur.

e) **Less Than Significant Impact**. The proposed project would result in the construction of a two-story building and parking lot. The project site is zoned R-R and would convert non-agricultural uses on locally designated farmland. However, the site does not currently operate as farmland and conversion of locally designated farmland would not constitute a significant environmental impact; therefore, a less than significant impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

3. **Air Quality**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?		✓		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

An Air Quality Assessment was prepared by Urban Crossroads on May 30, 2019 and a memorandum was prepared on August 25, 2019 (2019a) which provides a summary of the proposed project's air quality impacts (see **Appendix 2.0**).

DISCUSSION

a) **Less Than Significant Impact.** The project site is in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. (An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.)

In order to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts, defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the

timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue b, below, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Therefore, impacts are less than significant, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts; SCAG's growth forecasts were defined in consultation with local governments and with reference to local guidelines. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Wildomar General Plan is considered to be consistent with the AQMP.

The project site is currently designated as Light Industrial with a Community Center overlay and zoned R-R. The proposed development of a shooting range would not comply with the existing designations of the project site; the zoning designation of the site is required to change from R-R to M-SC in order to accommodate the uses of the proposed project. However, the proposed project would be compatible with the General Plan land use designations for the project site. Therefore, based on the above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of any applicable air quality plan and would result in a less than significant impact.

b) **Less Than Significant Impact.** As discussed previously, the project site is in the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. A discussion of the project's potential short-term construction-period and long-term operational-period air quality impacts are provided below.

Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., Reactive Organic Gases [ROG] and Nitrogen Oxide [NOx]) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting as long as construction activities occur, but are considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Due to the scale of development and the temporary nature of construction of the proposed project, all criteria pollutant emissions would remain below their respective thresholds and included in SCAQMD Rule 403. While impacts would be considered less than significant, the proposed project would also be subject to SCAQMD Rules 402 and 1113, to further reduce specific construction-related emissions.

The SCAQMD's Rule 402 prohibits a person from discharging from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Through compliance with the SCAQMD's Rule 402, no significant impact related to odors would occur during the ongoing operations of the proposed project. Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. The proposed project would also be subject to SCAQMD Rule 1113, which limits the volatile organic compounds of architectural coatings used in the SoCAB, thus reducing the amount of ROG off-gassed as paint dries.

Operational Emissions

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors. Operational activities associated with the proposed project would result in emissions of ROG, NO_X, CO, sulfur oxide (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions would be come from area sources, energy sources, and operational vehicle sources. Operational impacts would not be significant as the proposed project is consistent with the land use designation of the site and would not exceed applicable LST or regional significance thresholds. Therefore, impacts are less than significant.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. As discussed above, the project construction-related emissions by themselves would not have the potential to exceed the SCAQMD significance thresholds for criteria pollutants. Since these thresholds indicate whether individual project emissions have the potential to affect cumulative regional air quality, project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. With the compliance of these strategies, the proposed project would not exceed thresholds by the SCAQMD.

SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the air basin, which would include related projects. Compliance with SCAQMD rules and regulations would reduce the proposed Project construction-related impacts to a less than significant level. Therefore, project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Construction emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore,

a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. With the implementation of applicable SCAQMD rules and regulations, the proposed project's operational emissions would not exceed SCAQMD thresholds as they would alleviate potential impacts related to cumulative conditions on a project-by-project basis. As a result, operational emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

c) **Less Than Significant Impact with Mitigation Incorporated**.

Localized Construction Impacts

The project site is surrounded by commercial and residential uses and vacant land. Emissions of pollutants during construction activities would not exceed thresholds with the implementation of SCAQMD rules that apply to construction such as Rule 113 and Rule 403; construction activities would result in a less than significant impact.

Localized Operational Impacts

Operational activities would include the use of architectural coatings and consumer products, as well as landscape maintenance equipment which could release emissions. Moreover, criteria pollutant emissions would be emitted through the generation of electricity and consumption of natural gas. Under the proposed project, approximately 290 daily trips would be generated (Urban Crossroads 2019a). As such, operational activities would not result in significant concentrations of pollutants at nearby sensitive receptors and operational LST impacts are less than significant.

However, the shooting range has the potential to result in particulate and lead emissions associated with firearm discharge. Therefore, the proposed project is required to obtain the requisite permit to operate from the SCAQMD, and comply with Cal/OSHA requirements for interior lead exposure for employees. This generally requires ventilation, measurement of lead levels, and filtration. As recommended by the air quality analysis, the project should incorporate a HEPA filter to ensure particulate and lead off-site would be appropriate filtered. Mitigation Measure **AQ-1** requires that exhaust or re-circulated air be filtered at the point of removal with a minimum of 99.97% High Efficiency Particulate Air (HEPA) filter, per the Institute of Environmental Sciences and Technology (IEST) recommended practice for HEPA/ULPA filters. The Air Quality analysis also recommends that the HEPA filters be pre-filtered with a minimum of MERV 14 filters to provide an extended life cycle of the HEPA filters. A MERV 7 pre-filter should also be considered to extend the life of the MERV 14 filter. Pressure drop measuring devices should be installed on all filter sections for filter maintenance. With the installation of the filters as required by mitigation measure **AQ-1**, this impact is considered less than significant.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO

concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection—one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day—was modeled for CO concentrations. The proposed project would generate 290 daily trips per day and would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. Because CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even though it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections.

Construction-Related Diesel Particulate Matter

Construction would result in the emission of diesel particulate matter (DPM) from off-road diesel equipment. The amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 25 feet from the property boundary.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxics, and the Project would have a less than significant impact.

d) **Less Than Significant Impact.**

Potential odors could arise from the diesel construction equipment used on-site, as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in an urban environment and are not known to be substantially offensive to adjacent receptors. Additionally, odors generated during construction activities would be temporary and would disperse rapidly.

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include land uses identified by the SCAQMD as odor sources. Therefore, the project would result in no impact with regard to odor.

STANDARD CONDITIONS AND REQUIREMENTS

1. Compliance with SCAQMD Rules including 402, 403, and 1113.

MITIGATION MEASURES

AQ-1 Exhaust or recirculated air must be filtered at the point of removal with a minimum of 99.97 percent High Efficiency Particulate Air (HEPA) filter, per the Institute of Environmental Sciences and Technology (IEST) recommended practice for HEPA/ULPA filters (IEST RP-CC001). All HEPA filters must be accompanied by a letter of certification or a label documenting that each filter has met the test requirements. The airflows must be designed at the manufacturers recommended face velocity, usually 250 fpm. Pressure drop measuring devices must be installed on all HEPA filter sections for monitoring filter life cycles. It is recommended that HEPA filters be pre-filtered with a minimum of MERV 14 filters to provide an extended life cycle of the HEPA filters. A MERV 7 pre-filter should also be considered to extend the life of the MERV 14 filter. Pressure drop measuring devices should be installed on all filter sections for filter maintenance.

Timing/Implementation: *Prior to occupation*

Enforcement/Monitoring: *City of Wildomar Planning Department*

4. Biological Resources

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		✓		

A biological assessment was prepared for the project by Teracor Resource Management, Inc. on November 2, 2018 and is included as **Appendix 3.0** of this IS/MND (Teracor 2018a). Additionally, a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared on November 21, 2018, to analyze how the project would comply with the MSHCP, and is included as **Appendix 4.0** of this report (Teracor 2018b).

DISCUSSION

a) Less Than Significant Impact with Mitigation Incorporated. The project site is partly developed with a residential building and a barnlike structure in the eastern portion of the site, but most of the property is vacant and comprised of coastal sage scrub vegetation and non-native grasses and weeds. The project site is not in a conservation cell and not designated for conservation. Although not detected onsite, the proposed project could, however, impact several MSCHP-covered animal species, including burrowing owl, California horned lark, coyote, Dulzura kangaroo rat, and Stephens' kangaroo rat, due to the suitable habitat present onsite. There are no burrowing owls or evidence of utilization onsite were found onsite, however, in accordance with Section 6.3.2, Additional Survey Needs and Procedures of the MSHCP, it is

recommended that a preconstruction burrowing owl survey be conducted; the project is consistent with Section 6.3.2 (Teracor 2018b). Upon the implementation of mitigation measures **BIO-1, BIO-2,** and **BIO-3,** hiring a biologist to conduct pre-construction nesting bird and burrowing owl surveys, limiting the use of exotic and invasive plants onsite, and dust control to prevent the spread of non-native plant seeds, impacts are less than significant.

b) Less Than Significant Impact. Most of the project site is vacant and comprised of coastal sage scrub vegetation and non-native grasses and weeds. The project site contains 1.72 acres of Palmer's goldenbush scrub/annual non-native grassland, and 0.61-acre on the eastern portion of the site where the residence and barn-like structure are located is labeled as Developed/Disturbed (Teracor 2018a). The project site is not targeted for conservation under the MSHCP; the MSHCP anticipates and allows for development of areas not targeted for conservation. The conservation land that is already set aside by the MSHCP is considered adequate to maintain populations of these species, and that land which would be acquired and/or managed via future fee payment of this and other projects renders the conversion of the 1.72 acres onsite not significant. Furthermore, the MSHCP Consistency Analysis reports that there are no riparian habitats onsite; a Section 6.1.2 Riparian/Riverine and Vernal Pools habitat assessment and the proposed project was found to be consistent with this section. Additionally, compliance with the Stormwater Pollution Prevention Plan (SWPPP) would implement stormwater pollution prevention measures, and this impact would be less than significant.

c) No Impact. Most of the project site is vacant and comprised of coastal sage scrub vegetation and non-native grasses and weeds, with no wetlands onsite. There are no vernal pools onsite (Teracor 2018b). Therefore, the proposed project would not have an adverse effect on wetlands, and no impact would occur.

d) No Impact. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The project site is not within any MSHCP core areas, linkages, or wildlife corridors. Due to the surrounding urbanized uses, residential, commercial, and industrial development, the project site is poorly situated to serve as a movement or migratory corridor. Additionally, I-15 presents a substantial barrier of wildlife movement from one side of the Elsinore Basin to the other. Therefore, no impact would occur.

e) No Impact. The City Wildomar Municipal Code Section 12.08.050, Tree Removal, states that severely trimming or removing trees within the right-of-way can only be performed after obtaining a permit from the Transportation Director. The project site contains no trees. The City of Wildomar Municipal Code sets fees for tree removal (Municipal Code Section 3.44.260). Payment of all fees is required as a standard condition of approval. While there are no trees in the public right-of-way affected by the project, if trees were to grow in later phases, the City's municipal code would apply, and the project would comply with the adopted ordinance. There are no impacts associated with the proposed project.

f) Less Than Significant Impact with Mitigation Incorporated. The Western Riverside MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). The project site is located in the Elsinore Area Plan of the MSHCP, but it is not located in a Criteria Cell (WRCRCA 2003). Since the site is not located in a Criteria Cell, there are no conservation requirements on the property. Additionally, the site is located outside of areas targeted as "Additional Reserve Lands" (Teracor 2019b). The project site is not located within or adjacent to a Criteria Cell, the nearest conservation cell is 800 feet northwest of the site, across Mission Trail. The proposed project is consistent with Section 6.1.4 Guidelines Pertaining to Urban/Wildlands Interface of the MSHCP, as the

site is located at least 1,500 feet away from areas targeted for conservation within the cell located 800 feet from the site.

The proposed project would be consistent with Sections 6.1.2, 6.3.2, and 6.1.4 of the MSHCP. With Implementation of standard conditions and requirements, and mitigation measures **BIO-1** through **BIO-3**, impacts are less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by Section 3.42.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee.
2. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.
3. As required by Section 12.08.050 of the Wildomar Municipal Code, any future trees planted in the right-of-way that would require removal or severe trimming must obtain a permit from the Public Works Director. Municipal Code Section 3.44.260, Tree Removal Fees, requires that the appropriate fees be paid in order to remove trees.

MITIGATION MEASURES

BIO-1 Prior to vegetation clearance and grading, the Project Applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

- The survey shall be conducted no more than three days prior to the initiation of clearance/construction work;
- If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required;
- If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).

Timing/Implementation: *Prior to vegetation clearance and grading activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-2 The Project Applicant shall retain a qualified biologist to conduct a pre-construction survey for burrowing owl following the CDFW protocol. The results of the survey would be submitted to the City of Wildomar prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the Project applicant shall implement the CDFW passive relocation protocol to safely relocate burrowing owl out of harm's way.

Timing/Implementation: *Prior to obtaining a grading permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the Project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum*

setaceum), pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), and tree of heaven (*Ailanthus altissima*).

Timing/Implementation: *During construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

5. Cultural Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

A Phase I Cultural Resources Assessment was prepared by Jean A. Keller, Ph.D., Cultural Resources Consultant, on June 10, 2019 (see **Appendix 5.0**). Note that as of January 2019, Tribal Cultural Resources impacts are discussed in Section 18 of this Initial Study.

DISCUSSION

a) **No Impact**. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or lead agency. Generally, a resource is considered to be "historically significant" if it meets one of the following criteria:

i. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii. Is associated with the lives of persons important in our past;

iii. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The majority of the project site is vacant, and includes an existing residence, barn and ancillary structures on the eastern portion of the site. Phase I Cultural Resources Assessment shows that the project site does not contain structures listed in the National Register Historic Places Index or the Archaeological Determinations of Eligibility. Within a one-mile radius of the project site, there are seven historic resources (an existing airport and six mid-20th century buildings and irrigation system components). However, as the project site does not contain eligible or designated historic resources and no historic resources were discovered as a result of the survey, project development would not damage historic resources. Therefore, no impact would occur.

b) **Less Than Significant Impact with Mitigation Incorporated.** Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The Phase I Cultural Resources Assessment states that the archaeological investigation of the project site included a review of an archaeological records search performed by staff at the Eastern Information Center (EIC) at the University of California at Riverside. The EIC records search indicated that seven cultural resource properties are located within one mile of the project site; however, no resources have been recorded within the project site. Furthermore, the EIC records also indicated that there has been a total of 20

cultural resource studies conducted within a one-mile radius of the project site, none of which include the project site. The Phase I Cultural Resources Assessment states that as no archaeological resources have been identified within the project site and that the area within a one-mile radius of the site is of low sensitivity for archaeological resources, the likelihood for discovery of archaeological resources is also low. However, the majority of the project site is undeveloped and would require connections to utility lines, ground clearing, excavation, grading, and other construction and ground disturbing activities. Therefore, there is some possibility that prehistoric and/or historic archaeological resources could be buried in site soils and could be damaged by project ground-disturbing activities. Mitigation measures **TRI-1** through **TRI-5** (see VI. 19, Tribal Cultural Resources) would ensure that any archaeological resources discovered on site would be properly managed by having a qualified archaeologist to monitor construction and grading activities, complying with provisions outlined in the Tribal Cultural Resources Treatment and Monitoring Agreement, and halting construction within 50 feet of discovered resources in the event that they are uncovered, and would reduce impacts to a less than significant level.

c) **Less Than Significant Impact with Mitigation Incorporated**. The proposed project would involve grading and excavation below the surface. California Health and Safety Code Section 70520.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains is less than significant with the implementation of mitigation measure **CUL-1**.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Timing/Implementation:	*During any ground-disturbing construction activities*
Enforcement/Monitoring:	*City of Wildomar Engineering Department and Planning Department*

6. **Energy**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

a) **Less Than Significant Impact**.

Construction

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction—the majority of construction equipment during demolition and grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing.

The surrounding area is already served by electricity provided by Southern California Edison (SCE) and natural gas infrastructure provided by the Southern California Gas Company. The proposed project would connect to the existing lines on Bundy Canyon Road. Adequate infrastructure capacity in the vicinity of the site would be available to accommodate the electricity and natural gas demand for construction activities and would not require additional or expanded infrastructure.

The construction contractors would minimize idling of construction equipment during construction as required by state law (see section VI.3, Air Quality), and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that is less energy efficient than at comparable construction sites in other parts of the state. Therefore, the proposed short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Transportation

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these

vehicles would fluctuate according to the phase of construction and would be temporary. The majority of construction equipment during demolition and grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would not be significant.

Operation

Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, security, and control center functions; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting. Additionally, the facilities would operate as an indoor shooting range, and would not result in an excessive consumption of energy compared to other similar uses.

Electricity

In 2017, the latest year for which data are available, SCE provided over 85,879 GWh of electricity to its customers. Prior to final building plan submittal, the project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the site and establish estimated electricity demand. Additionally, because the proposed project would be subject to the more stringent 2019 Title 24 standards, the project's electricity demand would not result in significant impacts. Therefore, impacts are less than significant.

Natural Gas

The project would construct new facilities at the project site that would result in an increase in gas demands. The use of natural gas would be limited to building heating. Parking lots do not generate demand for natural gas. Therefore, impacts are less than significant.

Renewable Energy

Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use will decrease from current emission estimates.

Vehicle Miles Traveled and Fuel Consumption

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the site would come from delivery, employee, and visitor vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the project. The Traffic Impact Assessment prepared for the proposed project (see **Appendix 12**), shows that the project would generate 290 daily trips. As the proposed project would not generate substantial daily trips, impacts are less than significant.

b) **Less Than Significant Impact**. The City of Wildomar is within SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions

with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance.

The City of Wildomar does not have its own renewable energy plan; however, the City does encourage the use of renewable energy via solar panels, recycling, etc. The proposed project would be subject to 2019 Title 24, Part 6, standards, which sets standards that improve energy efficiency of newly constructed buildings. Additionally, all contractors and waste haulers are required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

7. Geology and Soils

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		✓		
ii) Strong seismic ground shaking?		✓		
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?		✓		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		✓		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Earth Strata Geotechnical Services, Inc. prepared a Geotechnical report, August 30, 2018, for the proposed project included as **Appendix 6.0** of this Initial Study.

DISCUSSION

a)

i) **Less Than Significant Impact with Mitigation Incorporated**. As shown in the geotechnical report prepared by Earth Strata Geotechnical Services, Inc. (see **Appendix 6.0**), no active faults are known to

project through the site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest mapped Earthquake Fault Zone is the Elsinore Fault, located approximately 0.79 mile away from the project site (Earth Strata 2018a). However, based on maps of the project site, current and historical aerial images, and lack of indication of active faulting, the potential for surface rupture to adversely impact the proposed project is very low to remote. Additionally, compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to the extent feasible. However, because the project site is located within a seismically active region, Mitigation Measure **GEO-1**, which states that the project applicant shall incorporate all recommendations made in the geotechnical report, will be implemented which would reduce impacts to less than significant.

ii) **Less Than Significant Impact with Mitigation Incorporated.** The project site is located in the seismically active area of southern California and the site structures are subject to strong ground shaking due to potential fault movements along the San Andreas fault (Earth Strata 2018a). However, secondary effects of seismic activity such as shallow ground rupture are considered unlikely. Structures must also be designed and constructed to resist the effects of seismic ground motions as outlined in the 2016 California Building Code Section 1613. After implementation of Mitigation Measure **GEO-1,** which states that the project applicant shall incorporate all recommendations made in the geotechnical report, the impacts will be less than significant.

iii) **Less Than Significant Impact.** According to the Geotechnical Report, the potential for liquefaction is considered very low to remote due to unlikely to the recommended compact fill, low groundwater level, and density of the deeper earth materials onsite. Therefore, the potential for liquefaction is less than significant.

iv) **No Impact.** According to the Geotechnical Report, no landslide debris was observed during a subsurface exploration, and no known ancient landslides exist on or in the vicinity of the site. No geomorphic expressions that may indicate landsliding are shown on geologic maps of the site (Earth Strata 2018a). Therefore, no impact would occur.

b) **Less Than Significant Impact with Mitigation Incorporated**. The earth materials onsite are primarily comprised of topsoil and Quaternary alluvial materials. Residual topsoil, encountered in the upper 1 foot, covers the site and underlying alluvium. In order for the project site to receive compacted fill, the removal of low density, compressible earth materials, such as topsoil, upper alluvial materials, and undocumented artificial fill, should continue until firm competent alluvium is encountered (Earth Strata 2018a).

Construction of the proposed project may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices (BMPs). Best management practices may include but are not limited to covering of the disturbed or stockpiled soil, use of a dust-inhibiting material, landscaping, use of straw and jute to slow and channelize stormwater runoff, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion. Compliance with BMPs is required by the federal and state Clean Water acts.

Additionally, since this project involves clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Furthermore, the project is required to prepare and comply with an approved SWPPP that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs,

including any additional site-specific and seasonal conditions. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Additionally, as part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. As indicated by the geotechnical report, cut and fill is required for the site, and that would disturb the site topsoil. The displacement of soil through cut and fill would be controlled by chapter 33 of the 2016 California Building Code relating to grading and excavation, other applicable building regulations, and standard construction techniques. Therefore, compliance with the recommendations of the geotechnical report for cut and fill during construction (mitigation measure **GEO-1**) would reduce impacts to less than significant.

As part of the approval process, prior to grading plan approval, the project applicant will be required to comply with chapter 13.12, Stormwater and Drainage System Protection, of the Wildomar Municipal Code. Water quality features intended to reduce construction-related erosion impacts will be clearly denoted on the grading plans for implementation by the construction contractor. For a discussion of erosion and runoff impact post-construction, see section VI.9, Hydrology and Water Quality.

Compliance with the CBC and the NPDES would minimize effects from erosion. Additionally, compliance with Wildomar Municipal Code Chapter 13.12 and NPDES requirements would result in less than significant impacts related to soil erosion. Therefore, project impacts to erosion and topsoil would be mitigated to less than significant.

c) **Less Than Significant Impact with Mitigation Incorporated**. See Issues a.iii) and a.iv). The project site is not at risk for landslide, and risk of liquefaction is low (Earth Strata 2018a). The likelihood of onsite lateral spreading, which is the lateral movement of gently to steeply sloping and saturated soils caused by earthquake-induced liquefaction, would be low to remote (Earth Strata 2018a). The proposed structures would be supported by compacted fill and competent alluvium, with groundwater at a depth greater than 30 feet, as well as the deeper onsite earth materials are considered dense. Additionally, as groundwater was not observed during the subsurface exploration, the probability of collapse or subsidence are low.

Implementation of CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to unstable soils. Compliance with CBC regulations and implementation of mitigation measure **GEO-1** would ensure adequate design and construction of building foundations to resist soil movement. Impacts are less than significant with mitigation incorporated**.**

d) **Less Than Significant Impact with Mitigation Incorporated**. According to preliminary laboratory test results, onsite earth materials have a low potential for expansion as classified in accordance with 2016 CBC Section 1803.5.3 and ASTM D4829, and upon implementation of Mitigation Measure **GEO-1**, impacts are less than significant. Mitigation Measure **GEO-1** states that the project applicant shall follow all recommendations made in the Geotechnical Report. As mentioned in the Geotechnical Report recommendations, additional testing for expansive soil conditions upon completion of rough grading is recommended.

e) **No Impact**. The proposed project does not propose the use or construction of septic tanks or an alternative wastewater disposal system. Therefore, no impact would occur.

f) **Less Than Significant Impact with Mitigation Incorporated**. Paleontological resources are fossilized remains of past life on earth such as bones, shells, leaves, tracks, burrows, and impressions. There are no unique geological features onsite; the eastern portion of the project site is currently developed, while the remainder of the site is vacant and undeveloped. There is some possibility that fossils could be present in the site soils and thus could be damaged by project grading and/or construction activities. In order to ensure that impacts to paleontological resources do not occur, implementation of mitigation measure **GEO-2**, which outlines recommendations if fossils are found onsite, would reduce impacts to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

GEO-1 The project applicant shall incorporate the recommendations of the Geotechnical Report prepared Earth Strata Geotechnical Services, Inc. (2018a; **Appendix 6.0**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.

Timing/Implementation: *During building plan check, prior to any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

GEO-2 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.

Timing/Implementation: *During any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering Department and Planning Department*

8. Greenhouse Gas Emissions

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

A Greenhouse Gas Emissions Assessment was prepared by Urban Crossroads on May 30, 2019 (2019b) (see **Appendix 7.0**). The analysis was prepared to evaluate the potential for the proposed project to contribute to greenhouse gas emissions.

DISCUSSION

a) **Less Than Significant Impact**. Based on the GHG Emissions Assessment that was prepared for the alternative project, the alternative project would not exceed the SCAQMD and City's screening threshold of 3,000 $MTCO_2e$ per year. As the proposed project would be smaller in scale compared to the project analyzed in the report, the proposed project would not exceed the SCAQMD and City's screening threshold either. Therefore, the proposed project is less than significant as it would not have a significant direct or indirect impact on GHG and climate change.

b) **Less Than Significant Impact**. There are currently no adopted local or regional GHG reduction plans applicable to the proposed project. The proposed project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24–Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting; high-efficiency heating, ventilating, and air-conditioning (HVAC) systems; thermal insulation; double-glazed windows; water-conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 standards improved upon the 2013 standards for new construction of and additions and alterations to residential, commercial, and industrial buildings. The 2016 standards went into effect on January 1, 2017. Additionally, the 2019 building standards further improve upon the 2016 standards and go into effect on January 1, 2020. As identified in the GHG Emissions Assessment, the consistency tables comparing the alternative project to the actions of the 2008 Scoping Plan (Table 3-2 of **Appendix 7**) and SB 32/2017 Scoping Plan (Table 3-3 of **Appendix 7**) indicate that the alternative project would not conflict with the actions of these plans; as such, the proposed project would not conflict with these plans and impacts are less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed. Nevertheless, it is anticipated that operation of the proposed project would comply with all applicable measures that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

9. Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment (ESA) was prepared by Earth Strata Geotechnical Services, Inc. on August 10, 2018 (Earth Strata 2018b). The entire Phase I ESA can be found in **Appendix 8.0**.

DISCUSSION

a) **Less Than Significant Impact**. The proposed project would involve construction activities that could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides. The transport, use, storage, and disposal of these materials would comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the US Environmental Protection Agency (EPA), the US Department of Transportation, and the Occupational Safety and Health Administration. The proposed project would operate as an indoor shooting range, where project maintenance may require the collection of lead from bullets, use of cleaners, solvents, paints, and other custodial products that are potentially hazardous. The cleaning materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state

and federal requirements. The spent ammunition would be collected in accordance with Cal/OSHA requirements and sent to a lead recycling facility. Both the casings and the bullets are recyclable. With exercise of normal safety practices, the project would not create substantial hazards to the public or the environment. (NSSF) Additionally, the proposed project is required to implement mitigation measures **AQ-1** as stated in VI. 3, *Air Quality,* that requires the proposed project obtain necessary permits from SCAQMD and be subject to a HEPA filter to ensure particulate and lead emissions are filtered.

Lead shot is not considered a hazardous waste subject to federal Resource Conservation and Recovery Act (RCRA) at the time it is discharged from a firearm because it is used for its intended purpose. Spent lead shot (or bullets) may be considered solid waste and subject to the RCRA. Lead shot is not considered hazardous if it is being sent to a recycling facility in accordance with state law. There are several metal recovery facilities in Riverside County that accept non-ferrous metal such as lead.

The proposed project is required to comply with all applicable local, state, and federal regulations during project construction and operation. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar. Compliance with federal, state, and local laws and regulations would result in a less than significant impact.

b) **Less Than Significant Impact**. A Phase I ESA was prepared for the project (see **Appendix 8.0**). The Phase I ESA was performed in general accordance with the scope and limitations of the American Society for Testing and Materials (ASTM) Phase I ESA Standard E1527-2013 (equivalent to the US Environmental Protection Agency's All Appropriate Inquiry [AAI] Standard) and All Appropriate Inquiry Standards found at 40 C.F.R. Part 312. Based upon the site reconnaissance, historical review, regulatory records review, and other information in the report, there was no evidence of recognized environmental conditions, including under- and above-ground storage tanks, asbestos-containing materials, lead-based paint, polychlorinated biphenyls, high-level radon, or other hazardous waste in connection with the project site (see **Appendix 8.0**).

Construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. Construction would also use equipment that would bring hazardous materials to the project site, including diesel, gasoline, paints, solvents, cement, and asphalt. However, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with the proposed project and the potential for accident or upset is less than significant.

c) **Less Than Significant Impact**. There are no schools within 0.25-mile of the project site. Elsinore High School is approximately 0.30-mile east of the project site. Operation of the proposed project would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. Project operations would involve the use of potentially hazardous materials (e.g. solvents, cleaning agents, paints, pesticides) typical indoor shooting ranges; when used correctly, these would not result in

a significant hazard to residents or workers in the project vicinity. Therefore, the proposed project would result in a less than significant impact.

d) **Less Than Significant Impact**. The project site is not listed on the EnviroStor or GeoTracker databases (DTSC 2019; SWRCB 2015). Construction activities would occur within the boundaries of the project site, and the street frontage directly adjacent to the northern boundary, to downgrade Bundy Canyon Road from six lanes to four lanes. A LUST Clean-up site is identified at 33982 Mission Trail; the case has been completed and closed as of November 4, 2002 (SWRCB 2015). Additionally, a school investigation was identified for Elsinore High School Expansion at 21571 Bundy Canyon Road, as the site was historically used as an orchard, however, no further action was required as of June 4, 2001 (DTSC 2019). Therefore, a less than significant impact would occur.

e) **No Impact**. The project site is not located within an airport land use plan. The closest public airport is the French Valley Airport, which is located approximately 9.7 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

f) **Less Than Significant Impact**. Site access would be provided by the two proposed driveway entrances on Bundy Canyon Road and Mission Trail. Construction would take place within the project site; no roadway closures are anticipated. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements would ensure that the proposed project would not have a significant impact on emergency response and evacuation plans. Impacts are less than significant.

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is in a non-VHFHSZ within the LRA (CALFIRE 2009). Development on the project site would be subject to compliance with the 2016 California Building Code (or the most current version) and the 2016 edition of the California Fire Code (or the most current version). The 2016 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety, and mitigation measures **HAZ-1** and **HAZ-2,** which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

1. City of Wildomar Municipal Code Chapter 8.28, *Fire Code*, requires compliance with the 2016 California Building Code (or most current version) and the 2016 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).
2. City of Wildomar Municipal Code Chapter 8.28, *Fire Code*, requires adherence to California Fire Code Chapter 49, which cites specific requirements for wildland-urban interface areas.

MITIGATION MEASURES

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

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

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Timing/Implementation: *Prior to issuance of certificate of occupancy*

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

10. **Hydrology and Water Quality**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			✓	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✓	
iv) impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The following analysis is based on Hydrology and Hydraulics Study for KCG Blue and Project Specific Water Quality Management Plan (WQMP) prepared by JLC Engineering and Consulting, Inc. on September 3, 2019, and are included as **Appendix 9.0** (JLC 2019a) and **Appendix 10.0** (JLC 2019b), respectively, to this Initial Study. An infiltration testing report was prepared by Earth Strata on September 20, 2018, and is included as **Appendix 11.0** (Earth Strata 2018c) of this Initial Study.

DISCUSSION

a) **Less Than Significant Impact.**

Construction

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

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

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities, and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site, and to contain hazardous materials. BMPs categories include, but are not limited to, erosion control and wind erosion control, sediment control, and tracking control. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels.

Operation

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking area and driveways that could be carried off-site. Project design features identified in the Water Quality Management Plan (WQMP), included as **Appendix 10.0** to this Initial Study, such as porous pavers/self-retaining areas and self-treating areas, would address the anticipated and expected pollutants of concern during the project's operational phase. A total of four infiltration tests were conducted at a depth of 5 feet below existing grades to evaluate near surface infiltration rates in order to estimate the amount if stormwater runoff that can infiltrate into the onsite water quality treatment areas, which are located south of the proposed building (Earth Strata 2018c). The infiltration test rates ranged from 0.22 inches/hour (in/hr) to 1.89 in/hr (Earth Strata 2018c). The proposed structures onsite would be supported by compacted fill and competent alluvium, with groundwater at a depth of 385 feet. As a result of these conditions, as well as the dense nature of the deeper onsite earth materials and the lower elevation of the water quality treatment areas in relation to the proposed building, infiltration would not encroach on any structures.

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

areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking "only rain down the storm drain" on storm drain inlets, preserving existing native vegetation and ground cover to the maximum extent practicable, closing trash receptacles at all times, and sweeping sidewalks regularly to prevent accumulation of litter and debris, as stated in the WQMP. The mix of BMPs have been determined as part of the WQMP. The proposed project would include a biofiltration basin that would treat the required water quality volume for the project site (discussed further in Section VI.10.c, below).

The biofiltration basin would treat the pollutants of concern via biofiltration through soil media; the self-retaining porous paver areas are considered a form a micro-filtration and would therefore treat the pollutants of concern via micro-infiltration. The self-treating area has no impervious area draining to it and consists nearly entirely of landscaped area; therefore the area is deemed self-treating through the landscaped area.

In general, projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit. The project would comply with water quality standards, and impacts are less than significant.

b) **Less Than Significant Impact.** According to the WQMP, groundwater was not encountered in the boring explorations at a depth of 31.5 feet at the project site. The proposed project is in the area subject to the Elsinore Basin Groundwater Management Plan (EBGMP) area. The EBGMP addresses the hydrogeologic understanding of the Elsinore Basin, evaluates baseline conditions, identifies management issues and strategies, and defines and evaluates alternatives. The primary sources of groundwater recharge in the basin are listed in the plan as:

- Recharge from precipitation – Rainfall directly to the basin.
- Surface water infiltration – Recharge from infiltration of surface waters such as streams. The San Jacinto River is the major surface water inflow. Inflow from Lake Elsinore is considered negligible.
- Infiltration from land use – Direct surface recharge from application of water for irrigation.
- Infiltration from septic tanks – Infiltration in areas serviced by septic systems in the basin.

As shown in the Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for Elsinore Valley Municipal Water District (EVMWD), has not been identified to be in a state of overdraft (EVMWD 2016a). Furthermore, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin (EVMWD 2016a). Therefore, the project would not impede sustainable groundwater management of the basin, and impacts are less than significant.

c)

i, ii) **Less Than Significant Impact**. Please refer to issue b) in section VI.7, Geology and Soils, for further discussion of erosion. Surface water drainage would be controlled by building regulations, with the water directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage for the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and

sedimentation of downstream watercourses during project construction. Furthermore, the applicant is required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surfaces on the property, development associated with the proposed project would result in opportunities for landscaped areas to be utilized for stormwater retention.

The proposed project would include a biofiltration basin at the northwest corner of the site that would be used for water quality treatment (JLC 2019a). The biofiltration basin was sized using the Santa Margarita BMP Design Spreadsheet; utilizing the BMP volume of 4,058 cubic feet, and the bottom surface area of the biofiltration basin of 1,863 square feet, the spreadsheet specific that the basin is sufficiently sized (JLC 2019a). The onsite drainage conveyances would adequately convey the peak 100-year flow rates.

Furthermore, the WQMP for the project includes best management practices designed to prevent erosion during construction, such as installing silt fences and vegetative covers, and preventing soil erosion by minimizing disturbed areas during construction activities. The project-specific water quality management plan provides best management practices for after construction, such as sweeping sidewalks regularly to prevent accumulation of litter and debris, etc. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site. Additionally, the proposed biofiltration basin would reduce impacts from on- or offsite flooding. Therefore, this impact is less than significant.

iii) **Less Than Significant Impact.** The proposed project is required to comply with Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 Permit from the San Diego Regional Water Quality Control Board. A biofiltration basin would be constructed to treat required water quality volume for the project site water quality. The proposed project would utilize a catch basin along Bundy Canyon Road to collect flows from street improvements and convey them into the biofiltration basin through a storm drain. The biofiltration basin, porous paver self-retaining areas, and landscaped self-treating areas would treat pollutants of concern on the project site. The flows within the biofiltration basin would either be pumped out of the biofiltration basin, due to the lack of existing storm drain within proximity of the biofiltration basin, and the depth which the underdrain system is located (JLC 2019a). Curb openings located adjacent to the biofiltration basins are also proposed to convey project flows that are not collected by the two catch basins (JLC 2019a).

The flows in excess of the required water quality volume would be conveyed via an outlet structure directly to the outlet storm drain, which then discharges into a proposed concrete channel located within the Mission Trail right-of-way (JLC 2019a). The porous pavers would be designed to provide the minimum 3-inch ponding below the perforated outlet pipe to adhere to the self-retaining area standards. Flows from the underdrain and peak surface flows would be conveyed to the U Channel along the southern boundary of the project site (JLC 2019a). This channel would convey flows to a rip rap dispersion area in which flows would be dispersed in a sheet flow manner, mimicking the existing condition flows. Therefore, with the construction of the basin, increases in runoff as a result of the project would not exceed the capacity of the existing stormwater system, and impacts are less than significant.

iv). **Less Than Significant Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA) as being within Zone X, indicating minimal risk of flooding (FEMA 2008). Moreover, the project site is not within a 100- or 500-year flood zone (Wildomar 2003). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed basins would reduce impacts from on- or off-site flooding. Therefore, impacts are less than significant.

d) **No Impact.** As provided in VI.10.c.iv, the project site is not within a flood hazard zone. The project site is not in an area that is subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. Additionally, the County of Riverside identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. As shown in Figure S-10, the project site is not in any dam inundation hazard zones (Wildomar 2003). In addition, the project is not in the vicinity of any levees. Therefore, the project would not be exposed to seiches, mudflows, or tsunami hazards, and no impact would occur.

e) **Less Than Significant Impact.** As provided in section VI.10.b, above, the project site is within the Elsinore Basin Groundwater Management Plan area; the proposed improvements would not conflict or obstruct implementation the EBGMP. Additionally, the project site is in the Water Quality Improvement Plan for the Santa Margarita River Watershed Management Area. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin (EVMWD 2016a). Therefore, the project would not impede sustainable groundwater management of the basin, and impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City shall identify the best management practices (BMPs) that may be implemented in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction.

MITIGATION MEASURES

None required.

11. **Land Use and Planning**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

DISCUSSION

a) **No Impact**. The project site is mostly vacant, with a vacant residence and barn and ancillary structures. The project site is surrounded by vacant land, commercial development, and residences. Development of the proposed project would occur within the footprint of the site, and the street frontage directly adjacent to the northern boundary, to downgrade Bundy Canyon Road from six lanes to four lanes. Therefore, construction of the proposed project would not physically divide an established community, and no impact would occur.

b) **Less Than Significant Impact.** The proposed project will include a General Plan Amendment to the City's Circulation Element to downgrade Bundy Canyon from six lanes to four lanes along the project site frontage. Additionally, the proposed project would require a Zone Change to change the zoning map from the existing R-R (Rural Residential) designation to M-SC (Manufacturing-Service Commercial), and a Conditional Use Permit to establish an indoor shooting range/academy on the site. The City Traffic engineer evaluated long-term traffic needs along this road segment and has determined through the traffic study conclusions that a reduction to four lanes is justified. Therefore, a GPA to the Circulation Element is required to accommodate this change. The Change of Zone and Conditional Use Permit would ensure the proposed project is compatible with the uses for the project site. Therefore, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Section 3.42.090 of the Wildomar Municipal Code requires the payment of MSHCP fees at the time of issuance of a building permit.
2. Section 3.44.060 requires that the applicant pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project.
3. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

MITIGATION MEASURES

None required.

12. **Mineral Resources**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

DISCUSSION

a) **No Impact.** The City of Wildomar, including the project site, is in an area designated as MRZ-3 in the Wildomar General Plan (Wildomar 2003). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the City boundaries are designated as OS-MIN. In addition to local regulations, all projects are required to comply with applicable state and federal regulations. As a result, no impacts would occur.

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan. As a result, no impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

13. **Noise**

Issues, would the project result in:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	

A Noise Assessment was prepared by Urban Crossroads on May 21, 2019 (2019c) (see **Appendix 12.0**). The assessment analyzed an alternative project in order to provide a more conservative analysis.

The City's Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterials roads, freeways, airports and railroads. In addition, the Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect the City of Wildomar residents from excessive noise, the Noise Element contains policies N 1.1, N 1.3, N 1.5, N 1.7, N 12.1, N 12.2, and N 12.3 (Urban Crossroads 2019c).

The City of Wildomar Noise Ordinance included in the Municipal Code, Chapter 4.48, establishes the maximum permissible noise level that may intrude into a neighbor's property. According to Section 9.48.040 of the Noise Ordinance, for residential uses, the exterior noise level shall not exceed 55 dBA during daytime house (7 AM to 10 PM) and shall not exceed 45 dBA during the nighttime hours (10 PM to 7 AM).

Residential and commercial uses and vacant land surround the project site. The surrounding single-family residences are considered a noise sensitive land use.

Existing Noise Levels

Existing noise level measurements are presented in **Table 13-1**, Existing Noise Levels. The existing noise levels in the project area consisted primarily of existing traffic on Bundy Canyon Road.

Table 13-1
Existing Noise Levels

Location	Energy Average Daytime Noise Level (dBA L_{eq})	Energy Average Nighttime Noise Level (dBA L_{eq})	CNEL
L1 – on Bundy Canyon Road, on northern boundary line of project site, near the 76 gas station.	71.2	65.8	73.8
L2 – on Bundy Canyon Road, northeast of the project site, near P K Mechanical Systems and Residential homes.	67.3	63.6	71.1
L3 – on Clovis Way, southeast of the project site, near an existing single-family residential neighborhood.	52.3	44.8	53.8
L4 – on Canyon Drive, south of the project site near an existing single-family residential neighborhood and vacant land.	59.8	53.3	61.6
L5 – on Mission Trail, southwest of the project site near a vacant land use area and Wildomar Library.	70.8	65.6	73.7
L6 – on Beecher Street Trail, southwest of the project site, near existing rural-residential homes.	53.9	53.5	60.1
Source: Urban Crossroads. May 21, 2019. Appendix 12.			

Existing Traffic Noise Levels

Existing traffic noise level measurements are presented in **Table 13-2**, Existing Traffic Noise Levels.

Table 13-2
Existing Traffic Noise Levels

ID	Road	Segment	Adjacent Planned (Existing) Land Use[1]	CNEL at Nearest Adjacent Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Mission Trail	North of Bundy Canyon Road	Industrial/Commercial	69.8	RW	192	606
2	Mission Trail	South of driveway 1	Industrial (Residential)	68.0	RW	126	399
3	Orchard Street	South of Bundy Canyon Road	Residential/Public	53.4	RW	RW	RW
4	Almond Street	North of Bundy Canyon Road	Commercial/Residential	55.6	RW	RW	RW
5	Bundy Canyon Road	East of Driveway 2	Industrial/Commercial (Residential)	66.3	RW	102	324
6	Bundy Canyon Road	West of Orchard Street	Commercial (Residential)	66.6	RW	110	349
7	Bundy Canyon Road	East of Orchard Street	Business Park/Residential/Commercial	66.9	RW	117	371
8	Bundy Canyon Road	West of Almond Street	Residential/Commercial/Public	66.9	RW	117	371
9	Bundy Canyon Road	East of Almond Street	Public/Residential	67.1	RW	124	393

Source: Urban Crossroads. May 21, 2019. Appendix 12.
[1] City of Wildomar General Plan Land Use Map
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use.
RW = Location of the respective noise contour falls within the right-of-way of the road.

DISCUSSION

a) **Less Than Significant Impact.**

Construction

Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction of the project is complete.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the construction site.

The nearest sensitive receptors to the project site are residences on the eastern boundary of the property and those to the northeast. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

In addition, the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile from an inhabited dwelling are permitted between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction would occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensitive receptors. Given the sporadic and variable nature of noise levels associated with project construction, distance to sensitive receptors, and adherence to the time limits specified in the Wildomar Municipal Code, noise impacts would be reduced to a less than significant level.

Operation

Implementation of the proposed project would create new sources of noise at the project site. The major noise sources associated with the project that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise.

The noise generated by firearms can produce sound levels greater than 140 dBA and is a combination of two noise sources – the muzzle blast and the sonic boom, or bow wave, noise generated by the flight of the bullet (Urban Crossroads 2019c). Noise from a muzzle blast propagates in a spherical pattern and decreases at a rate of 6 dB per doubling of distance; the bow wave noise levels decrease at a rate of 4.5 dB per doubling of distance in the near field and decays in a nonlinear fashion (Urban Crossroads 2019c). At greater distances, such as the distance to nearby sensitive receptors, the bow wave decreases at a rate of 3 dB per doubling of distance. For the proposed project all shooting will occur indoors with the building, and interior design of the range, attenuating noise from muzzle blast.

To evaluate future off-site stationary source noise impacts associated with indoor shooting range activities, a reference stationary source noise level measurement was taken at the Orange County Indoor Shooting Range in the City of Brea. This level was utilized as a reference stationary source noise level for the proposed Project which is anticipated to be a similar facility with similar building construction. The reference measurement was taken at a distance of 10 feet from the building façade at the end of the shooting lanes by Urban Crossroads, Inc on November 17, 2009. The reference noise level, at a uniform distance of 50 feet for comparison purposes, is 37.7 dBA Leq. Operational project noise would not exceed the noise level thresholds. Therefore, impacts are less than significant.

b) **Less Than Significant Impact.** Once operational, the project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) would be conservative. The types of construction vibration impacts are human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Vibration velocities from typical heavy construction equipment operations would be short-term and would not be of sufficient magnitude to cause building damage. Therefore, vibration impacts associated with construction of the project is less than significant.

c) **Less Than Significant Impact.** The project is not located within an airport land use plan. There is no public airport, public use airport, or private airstrip located within two miles of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, impacts are less than significant**.**

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by the City of Wildomar Municipal Code Section 9.48.020, all construction and general maintenance activities shall be limited to the hours 7:00 AM and 6:00 PM from October through May (Monday–Saturday), and between 6:00 AM and 6:00 PM (Monday–Saturday) from June through September. No construction is permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.
2. As required by the City of Wildomar Municipal Code Section 15.04.010, Hours of Construction, any construction located within one-fourth mile from occupied residences shall be permitted Monday–Saturday, 6:30 AM to 7:00 PM. No construction shall be permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.

MITIGATION MEASURES

None required.

14. **Population and Housing**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

DISCUSSION

a) **Less Than Significant Impact.** The proposed project would construct an indoor shooting range/academy and add 77 parking spaces to the project site. The proposed project would not induce substantial population growth; the indoor shooting range/academy would be used by residents living within the project site vicinity. Therefore, impacts to population growth is less than significant.

b) **Less Than Significant Impact.** The project site is mostly vacant; there is an existing vacant residence and barn and ancillary structures on the eastern portion of the site which would be demolished. As the residential structure is currently unoccupied, and development of the proposed building would not interfere with housing development offsite. The proposed project would not displace a substantial number of existing housing, necessitating the construction of replace housing elsewhere. Therefore, a less than significant impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

15. **Public Services**

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

DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 61 is located at 32637 Gruwell Street, approximately 1.65 miles southeast of the project site, and would respond to calls for service from the proposed project. In addition to Fire Station 61, several other Riverside County and Murrieta Fire Department stations in the surrounding area would be able to provide fire protection services to the project site under mutual aid agreements if needed. A standard condition of approval for the proposed project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. The proposed project is not expected to result in activities that create unusual fire protection needs. Refer to section VI.20, Wildfire, for specific analysis related to fire hazards. As such, any impacts are considered less than significant.

b) **Less Than Significant Impact.** Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 3.65-miles northwest of the project site. Traffic enforcement is provided in this area of Riverside County by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

For the purpose of establishing acceptable levels of service, the Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2018a). As discussed in Issue a) in section VI.14, Population and Housing, the project is not anticipated to include substantial population growth and therefore would not be expected to substantially increase the demand for police protection services. Regardless, as a standard condition of approval for the project, the project applicant is required to pay standard development impact fees, which include a fee for police service impacts to offset potential demand associated with development. Therefore, this impact is less than significant.

c) **Less Than Significant Impact.** The project site is in the Lake Elsinore Unified School District (LEUSD) and is served by Wildomar Elementary School, Brown Middle School, and Elsinore High School. As discussed in Issue a) in section VI.14, Population and Housing, the project would not increase the City's population. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact is less than significant.

d) **Less Than Significant Impact.** The City of Wildomar owns and manages three public parks with a combined acreage of 14.27 acres: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. The City requires 3 acres of neighborhood and community parkland per 1,000 residents. The proposed project would not create housing or additional population that would create a demand on public parks. See Section VI.16 for discussion of project impacts to recreational facilities. Project impacts to parks is less than significant.

e) **Less Than Significant Impact.** Development of the project would result in a negligible increase in the demand for other public facilities. The proposed project would include facilities such as classrooms. As substantiated in Issue a) in section VI.14, Population and Housing, the proposed project would not have significant impacts on population growth. The proposed project is not expected to result in activities that create unusual demands on other public facilities; impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project applicant is required to comply with the requirements of the Riverside County Fire Department and pay standard development impact fees for fire service impacts (Wildomar Municipal Code Section 3.44).
2. The project applicant is required to pay standard development impact fees for police service impacts (Wildomar Municipal Code Section 3.44).
3. The project applicant is required to work with the LEUSD to determine the precise amount for the Notice of Impact Mitigation Requirement.

MITIGATION MEASURES

None required.

16. **Recreation**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

DISCUSSION

a) **Less Than Significant Impact.** The City of Wildomar owns and manages three public parks with a combined acreage of 14.27 acres: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. The City uses a level of service standard to calculate park improvement impact fees—3 acres per 1,000 residents—the same ratio specified in the Quimby Act for park land acquisition (Wildomar 2015). As discussed in VI.14, above, the project would not result in an increase in population, as the proposed project would predominantly serve residents living in the project vicinity. Therefore, the construction of new park space or other citywide recreational facilities would not be required. The proposed project would develop an indoor shooting range/academy which could be used for recreational purposes by users. Impacts related to the physical deterioration of existing recreation parks or facilities is less than significant.

b) **Less Than Significant Impact.** The proposed project would construct an indoor shooting range/academy which may be used by some users for recreational purposes. The proposed project would not require the construction or expansion of offsite recreational facilities, as the users of the indoor shooting range/academy would be residents that live within the project site vicinity. Furthermore, the proposed project would not induce population growth and would not be required to construction expanded recreational facilities. Therefore, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

17. **Transportation**

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

A traffic impact analysis (TIA) was conducted by Urban Crossroads on April 22, 2019, that included both the proposed project and an alternative that is not part of this submittal. A memorandum was prepared on October 22, 2019 (Urban Crossroads 2019d), clarifying assumptions for the proposed project, and is included as **Appendix 13.0** to this Initial Study.

Project Background

The TIA provides the proposed project trip generation summary and compares it to the trip generation of the alternative project.

Methodology

Project Trip Generation

As shown in **Table 17-1,** Proposed Project Trip Generation, the proposed project is anticipated to generate a total of 290 weekday trip-ends per day with 80 PM peak hour trips; AM peak hour trip generation has not been provided as the proposed project is not anticipated to operate during the AM peak hour.

Table 17-1
Proposed Project Trip Generation

Trip Type	PM Peak Hour			Daily
	In	Out	Total	
Patrons	25	25	50	150
Law Enforcement	10	10	20	100
Employees	3	7	10	40
Total	**38**	**42**	**80**	**290**

Source: Urban Crossroads October 22, 2019. Appendix 13.

a) **Less Than Significant Impact.** The proposed project would construct a shooting range onsite, which is currently vacant with the exception of an existing residence on the eastern portion of the site. The proposed project would operate between 9 AM and 10 PM seven days a week. Due to the hours of operation, the proposed project would not generate AM peak trips; the proposed project would generate a total of 290 daily trips (see **Table 17-1**).

Public Transit and Bicycle Plans

The Riverside Transit Agency (RTA) Bus Route 8, Lake Elsinore-Wildomar Loop, operates along Mission Trail which abuts the project site's western boundary. Additionally, the portion of Bundy Canyon Road east of the Bundy Canyon Road and Orchard street intersection, approximately 0.3 miles east of the site, is designated as a west-east multi-use trail. (Wildomar 2019) The proposed project would be checked for compliance with these standards as part of the City's review process. Bundy Canyon Road would be downgraded from six lanes to four lanes along the street frontage of the site. The City Traffic engineer evaluated long-term traffic needs along this road segment, and has determined through the traffic study conclusions that a reduction to four lanes is justified. The TIA, which originally analyzed a more intense land use, supported the proposed downgrade to Bundy Canyon Road. Therefore, because the proposed project would not conflict with any adopted policies, plans, or programs related public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as all project improvements would occur onsite, impacts are less than significant.

Roadways

As part of the proposed project Bundy Canyon Road would be downgraded from six lanes to four lanes along the street frontage of the site. The City Traffic engineer evaluated long-term traffic needs along this road segment, and has determined through the traffic study conclusions that a reduction to four lanes is justified. The TIA indicated that the anticipated long-range forecasts along Bundy Canyon Road can be supported by a 4-lane roadway and maintain acceptable levels of service along the roadway segments.

Intersections

The Traffic Impact Analysis (TIA) included in Appendix 12 evaluated a gasoline station and commercial use as well as the proposed project. The impact analysis is considered the higher traffic generating land use of the gas station and evaluated impacts to the roadways based on that analysis. While conservative, the TIA overstates the impact of the proposed project and recommends changes to study area intersections that would not be required of the proposed shooting range. (**Appendix 13**) As shown in the cover memorandum for Appendix 12, the shooting range would have zero AM peak hour trips, and 80 PM peak hour trips. The proposed project is anticipated to contribute towards cumulative traffic impacts at the following intersections for Opening Year Cumulative (2020) or Horizon Year (2040) traffic conditions:

- Mission Trail & Bundy Canyon Road (#1)
- Orchard Street & Bundy Canyon Road (#4)
- Almond Street & Bundy Canyon Road (#5)

The Mission Trail & Bundy Canyon Road intersection is included in the City's Development Impact Fee (DIF) which addresses impacts associated with growth. For the other two intersections with Bundy Canyon Road: Orchard and Almond Streets, the traffic distribution assumptions shown in Exhibit 4-1 of the TIA, shows that the project would generate less than 50-peak hour trips at these study intersections. Moreover, the City's TIA preparation guidelines would not require study of these intersections as the anticipated project traffic would be less than significant. The TIA shows that the proposed project would

generate less impact than the assumed gas station, and that mitigation measures at the study area intersections is unnecessary. This impact is considered less than significant.

b) **Less Than Significant Impact**. According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. The project would result in the construction of a shooting range and would serve residents that live within the project area. The proposed project would generate 290 daily trips and the VMT associated with the proposed project would be negligible when compared to the region as a whole. The City is working with WRCOG in the development of VMT to apply from both a regional and city perspective. The City will take action on VMT prior to the July 2020 requirement, and will use LOS until the VMT for the City is adopted. Therefore, the project would not conflict with Section 15064.3 subdivision (b), and a less than significant impact would occur.

c) **Less Than Significant Impact.** The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the City's review process. Bundy Canyon Road would be downgraded from six lanes to four lanes along the street frontage of the site. This is part of the City's long-range effort to correctly size roadways to balance the communities needs with the cost of long-term maintenance. The City Traffic engineer evaluated long-term traffic needs along this road segment, and has determined through the traffic study conclusions that a reduction to four lanes is justified**.** The proposed project does not change the direction of the roadway introduce any hazardous design features. Impacts are less than significant.

d) **Less Than Significant Impact.** The proposed project would provide two vehicular access points to the site, one driveway along Bundy Canyon Road and another driveway at the southwest corner of the site along Mission Trail. The driveway on Mission Trail would be a right-in/right-out only access driveway. Access to the project site would be reviewed by the City and the CAL FIRE / Riverside County Fire Department to ensure there is sufficient emergency access provided at the site as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, the project applicant shall pay all development impact fees (Wildomar Municipal Code Section 3.44).
2. Prior to issuance of any building permit on the project site, the project applicant shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (Wildomar Municipal Code Section 3.40).
3. As required by Municipal Code section 8.28, Fire Code, review of the project design by the City and CAL FIRE / Riverside County Fire Department is required to ensure sufficient emergency access.

MITIGATION MEASURES

None required.

18. **Tribal Cultural Resources**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		✓		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

DISCUSSION

a i, ii) **Less Than Significant Impact with Mitigation Incorporated.** The project site does not contain any structures or resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k) (see section VI.5, above).

In accordance with Senate Bill (SB) 18, the Native American Heritage Commission was contacted to obtain a list of tribes that may have cultural association with the project site and its local vicinity. Assembly Bill (AB) 52 established a formal consultation process for California tribes within the CEQA process. The Bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and that are either listed on, or eligible for, the California Register of Historical Resources or a local historic register, or the lead agency chooses to treat the resource as a significant resource.

The City notified tribes that requested to be alerted of new projects on July 3, 2019, which included the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseño, and Soboba Band of Mission Indians; all tribes responded. The Morongo Band of Mission Indians indicated that they had no additional information to provide; the Pechanga Band of Mission Indians, Rincon Band of Luiseño, and Soboba Band of Mission Indians requested consultation. The City of Wildomar consulted with the Soboba Band of Mission Indians on August 1, 2019 and the Rincon Band of Luiseño on September 5, 2019.

The City works closely with the with the Pechanga Band of Mission Indians and consults on all projects before the City. The City's cultural mitigation measures, developed in coordination with the Tribe have been incorporated into this IS/MND. While the tribe did not respond to our inquiry concerning consultation, the City is confident that the tribe will reach out if needed for the proposed project.

With the inclusion of mitigation measures **TRI-1** through **TRI-5** and **CUL-1**, impacts to tribal cultural resources would be mitigated to a less than significant impact with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

Refer to mitigation measure **CUL-1** in section VI.5 of this document.

TRI-1 To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources.

Timing/Implementation: *During any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

TRI-2 At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure **TRI-1**. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.

Timing/Implementation: *At least 30 days but no more than 60 days prior to any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering Department and Planning Department*

TRI-3 At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project applicant shall contact the Soboba Band of Luiseno Indians, the Rincon Band of Luiseño Indians, and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed

agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.

Timing/Implementation: *At least 30 days but no more than 60 days prior to the issuance of any grading permit.*

Enforcement/Monitoring: *City of Wildomar Engineering Department and Planning Department*

TRI-4 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 the archaeologist and the tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s).

Timing/Implementation: *During any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering Department and Planning Department*

TRI-5 In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries:

a. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources.

b. One or more of the following treatments, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City:

    i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

    ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until all legally required cataloging and basic

recordation have been completed. No recordation of sacred items is permitted without the written consent of the consulting tribe(s).

iii. Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79. The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation.

Timing/Implementation: *During any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering Department and Planning Department*

19. **Utilities and Service Systems**

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

DISCUSSION

a,c) **Less Than Significant Impact.**

Wastewater Treatment

The EVMWD currently operates three wastewater treatment facilities: The Regional Water Reclamation Facility (WRF), the Horsethief Canyon Wastewater Treatment Plant (WWTP), and the Railroad Canyon WWTP (EVMWD 2016a). In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The project site is within the Regional WRF wastewater collection area (EVMWD 2016a).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors specified in the 2016 Sewer System Master Plan. The recommended generation rates are determined according to land use designation. The wastewater generation rate in Table 4-8, Calibrated Wastewater Duty and Generation Factors, of the 2016 Sewer System Master Plan is 403 gallons per day (gpd)/acre for limited industrial (EVMWD 2016b). The proposed building would be 34,789 square feet. **Table 19-1, Project-Wastewater Generation**, shows the amount of wastewater generation based on the proposed improvements and wastewater generation factors.

Table 19-1
Project-Wastewater Generation

Improvement	Size (square feet)	Size (acre)	Wastewater Duty Factor (gpd/ac)	Total (gpd)
Indoor Shooting Range/Academy	34,789	0.80	403	**322.4**
Source: EVMWD 2016b. 2016 Sewer System Master Plan Final Report. August 2016.				

As shown in Table 3-4, Lift Station Summary, of the 2016 Sewer System Master Plan, there are 29 lift stations that serve the Regional WRF (EVMWD 2016b). Wastewater produced by the proposed project would be drawn by the B-1 Regional Lift Station, approximately 2.4 miles northwest of the project site, at 31702 Mission Trail. The B-1 Lift Station has three pumps and a capacity of 1,400 gallons per minute (gpm), or 2,016,000 gpd (EVMWD 2016b). The Regional WRF has an average daily intake of 5.46 million gallons per day (mgd) with a flow capacity of 8 mgd and a peak flow capacity of 17.6 mdg (EVMWD 2016b). Therefore, the Regional WRF has an excess daily intake capacity of approximately 2.54 mgd. In addition, the RWRF also has a planned capacity expansion to 18.2 mgd by 2040 (EVMD 2016a).

The proposed project would result in an increase of approximately 0.01 percent[1] of the remaining wastewater flow capacity of the Regional WRF, and would be even less with implementation of the future expansion of the WRF. Therefore, based on wastewater generated by the project, the current capacity of the Regional WRF would be able to accommodate the wastewater flows generated from the proposed project. The proposed project impacts to wastewater treatment is less than significant.

Water Treatment

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The EVMWD supplies water to the surrounding area and would supply water to the project site. Water line improvements at the project site would be constructed in accordance with Title 13, Public Services, of the Wildomar Municipal Code.

EVMWD purchases water from the Western Municipal Water District (WMWD) from two different sources (EVMWD 2016a). One source of purchased water from WMWD is treated at the Metropolitan Water District's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Water Project water. The other source of purchased water from the WMWD is conveyed from the Temescal Valley Pipeline and treated at the Mills Filtration Plant (EVMWD 2016a). Surface water from Canyon Lake (Railroad Canyon reservoir) is treated at Canyon Lake Water Treatment Plant. The water treatment facilities, their capacities, and remaining available treatment capacities are shown in **Table 19-2**, EVMWD Water Treatment Facilities.

[1] 322.4 gpd / 2,540,000 gpd = 0.00012693 = 0.012 percent.

Table 19-2
EVMWD Water Treatment Facilities

Treatment Plant	Capacity (mgd)	Average Daily Intake[1] (mgd)	Remaining Treatment Capacity (mgd)
Canyon Lake Water Treatment Plant	9	4.5	4.5
Skinner Filtration Plant[1]	630	220	410
Mills Filtration Plant[1]	220	90	130
Total:	859	314.5	**544.5**

Source: EVMWD 2016a, MWD 2017.
[1] Estimates based on average of Skinner and Mills daily effluent graphs.

As shown in **Table 19-2**, the EVMWD water treatment facilities have a remaining water treatment capacity of approximately 544.5 mgd. Based on water generations rates in Table 4-8, Calibrated Wastewater Duty and Generation Factors, of the Sewer System Master Plan, the water duty factors for the site's uses would be 700 gpd/acre for limited industrial (EVMWD 2016b). **Table 19-3**, Project-Water Generation, shows the amount of water demand based on the proposed improvements and water duty factors.

Table 19-3
Project-Wastewater Generation

Improvement	Size (square feet)	Size (acre)	Wastewater Duty Factor (gpd/ac)	Total (gpd)
Indoor Shooting Range/Academy	34,789	0.80	700	560

Source: EVMWD 2016b. 2016 Sewer System Master Plan Final Report. August 2016.

As provided in **Table 19-3**, the project would result in a water demand increase of 560 gpd. This is less than 0.001 percent[2] of the remaining treatment capacity of the EVMWD water treatment facilities. Therefore, based on water demands of the project, the current capacity of the EVMWD treatment facilities would be able to accommodate the water demands generated from the proposed project. The proposed project impacts to water treatment is less than significant.

Furthermore, according to EVMWD, there would be available water and sewer to serve the proposed project (EVMWD 2019). Therefore, impacts are less than significant.

Stormwater Drainage

Stormwater drainage impacts are addressed in section VI.10.c.iii, above. The proposed project would include a biofiltration basin; the flows within the biofiltration basin would either be pumped out of the biofiltration basin, due to the lack of existing storm drain within proximity of the biofiltration basin, and the depth which the underdrain system is located (JLC 2019a). The flows in excess of the required water quality volume would be conveyed via an outlet structure directly to the outlet storm drain, which then discharges into a proposed concrete channel located within the Mission Trail right-of-way (JLC 2019a). The U Channel along the southerly boundary of the project site would convey flows to a rip rap dispersion area in which flows would be dispersed in a sheet flow manner, mimicking the existing condition flows.

[2] 560 gpd / 544,500,000 gpd = 0.00000103 = 0.0001 percent.

Additionally, the BMP facilities implemented by the proposed project would improve water quality. Impacts are less than significant. Stormwater drainage improvements would not exceed the capacity of storm drain systems, in accordance with the City of Wildomar Municipal Code Section 13.12.050 and the MS4 Permit from the San Diego Regional Water Quality Control Board.

Electricity and Natural Gas

The project site would require connection to utilities such as natural gas lines in the vicinity of the site in accordance the installation requirements of City of Wildomar Municipal Code Section 16.40.010. The applicant would be responsible for payment of electricity and gas connections as well as use of the utility. As described in section VI.6, Energy, the project would not result in energy use such that new or expanded facilities is required. Therefore, impacts are less than significant.

b) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. EVMWD has a total of 13,128.2 acre-ft/year of groundwater rights and safe yield (EVMWD 2016a). The EVMWD has the ability to obtain a capacity of 26,296 acre-feet per year (23.4 mgd) during average years and wet years (EVMWD 2016a).

The proposed project is expected to be developed by 2021. As shown in the 2015 Urban Water Management Plan, the projected 2020 water demand and supply would be 36,205 acre-feet per year and 44,052 acre-feet per year (EVMWD 2016a). Therefore, the supply would exceed the demand by 7,847 acre-feet/year. Thus, this impact is less than significant because there would be sufficient water supply to service the proposed project.

d) **Less Than Significant Impact.** The main disposal site that would serve the project site is the El Sobrante Landfill in Corona. The landfill is projected to reach its full capacity of 209,910,000 cubic yards in 2051 (CalRecycle 2019). The landfill covers approximately 1,322 acres and has a maximum permitted throughput of approximately 16,054 tons/day (CalRecycle 2019). The El Sobrante Landfill has a remaining capacity of 143,977,170 tons (CalRecycle 2019).

The California Department of Resources Recycling and Recovery's (CalRecycle) sample solid waste generation rates for industrial is 0.006 pound per square foot per day (CalRecycle 2016). The proposed building is 34,789 square feet and would generate (34,789 square feet x 0.006 lb/sq ft/day = 208.734 lb/day) 208.7 lb/day of solid waste. This increase would be 0.00065 percent[3] of the landfill's daily maximum permitted throughput and could be accommodated. The spent ammunition casings and bullets will be recycled consistent with state and federal law. Therefore, the project impacts on landfill capacity is less than significant**.**

e) **Less Than Significant Impact**. Solid waste would be generated during construction and operation of the proposed project. The Solid Waste Reuse and Recycling Access Act of 1991 requires that adequate areas be provided for collecting and loading recyclable materials such as paper, products, glass, and other recyclables. City of Wildomar Municipal Code Section 8.104 regulates solid waste handling and mandates that sufficient receptacles be in place onsite to accommodate refuse and recycling. Compliance with state law and the City's Municipal Code would ensure the project would result in a less than significant impact.

[3] 208.734 lb/day = 0.104367 ton/day

0.104367 tons/day / 16,054 tons/day =0.0000065 or 0.00065 percent.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the San Diego Regional Water Quality Control Board, stormwater drainage improvements must be consistent and in accordance with these provisions.
2. As required by City of Wildomar Municipal Code Section 16.40.10, Installation Requirements, the project would comply with the installation requirements for undergrounding utilities.
3. As required by City of Wildomar Municipal Code Section 8.104, Solid Waste Collection and Disposal, the generation, accumulation, handling, collection, transportation, conversion, and disposal of solid waste must be controlled and regulated through the provisions of this chapter.

MITIGATION MEASURES

None required.

20. **Wildfire**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		✓		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		✓		
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is located in a non-VHFHSZ within the LRA (CALFIRE 2009). Development on the project site would be subject to compliance with the 2016 California Building Code (or the most current version) and the 2016 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize the risk of loss due to wildfires.

Development on the project site would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, the proposed project would not conflict with adopted emergency response or

evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, mitigation measures **HAZ-1** and **HAZ-2**, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

b) **Less Than Significant with Mitigation Incorporated.** The eastern portion of the project site is developed, and the remainder of the site is undeveloped and vacant. The entire site's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June (Weather Spark 2019).

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project and site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is not within a Very High Fire Severity Zone; however, as with all projects in the City of Wildomar, mitigation measures **HAZ-1** and **HAZ-2,** which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

c) **Less Than Significant Impact**. The project site would require expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The project site is not within a Very High Fire Severity Zone. The construction of infrastructure improvements for the project would not directly increase fire risk, and impacts are less than significant.

d) **Less Than Significant Impact**. As discussed in Section VI.7 and VI.10 respectively, above, the project site is not within a landslide hazard area or a flood plain. There is currently mild drainage onsite that runs into a lowered path next to the road. Historical geographic mapping does not show any flooding or safety concerns caused by the drainage. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices (BMPs). Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the project site would be improved post-construction by utilizing a biofiltration basin. Therefore, with implementation of BMPs, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None Required.

MITIGATION MEASURES

Implementation of mitigation measures **HAZ-1** and **HAZ-2** in Section VI.9 of this document.

VI. MANDATORY FINDINGS OF SIGNIFICANCE

Issues, does the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		✓		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

DISCUSSION

The following mandatory findings of significance are in accordance with CEQA Guidelines Section 15065.

a) **Less Than Significant Impact with Mitigation Incorporated.** Based on the evaluations and discussion in this IS/MND, the proposed project has a very limited potential to incrementally degrade the quality of the environment because a portion of the site is currently developed and disturbed. As discussed in section VI.5, Cultural Resources, with implementation of mitigation measures **CUL-1** and **TRI-1** through **TRI-5,** the proposed project would have a less than significant impact on archaeological resources. Furthermore, as discussed in section VI.7, Geology and Soils, the proposed project would have a less than significant impact on geological and paleontological resources with implementation of mitigation measure **GEO-1** and **GEO-2**, which require the project to incorporate recommendations of the geotechnical report and reduce impacts to paleontological resources. Moreover, with implementation of **CUL-1** and **TRI-1** through **TRI-5**, the proposed project would have a less than significant impact to tribal cultural resources. With implementation of **HAZ-1** and **HAZ-2**, as discussed in section VI.8, Hazards and Hazardous Materials, and section VI.20, Wildfire, the proposed project would result in a less than significant impact with respect to wildfire with conformance to building codes and City standards. Therefore, the proposed project would not significantly affect the environment after implementation of the mitigation measures in this IS/MND. Therefore, any impacts would be considered less than significant with mitigation incorporated.

b) **Less Than Significant Impact with Mitigation Incorporated.**

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The project includes several design measures to minimize light pollution. This project and other projects in Wildomar are required to comply with the City's light pollution ordinance. The project is proposed in a developing region of the City and is consistent with the General Plan. While the proposed building may obscure views of surrounding ridgelines from proximate public vantage points, the proposed project, in combination with other development in the vicinity would not significant impact any scenic vistas. Therefore, the proposed project would have a less than cumulatively considerable impact to aesthetics.

Agriculture and Forestry Resources

Implementation of the proposed project would not result in any impacts to agriculture or forestry resources and would therefore not contribute to cumulative impacts to these resources.

Air Quality

The South Coast Air Quality Management District's approach for assessing cumulative impacts are based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Issue a) in section VI.3, Air Quality, describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. As such, the project would have a less than cumulatively considerable impact on air quality. Moreover, the implementation of mitigation measure **AQ-1** would reduce potential air quality impacts associated with the operation of the shooting range, by requiring filtration, to a less than significant impact.

Biological Resources

The eastern portion of the project site is developed, and the remainder of the site is undeveloped and vacant. The project site is not in a conservation cell and not designated for conservation. Implementation of mitigation measures **BIO-1** through **BIO-3** would reduce impacts associated with biological resources through the payment of MSHCP mitigation fees, conducting pre-construction nesting bird and burrowing owl surveys, limiting the use of invasive plant species, and the implementation of dust control and project-specific SWPPP. The proposed project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. However, mitigation measures **CUL-1** and **TRI-1** through **TRI-5** would reduce the potential impacts associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact.

Energy

Construction and operation of the improvements would result in an increase in energy. Construction energy would be temporary and normal of development in the region. Section VI.6, Energy, analyzed the project's cumulative contribution to energy in the region and determined the project would have a less than cumulatively considerable environmental impact to energy.

Geology and Soils

Project-related impacts on geology and soils associated with development on the project site are site specific, and project development would not contribute to seismic hazards or soil erosion. Implementation of mitigation measure **GEO-1** would result in decreased exposure to the risks associated with seismic activity, and **GEO-2** would reduce potential impacts to paleontological resources. Therefore, impacts are expected to be less than cumulatively considerable**.**

Greenhouse Gas Emissions

The greenhouse gas analysis in section VI.8, Greenhouse Gas Emissions, analyzed the proposed project's cumulative contribution to global climate change and determined that the project would have a less than cumulatively considerable environmental impact resulting from greenhouse gas emissions.

Hazards and Hazardous Materials

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. The project site is not within a Very High Fire Severity Zone. Implementation of mitigation measures **HAZ-1** and **HAZ-2** would ensure that the proposed project complies with California Building Code, Fire Code, and City standards in regard to fire hazards. Compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Water quality measures included in the proposed project and the WQMP and SWPPP prepared for the project would protect the quality of water discharged from the site during both construction and operational activities. The site is not located within a flood hazard zone. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

Land Use and Planning

The proposed project would require a General Plan Amendment, Change of Zone, and Conditional Use Permit in order for the proposed project to be developed. As these actions must occur prior issuance of any building permit, and the change in land use is less-intensive than proposed, the project would have a less than cumulatively considerable impact related to land use and planning.

Mineral Resources

The proposed project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

Noise

As discussed in section VI.13, Noise, the proposed project would comply with all applicable noise standards and would have less than significant direct impacts related to construction and operational noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to daytime hours. In addition, the project would adhere to the City of Wildomar's policies found in the General Plan Noise Element and the Municipal Code limiting the construction hours of operation. It is possible that other construction projects in the vicinity could overlap with activity on the proposed project site, but other such projects is required to mitigate their construction noise impacts. Any combined impacts would be temporary, constituting intermittent annoyance perhaps, but not a significant cumulative noise impact. Therefore, the proposed project would have a less than cumulatively considerable impact related to noise.

Population and Housing

Since the project site is mostly vacant with an existing vacant residence and barn and ancillary structures, a substantial number of housing units or people would not be displaced, and the construction of replacement housing is not required. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, project applicant is required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

Recreation

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, would not significantly increase the demand for recreational space. The project would provide new recreational space. Additionally, as a standard condition of approval, the project applicant is required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

Transportation

The cumulative setting for the proposed project includes the nearby development for opening year traffic conditions provided by City of Wildomar Public Works and Engineering staff. Cumulative traffic impacts are created as a result of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable levels of service with or without the project. Information on future projects in the vicinity of the study areas has been obtained from the City of Wildomar staff for inclusion in the TIA. Table 4-3 of the TIA shows the proposed land uses for nearby cumulative projects provided by City staff (**Appendix 12.0**).

The TIA concludes that the reduction of lanes on Bundy Canyon Road from a planned 6 to 4 lanes would not result in significant traffic impacts. As discussed in Section 17, Transportation of this initial study, while the TIA includes a conservative analysis of a gas station and commercial project with higher traffic generation, the estimated traffic from the proposed project would not trigger the need for intersection improvements.

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As required by the City, payment of the Transportation Uniform Mitigation Fee and the City Development Impact Fee, fully mitigates the proposed project's cumulative impacts. (Article I, Development Impact Fees, of Municipal Code Chapter 3.40 and 3.44 respectively).

Tribal Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. However, mitigation measures **CUL-1** and **TRI-1** through **TRI-5** would reduce

the potential impacts to tribal cultural resources associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact.

Utilities and Service Systems

Implementation of the proposed project would increase demand for public utilities. However, project would not result in a significant increase in utility demand and would be accounted for in long-range plans for provision of such services, as provided in the General Plan. Therefore, the proposed project would have less than cumulatively considerable impacts on utilities and service systems.

Wildfire

Development of the project site would not exacerbate wildfire risk for the region; the project site is not located within a Very High Fire Severity Zone. Compliance with California Building Code, Fire Code, and other applicable federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

c) **Less Than Significant Impact with Mitigation Incorporated**. The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. Although a number of impacts were identified as having potential to significantly impact humans, with implementation of the identified mitigation measures and standard conditions and requirements, these impacts are less than significant. With implementation of the identified mitigation measures, the proposed project is not expected to cause significant adverse impacts to humans. Mitigation measure **AQ-1** addresses potential air quality impacts associated with the operation of the shooting range by requiring filtration, **CUL-1** and **TRI-1** through **TRI-5** reduce impacts associated with cultural, archaeological, and tribal cultural resources; mitigation measures **GEO-1** and **GEO-2** reduce impacts associated with earthquake faults, soils hazards, and paleontological resources. Therefore, the project does not have any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Furthermore, because this document analyzes long-term and short-term impacts and mitigates all potential impacts to a less than significant level, the proposed project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. Any impacts are considered less than significant with mitigation incorporated.

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EXHIBIT 3

Wildomar Shooting Range/Academy Project Final MND/Response to Comments

December 2019 | Response to Comments
State Clearinghouse No. 2019109095

WILDOMAR SHOOTING RANGE/ACADEMY PROJECT

City of Wildomar

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APPENDICES

Appendix A Mitigation Monitoring and Reporting Program

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1. Introduction

1.1 INTRODUCTION

This document includes a compilation of the public comments received on the Wildomar Shooting Range/Academy Project Initial Study and Mitigated Negative Declaration (collectively, "MND"; State Clearinghouse No. 2019109095) and the City of Wildomar's (City) responses to the comments.

Under the California Environmental Quality Act (CEQA), a lead agency is not required to prepare formal responses to comments on an MND. However, CEQA requires the City to have adequate information on the record explaining why the comments do not affect the conclusion of the MND that there are no potentially significant environmental effects. In the spirit of public disclosure and engagement, the City—as the lead agency—has responded to all written comments submitted on the MND during the 30-day public review period, which began November 5, 2019 and ended December 4, 2019.

1.2 DOCUMENT FORMAT

Section 1, ***Introduction.*** This section describes CEQA requirements and the content of this document.

Section 2, ***Response to Comments.*** This section provides a list of agencies and persons commenting on the MND, copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a letter. Individual comments for each letter have been numbered, and the letter is followed by responses with references to the corresponding comment number.

Appendix A, ***Mitigation Monitoring and Reporting Program.*** This document lists all the mitigation measures required for implementation of the project, the phase in which the measures would be implemented, and the enforcement agency responsible for compliance. The monitoring program provides 1) a mechanism for giving the lead agency staff and decision makers feedback on the effectiveness of their actions; 2) a learning opportunity for improved mitigation measures on future projects; and 3) a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (b) outlines parameters for submitting comments on negative declarations, and reminds persons and public agencies that the focus of review and comment of MNDs should be on the proposed findings that the project will not have a significant effect on the environment. If the commenter believes that the project may have a significant effect, they should: (1) Identify the specific effect, (2) Explain why they believe the effect would occur, and (3) Explain why they believe the effect would be significant.

1. Introduction

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence."

Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

Finally, CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to potentially significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the environmental document.

2. Response to Comments

This section provides all written comments received on the circulated MND and the City's response to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the MND are excerpted in this document, they are indented. The following is a list of all comment letters received on the circulated MND during the public review period.

Letter Reference	Commenting Person/Agency	Date of Comment	Page No.
A1	Eric Leavitt	November 4, 2019	6
A2	Myles Richardson	November 4, 2019	7
A3	William Franklin	November 5, 2019	8
A4	Aaron Burgess	November 5, 2019	9
A5	Brad Hassler	November 5, 2019	10
A6	Michael Brewer	November 5, 2019	11
A7	Mark LeRoux	November 6, 2019	12
A8	Richard Mohr	November 6, 2019	13
A9	Leslie Ingham	November 6, 2019	14
A10	Rob Laconklin	November 6, 2019	15
A11	Sparkman Family	November 6, 2019	16
A12	Bob Sutton	November 6, 2019	17
A13	Darlene Simonian	November 6, 2019	18
A14	Jim Willbanks	November 9, 2019	19
A15	David Walthall	November 9, 2019	20
A16	Erin Pettengill	November 9, 2019	21
A17	Mike Pettengill	November 9, 2019	22
A18	Kathy Gloudemans	November 9, 2019	23

2. Response to Comments

Letter Reference	Commenting Person/Agency	Date of Comment	Page No.
A19	Lee Gloudemans	November 9, 2019	24
A20	Michelle Walthall	November 9, 2019	25
A21	Ken Carpenter	November 10, 2019	26
A22	Ride	November 15, 2019	27
A23	Jacob Wilkings	November 15, 2019	28
A24	Josh Money	November 15, 2019	29
A25	David Rutherford	November 15, 2019	30
A26	Joshua Asbill	November 16, 2019	31
A27	Joe Ruzzamenti	November 16, 2019	32
A28	Danielle Carlson	November 16, 2019	33
A29	Jerry Kraft	November 16, 2019	34
A30	Chris Horkey	November 16, 2019	35
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2. Response to Comments

The following comment letters, A1 through A33, indicate support of the proposed project.

These comment letters do not raise any environmental issues. The comments are noted, and no further response is required.

2. Response to Comments

LETTER A1 – Eric Leavitt (1 page)

Letter A1

From: Eric Leavitt
To: Matthew Bassi
Subject: Public comment: Shooting range
Date: Monday, November 04, 2019 6:36:37 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hello,

As a resident of wildomar I'd like to provide my public comment on the proposed shooting range.

I am absolutely supportive of the project and very excited about a new range in the region. I believe it will attract a lot of business and be a financial success, if run properly.

Respectfully,

Eric Leavitt

Sent from my iPhone

LETTER A2 – Myles Richardson (1 page)

Letter A2

From: Myles Richardson
To: Matthew Bassi
Subject: Wildomar shooting range
Date: Monday, November 04, 2019 9:41:30 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hi,
I would definitely like to see a shooting range. Since moving to elsinore in 2017 it has been a hassle going to a range since the closest indoor ranges are riverside indoor and Escondido range both of which are about 45 minutes away. This being right down the street from me would be great!

Myles Richardson
[redacted]
Lake Elsinore
Ca 92530

2. Response to Comments

LETTER A3 – William Franklin (1 page)

Letter A3

From: William Franklin
To: Matthew Bassi
Subject: Wildomar Shooting Range/Academy
Date: Tuesday, November 05, 2019 7:08:45 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

My wife and I heartily support the application for the proposed shooting range/academy, and would make use of it as a family. It's something we really need in our area, and the location is appropriate and convenient for the community.

William R. Franklin
Wildomar Resident
[redacted]

LETTER A4 – Aaron Burgess (1 page)

Letter A4

From: AAron B
To: Matthew Bassi
Subject: In Support of Wildomar Range
Date: Tuesday, November 05, 2019 9:24:58 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I am fully in support of the new facility and would like to help by emailing or calling whoever to show support. I am also a weapons instructor for the US Air Force and would love to help out with the community in doing classes on basic shooting fundamentals, saftey with firearms, safety in the home (especially with kids in the house). Or even if there are other opportunities now where volunteers are needed to help teach/promote firearm safety within the community.

Thank You
Aaron Burgess
[redacted]

2. Response to Comments

LETTER A5 – Brad Hassler (1 page)

Letter A5

From: Brad Hasseler
To: Matthew Bassi
Subject: I support PA No. 19-0093
Date: Tuesday, November 05, 2019 2:03:31 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

To whom it may concern,
I am a Wildomar resident. I support the approval of Project Number 19-0093.

Citizens need a safe place to receive instruction in the use of firearms and a safe place to practice the use of firearms.

Since many shooting ranges have been barred from construction this is a site that is sure to attract business from all over. This will be a great addition to Wildomar.

Bradley Hasseler
--

Bradley Hasseler
Hasseler Backflow Prevention
[redacted]

LETTER A6 – Michael Brewer (1 page)

Letter A6

From: Michael Brewer
To: Matthew Bassi
Subject: Shooting Range
Date: Tuesday, November 05, 2019 4:49:29 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I am a California CCW permit holder and would approve a local Wildomar shooting range. Other responsible shooters and I have to travel frequently for an hour or more to practice marksmanship mandated by the Riverside County Sheriff's Department and the State of California. If the shooting range would be pattered and regulated as well as the Oceanside or the Front Sight Nevada training facilities it would bring an orderly community recreational and regulated citizens group dedicated to public safety. Approval of such a facility would benefit the Inland Empire and bring additional revenue to Wildomar. Sincerely, Vietnam Veteran Michael Brewer
Sent from my iPhone

LETTER A7 – Mark LeRoux (1 page)

Letter A7

From: Mark LeRoux
To: Matthew Bassi
Subject: Proposed Shooting Range
Date: Thursday, November 07, 2019 8:57:47 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Matt,
As a resident and member of the Wildomar community I would like to reach out and offer my support for the proposed building of a shooting range/ academy in our city. I'm an avid outdoor enthusiast and sports fan and moved to this area for this reason. Wildomar will benefit with a decision to move forward with permitting this business as well as a high end sporting goods franchise such as Bass Pro Shop or Cabelos
Thanks,
Mark LeRoux,
[redacted]

Sent from my iPad

LETTER A8 – Richard Mohr (1 page)

Letter A8

From: Richard Mohr
To: Matthew Bassi
Subject: Range
Date: Thursday, November 07, 2019 8:12:53 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Yes! Please build it, looking forward to it.

Sent from my iPad

LETTER A9 – Leslie Ingham (1 page)

Letter A9

From: Leslie Ingham
To: Matthew Bassi
Subject: Support for proposed gun range
Date: Thursday, November 07, 2019 7:27:42 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hello,
I am support of the proposed gun range. It would provide a valuable practice facility for local residents!

Leslie Ingham
[redacted]
Murrieta, CA 92562

LETTER A10 – Rob Laconklin (1 page)

Letter A10

From: Work Email
To: Matthew Bassi
Subject: Gun range
Date: Thursday, November 07, 2019 7:20:27 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I am all for it. I think it would be nice to have a range nearby without driving so far away. Thanks for considering something that is highly frowned about.

Robert

Sent from my iPhone

2. Response to Comments

LETTER A11 – Sparkman Family (1 page)

Letter A11

From: bsparkman9
To: Matthew Bassi
Subject: Shooting Range
Date: Wednesday, November 06, 2019 4:45:28 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Great to have this so close. The Sparkman family totally support

Sent from my Verizon, Samsung Galaxy smartphone

LETTER A12 – Bob Sutton (1 page)

Letter A12

From: flightsafety
To: Matthew Bassi
Subject: Shooting range
Date: Wednesday, November 06, 2019 4:30:12 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I am in favor of the shooting range.
I am a member at Rainbow and it is quite a drive from my La Cresta home

Bob Sutton
Sent from my Verizon, Samsung Galaxy smartphone

"On matters of style, swim with the current, on matters of principle, stand like a rock."
Thomas Jefferson

2. Response to Comments

LETTER A13 – Darlene Simonian (1 page)

Letter A13

From: Darlene Simonian
To: Matthew Bassi
Subject: Range- Wildomar
Date: Wednesday, November 06, 2019 4:15:56 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hi, I am emailing my support for the shooting range to be built in Wildomar as proposed.

Darlene Simonian, MBA, Author

LETTER A14 –Jim Willbanks (1 page)

Letter A14

From: [redacted]
To: Matthew Bassi
Subject: Gun Range
Date: Friday, November 08, 2019 7:37:07 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Mr. Bassi,

I'm very happy to see that there is a proposed gun range in Wildomar. This area needs and wants a gun range badly. People in the area have been talking about how great it would be for years.

Please let me know if there is anything I can do to help support the project.

Jim Willbanks
The Willbanks Corporation
[redacted]

2. Response to Comments

LETTER A15 – David Walthall (1 page)

Letter A15

From: [redacted]
To: Matthew Bassi
Subject: Wildomar Gun Range
Date: Saturday, November 09, 2019 6:46:38 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

To Whom It May Concern:

My wife and I are beyond pleased that Wildomar could offer a gun range. We have been wanting a safe place to further learn how to protect ourselves and our home for a long time. In addition, our daughter has this chance as well and this excites us for the future. California has been putting too many restrictions on our right to bear arms for too long, and this gun range is a breath of fresh air. You have our full support!

Dave and Michelle Walthall (Wildomar residents)

Sent from Yahoo Mail on Android

LETTER A16 – Erin Pettengill (1 page)

Letter A16

From: Erin Pettengill
To: Matthew Bassi
Subject: Shooting Range for Wildomar
Date: Saturday, November 09, 2019 2:51:15 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Thank you so much for considering a shooting range in Wildomar. I am a woman, with a Masters degree, a Registered Nurse, and have a Concealed Weapons permit. I am an Army veteran and take shooting seriously. I have a membership at Rainbow Shooting and multiple times a year go to Front Sight to ensure my shooting abilities are honed and safe. I think this would be a great contribution to this area, and much of our discretionary funds would to to this site instead of outside sights. I applaud the community for taking gun safety seriously and look forward to this facility opening. Please let me know if you need anything from me, or if I can be of assistance.

Erin Pettengill, RN, BSN, MPH

2. Response to Comments

LETTER A17 – Mike Pettengill (1 page)

Letter A17

From: Mike Pettengill
To: Matthew Bassi
Subject: Shooting Range Planned for Wildomar
Date: Saturday, November 09, 2019 2:15:39 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Matthew:

I hope this email finds you well.

I am writing to comment on the proposed shooting range in Wildomar.

My wife and I are military trained. We are lifelong shooters and gun owners. We take group and personal firearm training lessons monthly. We are both licensed by the County of Riverside to carry a firearm concealed. We have never been accused of a misdemeanor or a felony. We have a bachelors and a masters degrees and we are homeowners in Murrieta. In short, we are safe and responsible gun owners.

My wife and I travel regularly to Nevada to train with firearms. We are members at the Rainbow Shooting Range in San Diego County and we purchase weapons, ammunition and shooting supplies on-line and at stores in Murrieta. We spend thousands of dollars annually on shooting and shooting supplies.

If this shooting range in Wildomar is approved and opened our lives will change. On the day that range opens we will be redirect thousands of discretionary dollars each year in Wildomar.

We live in Bear Creek in Murrieta. We would buy a membership, spend our money in Wildomar and travel down Palomar St. weekly to support this facility.

If I can be of service on this issue please feel free to call me at [redacted]

Thanks,

Mike Pettengill
[redacted]
Murrieta, CA 92562

LETTER A18 – Kathy Gloudemans (1 page)

Letter A18

From: Kathy Gloudemans
To: Matthew Bassi
Subject: Shooting range in Wildomar
Date: Saturday, November 09, 2019 2:52:34 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I vote YES! A shooting range in Wildomar will bring revenue and promote proper handling of firearms.
Respectfully,
Kathy Gloudemans

Sent from my T-Mobile 4G LTE Device

2. Response to Comments

LETTER A19 – Lee Gloudemans (1 page)

Letter A19

From: LEE GLOUDEMANS
To: Matthew Bassi
Subject: Firing range at wildomar
Date: Saturday, November 09, 2019 3:06:14 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

This will save me from traveling to LytleCreek as I do now. I rather spend my money in Wildomar.

Lee Gloudemans

Sent from my T-Mobile 4G LTE Device
Get Outlook for Android

LETTER A20 – Michelle Walthall (1 page)

Letter A20

From: Michelle Walthall
To: Matthew Bassi
Subject: Wildomar Gun Range
Date: Saturday, November 09, 2019 6:41:21 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

To Whom It May Concern:

My husband and I are beyond pleased that Wildomar could offer a gun range. We have been wanting a safe place to further learn how to protect ourselves and our home for a long time. In addition, our daughter has this chance as well and this excites us for the future. California has been putting too many restrictions on our right to bear arms for too long, and this gun range is a breath of fresh air. You have our full support!

Thank you,

Michelle and David Walthall (Wildomar residents)

Get Outlook for Android

2. Response to Comments

LETTER A21 – Ken Carpenter (1 page)

Letter A21

From: Ken Carpenter
To: Matthew Bassi
Subject: Wildomar Shooting Range
Date: Sunday, November 10, 2019 5:11:36 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

A posting on next-door.com said that the city of Wildomar planning commission was considering a proposed shooting range.

If that's the case, I would like to say I'm **in favor** of the range.

Though I don't own a gun, I know several local enthusiasts who would enjoy not having to drive to Fallbrook or further to have a place to shoot.

Ken Carpenter
[redacted]
Wildomar, CA 92595
[redacted]

LETTER A22 – Ride (1 page)

Letter A22

From: ride1226
To: Matthew Bassi
Subject: Wildomar gun range
Date: Friday, November 15, 2019 12:36:39 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Great idea! Teach people to use a weapon responsibly and in a safe atmosphere. Fully support this idea. Less people taking guns to vacant areas to shoot would be a great outcome plus an overall education on the subject for those interested. Well done!

2. Response to Comments

LETTER A23 – Jacob Wilkings (1 page)

Letter A23

From: Jacob Wilkins
To: Matthew Bassi
Subject: Proposed Firearm Range Comments
Date: Friday, November 15, 2019 12:47:42 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good afternoon,

I recently saw an article in the Valley News about Wildomar's proposed firearm range and academy and I was hoping to express my excitement and interest in the project.

I am an Army Veteran and an avid firearm enthusiast and my biggest complaint with the areas in which I have lived have always been the lack of education surrounding firearms. Providing a safe and supervised location, such as the proposed range, would be an incredible addition to Wildomar and the surrounding communities. When an experienced and knowledgeable professional is available to teach, mentor, and help an individual learn, especially in regards to firearms, the individual will turn out much better off than if he or she were to attempt to teach themselves. With firearms, I feel like this is even more important.

In addition to this, having a controlled and monitored location for enthusiasts to come and practice their skills helps make the community and surrounding areas safer and cleaner as well. A large problem with locations on private or public land where firearms are often fired is the amount of trash and junk that is left behind in these popular shooting destinations. Having a range that is well maintained and available, helps prevent garbage from piling up somewhere that would otherwise be trash free.

I can go on and on about my opinions and beliefs, but suffice it to say that I wholeheartedly and completely support the project and I hope that it becomes a center of safe practice and education for firearms in the Inland Empire.

If you have any questions or if any other news of this proposal comes available, I would love to hear of it. My contact information is below.

Very Respectfully,

Jacob Wilkins
[redacted]

LETTER A24 – Josh Money (1 page)

Letter A24

From: Josh Money
To: Matthew Bassi
Subject: Wildomar Shooting Range/Academy
Date: Friday, November 15, 2019 3:11:21 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

To whom it may concern,

Regarding the Wildomar Shooting Range/Academy. Myself and my extended family are 100% in favor of this project. We are very excited for it's completion.

This range could be a contender for being the nicest range is Southern California. This range has the potential to attract customers from within 50 miles in my opinion. The only indoor ranges that are available to us here in the valley currently are close to 30 miles away and are nowhere near as nice as what is being proposed here.

There are a lot of firearm owners in our area, having a facility like this locally would be a great asset to our community. The ability to train, compete and learn about firearms for beginners is very much needed. We five our full support.

Respectfully submitted.

Josh Money
[redacted]
Wildomar
[redacted]

2. Response to Comments

LETTER A25 – David Rutherford (1 page)

Letter A25

From: David Rutherford
To: Matthew Bassi
Subject: Comment For Proposed Gun Range
Date: Friday, November 15, 2019 10:06:06 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hello,

I am writing to express my SUPPORT for the proposed gun range. I am a private citizen who owns a firearm for personal use and defense.
I believe strongly that we should have a place that we can practice with firearms and learn gun safety. A lot of accidents can be prevented with proper training and education.
Gun safety is something that should be taught to all since no one knows when one could be encountered. Children should be taught about them so they can understand their use and dangers. Removing the curiosity goes a long way in keeping children safe.

Having a good, safe place to shoot and practice skills would also be beneficial to the environment. Right now, the only areas I am aware of are in Riverside and Fallbrook. . .anyone in Menifee, Murietta, Perris, Lake Elsinore. . .etc. . .would have to go a long distance or go to the outdoors and shoot on public land. Shooting on public land can also be a fire hazard if not done safely.

With these things in mind, I want to support the proposal for a gun range in Wildomar and hope to be able to use it one day.

Regards,
David Rutherford
Resident of Perris, CA

LETTER A26 – Joshua Asbill (1 page)

Letter A26

From: Joshua Asbill
To: Matthew Bassi
Subject: Wildomar Gun Range
Date: Saturday, November 16, 2019 12:45:15 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Mr Bassi
I am a resident of Wildomar. I wanted to voice my excitement for this proposed business. I've been in the law enforcement community and firearms community well over 20 years. There are a great deal of residents in our area that enjoy the shooting sports and many that have CCWs. I firmly believe that so much of the anti-2A rhetoric that is prevalent these days is due to lack of education. Education is the key to a broader understanding of any topic. When it comes to firearms this is exactly why the state of CA tries to put these type of facilities out of business. Limit education and you can manipulate peoples beliefs. There are so many people that if given the proper introduction and education on our pro 2A community would have a positive view towards the topic. You're providing a place for education, training and a sense of community. I applaud the city for supporting this and it will only benefit the city as a whole and its citizens. Firearms owners are responsible, they have a strong sense of helping their community, they are military members, public safety members, hard working and passionate about their families safety and the safety of their city. Empowering them empowers the city wildomar.

Thank you.
Joshua Asbill.

[redacted]

2. Response to Comments

LETTER A27 – Joe Ruzzamenti (1 page)

Letter A27

From: Joe Ruzzamenti
To: Matthew Bassi
Subject: Shooting Range
Date: Saturday, November 16, 2019 5:32:56 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Greetings Mr. Bassi:

I am writing to voice my unequivocal support for a gun range in Wildomar. At this time, those of us who participate in the sport of target shooting must join a private club in Rainbow or drive to Riverside or Oceanside in order to participate. I am a resident of Wildomar and have zero issues with a range in our community because I know legal gun owners are among the most law abiding in any community. It sure would be nice to not have to drive through the traffic to get to a range and I would much rather spend my money locally.

Thank you,

Joe Ruzzamenti

LETTER A28 – Danielle Carlson (1 page)

Letter A28

From: Danielle Carlson
To: Matthew Bassi
Subject: Proposed Wildomar gun range.
Date: Saturday, November 16, 2019 10:35:37 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

I have lived in Wildomar since I was born in 1991. I am emailing to let you know how pleased I am to hear of the new gun range development on Mission and Bundy Canyon! I am very excited for this, especially seeing that the business will offer a variety of services. The Wildomar area has been in need of a business like this around! The proposal has my FULL support, and I will be a regular patron if it goes through and the business is built!

- Danielle Carlson

2. Response to Comments

LETTER A29 – Jerry Kraft (1 page)

Letter A29

From: Jerry kraft
To: Matthew Bassi
Subject: New Shooting Range
Date: Saturday, November 16, 2019 1:31:38 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

This would be an outstanding idea for Wildomar. Currently we have to go to Corona, Temecula, Oceanside, Escondido or Poway to go target shooting. It would generate revenue for the city and allow it's citizens to stay close to home.

LETTER A30 – Chris Horkey (1 page)

Letter A30

From: chris .
To: Matthew Bassi
Subject: proposed gun range
Date: Saturday, November 16, 2019 6:41:10 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hello I manage a mobile home park on Waite street in wildomar CA, I think that the proposed gun range is a great idea for the city to support. I am not a gun owner buy I feel like our city would benefit from new construction and the business it would bring to our city. Not only will it be a money maker for the community but it will also entice other businesses to the area. Not to mention that gun safety along with proper training and supervision of gun enthusiasts to be along with seasoned gun owners would be a great thing. You have my support along with our family. As a long time resident and property manager of our community I think it's a great opportunity.

Christopher Horkey.

2. Response to Comments

LETTER A31 – Mike Giammona (1 page)

Letter A31

From: Maryl_87 G
To: Matthew Bassi
Subject: Wildomar shooting range
Date: Sunday, November 17, 2019 9:29:11 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

As a former law enforcement officer and someone who is an avid shooter, I feel this addition would be great for the city. It would also cater to all of the Law Enforcement officers from the surrounding areas who are forced to travel to Oceanside or Riverside to actually go to a range. Or otherwise pay huge fees to join clubs, or find BLM land where they can go. That last option however with fires and the growing risk of such is becoming harder to find and is not as viable an option.

I feel this would be a huge positive addition to the city. It would create a safe and well maintained environment for us shooters to go without the damage to the environment because of those who do not clean up their waste. As well as a training ground to hold formal trainings for the surrounding agencies.

This is a wonderful idea and I fully support this as a member of the community of Wildomar.

Thank you for your time and consideration.

Mike Giammona
Riverside County Sheriff's Department
Correctional Deputy II (retired)

LETTER A32 – D. Tomkiel (1 page)

Letter A32

From: Doug & Terri
To: Matthew Bassi
Subject: Comment/ input on proposed gun range
Date: Monday, November 18, 2019 2:03:56 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

11/18/2019

Matthew
I support this project (development of proposed gun range) going forward.
D. Tomkiel
Wildomar, CA, 92595-8567
[redacted]

References reviewed:
1. Appendix 1.0 – Project Development Plans, Summa Architect (August 1, 2019); 4M Engineering and Development (May 15, 2019); Alhambra Group Landscape Architecture (July 29, 2019)
2. Appendix 2.0 – Air Quality Impact Analysis, Urban Crossroads (August 25, 2019)
3. Appendix 3.0 – General Biological Assessment for the 2.33-Acre Gun Shooting Range/Tactical Facility Project, TERACOR Resource Management, Inc. (November 2, 2018)
4. Appendix 4.0 – MSHCP Consistency Analysis for the Gun Shooting Range/Tactical Training Facility Project, TERACOR Resource Management, Inc. (November 21, 2018)
5. Appendix 5.0 – Phase I Cultural Resources Assessment of Wildomar Shooting Academy, Jean A. Keller, Ph.D. (June 10, 2019)
6. Appendix 6.0 – Preliminary Geotechnical Interpretive Report, Earth Strata Geotechnical Services, Inc. (August 30, 2018)
7. Appendix 7.0 – Greenhouse Gas Analysis, Urban Crossroads (May 30, 2019)
8. Appendix 8.0 – Phase I Environmental Site Assessment, Earth Strata Geotechnical Services, Inc. (August 10, 2018)
9. Appendix 9.0 – Hydrology and Hydraulics Study for KCG BLUE, JLC Engineering and Consulting, Inc. (September 3, 2019)
10. Appendix 10.0 – Project Specific Water Quality Management Plan (WQMP), JLC Engineering and Consulting, (September 3, 2019)
11. Appendix 11.0 – Double Ring Infiltration Testing Report, Earth Strata Geotechnical Services, Inc. (September 20, 2018)
12. Appendix 12.0 – Noise Impact Analysis, Urban Crossroads (May 21, 2019)
13. Appendix 13.0 – Traffic Impact Analysis, Urban Crossroads (October 22, 2019)
end.....

2. Response to Comments

LETTER A33 – Scott and Phyllis Wallace (1 page)

Letter A33

From: Matthew Bassi
To: Jasmine Osman; Mark Teague
Subject: Fwd: IS-MND (CUP 19-0093)
Date: Wednesday, November 27, 2019 3:05:22 PM

From: Scott Wallace [redacted]
Date: November 27, 2019 at 12:46:44 PM PST
To: Matthew Bassi <mbassi@cityofwildomar.org>
Subject: IS-MND (CUP 19-0093)

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Dear Mr. Matthew Bassi,

We are in support of having a Wildomar Shooting Range/Academy and in fact, are excited at the opportunity. We think that this will be a great addition to the community.

Best regards,

Scott A. and Phyllis Wallace
[redacted]
Wildomar

LETTER B – Terry Jacobson (1 page)

From: Terry Jacobson
To: Matthew Bassi
Subject: Local Shooting Range
Date: Tuesday, November 05, 2019 5:34:15 AM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

B-1 IS-MND (CUP 19-0093): I'm looking forward to a local shooting range. This new construction will clean-up Bundy Canyon at Mission Trail - Will the city be able to take the curb and gutter all the way back to Lake Elsinore H.S.? I'd like to see (from I-15 west) both

B-2 side of Bundy Canyon finished off with curb and gutter, and all 4-lanes clearly defined at the same time...

From my view; Guns of any type do not pull their own trigger....

Thank You, Terry Jacobson At the Farm [redacted]
Wildomar, CA 92595 - [redacted]

2. Response to Comments

B. Response to Comments from Terry Jacobson, dated November 5, 2019.

B-1 The commenter indicates their support for the proposed project.

The commenter does not raise any environmental issues. The comment is noted, and no further response is required.

B-2 The commenter asks if the curb and gutter will be developed from I-15 to Lake Elsinore High School, along Bundy Canyon. The commenter would like to see all 4-lanes clearly defined.

The proposed project is responsible for improvements along the property frontage on Bundy Canyon Road and Mission Rail. Full street improvements will not occur until future development along Bundy Canyon Road.

LETTER C – Joanna Suskawicz (1 page)

From: Family Suskawicz
To: Matthew Bassi
Subject: Shooting range Bundy Canyon
Date: Tuesday, November 05, 2019 2:10:22 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

C-1

Mr. Bassi,

I'm interested in the changes and road work at Bundy Canyon and Mission Trail to be done for the Shooting Range.

Also where would I get information for the long term projection for development and road improvements on Bundy Canyon specifically, between Mission Trail and Orange/ I-15.

Sincerely,
Joanna Suskawicz
Owner and resident on Bundy Canyon.

2. Response to Comments

C. Response to Comments from Joanna Suskawicz, dated November 5, 2019.

C-1 The commenter asks where she can find information on the long-term projection for the development and roadway improvements on Bundy Canyon, specifically between Mission Trail and Orange/I-15.

See Appendix 13 of the Initial Study/Mitigated Negative Declaration. The Traffic Impact Analysis (TIA) analyzed the trip generation of an alternative project, which was larger in scale, in order to provide a conservative evaluation of the proposed project's impacts on traffic. Chapter 4 of Appendix 13 provides an analysis on projected future traffic, and Chapter 7 of Appendix 13 provides an analysis of the 2040 (horizon year) traffic conditions with and without the project.

LETTER D – T. Karr (1 page)

From: T Karr
To: Matthew Bassi
Subject: Shooting range
Date: Wednesday, November 06, 2019 5:50:29 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

D-1 Good morning. I'm unable to attend your meeting. Could you inform me of the location planned for the shooting range? My family is excited
Thanks
TKarr

Sent from my iPhone

2. Response to Comments

D. Response to Comments from T. Karr, dated November 6, 2019.

D-1 The commenter asks for the location of the proposed project.

The project address is 34020 Mission Trail, City of Wildomar. The project site is at the southwest corner of Bundy Canyon Road and Mission Trail.

LETTER E – Norma Eich (1 page)

From: Norma Eich
To: Matthew Bassi
Subject: Shooting Range
Date: Friday, November 15, 2019 6:33:04 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

E-1 I support the shooting range that has been proposed for Wildomar, but I don't like that it is in such a prominent place. It should be away from the high traffic areas. Also, I don't like the idea of reducing traffic lanes. Traffic is sure to increase on Mission Trail once those apartments are completed and rented.
Thank you for hearing my opinion.

Sincerely,
Norma Eich
[redacted]
Wildomar

Sent from my iPhone

2. Response to Comments

E. Response to Comments from Norma Eich, dated November 15, 2019.

E-1 The commenter supports the project but states that she does not like that the project is located in a prominent, high-traffic area. The commenter opines that traffic will increase on Mission Trail once the apartments are completed, and therefore, reducing the traffic lanes is not a good idea.

According to the TIA, which analyzed cumulative and future development traffic, and as mentioned in the IS/MND, the anticipated long-range forecasts along Bundy Canyon Road can be supported by a 4-lane roadway and maintain acceptable levels of service along the roadway segments. The reduction in roadway lanes is part of the City's long-range effort to correctly size roadways to balance the communities needs with the cost of long-term maintenance. See Exhibit 7-2, Horizon Year (2040) with Project Traffic Volumes, of the TIA which shows that the daily traffic volumes anticipated along Bundy Canyon along the site's frontage are within the allowable capacity of a 4-lane arterial highway and that the peak hour intersection operations analysis also demonstrates that the study area intersections can operate at acceptable LOS as a 4-lane Arterial Highway.

LETTER F – Maricela (1 page)

From: Maricela
To: Matthew Bassi
Subject: Wildomar shooting range/academy
Date: Saturday, November 16, 2019 1:36:41 PM

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hello,

First, let me say I believe this is a good opportunity for Wildomar. It will bring more business and revenue to the city, especially since it will be centrally located for residents all the way north to Corona, and south, from Temecula and Fallbrook.

With the above in mind, it will likely increase traffic on Bundy Canyon, a street that has already seen a significant increase in traffic in the past few years (based on experience from driving it - I live off a neighborhood connected to Bundy).

The increase in traffic is likely to continue, as Wildomar continues to develop (new houses area already been built off of Bundy and Monte Vista by the I-15). The demand for the shooting range will also increase traffic as Bundy will likely be the main thoroughfare for traffic coming south/north from the 15.

F-1

Therefore, the reduction in Lanes on Bundy is the only thing within the proposal and study that made no sense. The reference was short, did not provide any drawing for the Bundy lane reduction proposal, and did not explain how the study was conducted and justified to indicate it did not see a problem. I do not believe it adequately was researched and planned out. I drive it every week and cannot remember seeing traffic flow being recorded. I also don't think it correctly took into account the increase in traffic through the years and the projected traffic (based on development in Wildomar and surrounding cities).

As such, the only thing I currently do not agree with is the Bundy Canyon lane reduction portion. If that can be relooked at and rethought, that would be great.

Thank you,

Maricela
Wildomar resident.

2. Response to Comments

F. Response to Comments from Maricela, dated November 16, 2019.

F-1 The commenter is supportive of the proposed project but opines that traffic will increase on Bundy Canyon Road due to the new housing and demand for the shooting range. The commenter opines that a reduction in lanes on Bundy Canyon Road is not appropriate. The commenter believes that the TIA did not correctly account for the increase in traffic in the City, and the commenter states that the reference in regard to the lane reduction was short, did not provide any drawings, and did not explain how the study was conducted and justified to indicate that this was not a problem.

Please see response to comment E-1.

LETTER G – Ted Shimono (2 pages)

Matthew Bassi

To: Ted Shimono
Subject: RE: Gun Range, wildomar

From: Ted Shimono [redacted]
Sent: Thursday, November 21, 2019 6:48 PM
To: Matthew Bassi <mbassi@cityofwildomar.org>
Subject: Gun Range, wildomar

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

In reviewing the proposed gun range, to be located at intersection of Mission Trails and Bundy Canyon Road, the following issues need addressed:

G-1 1. Windows, 35+ around the perimeter of building. Are these to be bullet proof, which will stop any type ammunition from slow to armor piercing ammo?

2. What wall structures will be developed? Dirt, brick walls, cement? Will there be steel plates inside the inner walls? What protection for ricochet rounds? What protection is there for rounds that can be shot into the ceiling?

G-2 3. Ventilation systems: How is the building going to handle cordite and black powder fumes?

G-3 4, I notice that the ranges on the 1st and second floors go North, South, East, West

G-4 5. Security issues: Weapons brought into facility- In carry cases coming into and going? No open weapons being brought into facility. All ammo in carry in bags, no open boxes? Violation of any posted rules and regulations calls for immediate dismissal from gun range. Background checks of all personnel asking for membership into gun range. Weapons like knives and other concealed weapons brought in and confiscated, will terminate the membership. All people leaving the facility must open their bags, show their weapons and show that the weapon is empty. All city, state, and federal guns regulations will be so noted on the rules and regulations.

G-5 6. Noise abatement:: What is the allowable descible noise level outside the gun range when all ranges are being fired?

G-6 7. Street painting: All street curbs around the perimeter of the facility boundaries should be painted RED fr no parking. Parking is restricted to the 77 parking spaces within the gun range parking lot. No exceptions.

1

2. Response to Comments

G-7 | 8. No alcohol or drug use within the run range property.

G-8 | 9. All people, including police officers, will be under the posted rules and regulations.

G-9 | 10. Neighboring cities can file violation notices to the City of Wildomar.

Ted Shimono [redacted]

2

G. Response to Comments from Ted Shimono, dated November 21, 2019.

G-1 The commenter asks if the windows of the proposed building would be bullet-proof, what the walls would be constructed from, whether there would be steel plates inside the walls, and what type of protection would be used for ricochet rounds and rounds shot into the ceiling.

All exterior walls (and ceiling) of the range are concrete block. There are no windows on the exterior in the range areas. There are bullet proof windows in range managers offices at each range on the interior. There are bullet traps at end of each shooting lane.

G-2 The commenter asks how the building will handle cordite and black powder fumes.

As mentioned in the IS/MND, the proposed project would incorporate Mitigation Measure AQ-1 which requires that exhaust or re-circulated air be filtered at the point of removal with a minimum of 99.97 percent High Efficiency Particulate Air (HEPA) filter which would ensure that particulate and lead emissions are filtered.

G-3 The commenter states that the ranges on the first and second floors would be located north, south, east, and west.

The commenter does not raise any environmental issues. The comment is noted and no further response is required.

G-4 The commenter states that all guns brought into and out of the facility should be carried in bags, background checks should be conducted for all future members, knives and concealed weapons should be confiscated and membership terminated, all people leaving the facility should show that their guns are empty, and all city, state, and federal gun regulations should be posted.

Fire arms are regulated by the federal and state government. The commenter does not raise any environmental issues. The comment is noted and no further response is required.

G-5 The commenter asks what the allowable decibel noise level outside the shooting range is when all ranges are being fired.

As stated in Section 13, *Noise,* of the IS/MND, the maximum permissible exterior noise level for residential uses shall not exceed 55 dBA during daytime hours and 45 dBA during nighttime hours. As residential and commercial uses surround the project site, the proposed project must fall within this allowable exterior noise levels.

G-6 The commenter states that all street curbs around the perimeter of the site should be painted red and restrict parking to the parking lit within the project site.

2. Response to Comments

Parking lot illumination will be consistent with Section 8.64 of the Wildomar Municipal Code, as described in Section 1.d, *Aesthetics*, of the IS/MND. Traffic control will be determined by the Public Works Director.

G-7 The commenter states no alcohol or drugs should be used within the project site.

The proposed project does not include a request to sell alcohol. The commenter does not raise any environmental issues. The comment is noted and no further response is required.

G-8 The commenter states that all people, including police officers, are to comply with the posted rules and regulations.

The commenter does not raise any environmental issues. The comment is noted and no further response is required.

G-9 The commenter states neighboring cities can file violation notices to the City of Wildomar.

The commenter does not raise any environmental issues. The comment is noted and no further response is required.

LETTER H – Cal Fire, Adria Reinertson (2 pages)

From: Matthew Bassi
To: Mark Teague; Jasmine Osman
Subject: Fwd: Initial Study/MND Wildomar Shooting Range
Date: Friday, November 22, 2019 12:24:57 PM

From: "Reinertson, Adria@CALFIRE" <Adria.Reinertson@fire.ca.gov>
Date: November 22, 2019 at 10:24:27 AM PST
To: Matthew Bassi <mbassi@cityofwildomar.org>
Cc: "Payne, Steven@CALFIRE" <Steven.Payne@fire.ca.gov>
Subject: Initial Study/MND Wildomar Shooting Range

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Good morning. I have reviewed the above project and have a couple of comments.

- Section 9. Hazards and Hazardous Materials
  Item g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?
  This is listed as a potentially significant impact, however, this parcel is not in a FHSZ. The discussion for this item does note that in paragraph 2 however it states in the mitigation measures that the project will conform to California Building Code Chapter 7A and California Fire Code Chapter 49. Compliance with these provisions is not required for this project and all references should be removed from the document.

H-1

I also reviewed the Public Services section and do not have any comments on our availability to provide service.

Please let me know if you have any questions. Have a great weekend.

<!--[if !vml]--><!--[endif]-->**Adria Reinertson**

2. Response to Comments

Deputy Fire Marshal/Office of the Fire Marshal
CAL FIRE/Riverside County Fire Department
Direct: 951-955-5272 | Main: 951-955-4777
2300 Market St., Ste 150, Riverside, CA 92501
adria.reinertson@fire.ca.gov | www.rvcfire.org

■ Leadership ■ Competence ■ Integrity ■ Safety ■ Customer Service ■

The Office of the County Fire Marshal is committed to facilitating fire and life safety solutions by empowering its employees to serve our community through innovation and partnership.

H. Response to Comments from Cal Fire, Adria Reinertson, Deputy Fire Marshal, dated November 22, 2019.

H-1 The commenter states that the project site is not within a fire hazard severity zone and that the mitigation measures, which require compliance with the provisions of California Building Code Chapter 7A and California Fire Code Chapter 49, is not required for the proposed project. The commenter states that all references should be removed from the IS/MND. The commenter does not have comments on the Public Services chapter of the IS/MND.

Although the project site is not located within a fire hazard severity zone, the City includes these standard mitigation measures for all projects in the City.

2. Response to Comments

LETTER I – Rincon Band of Luiseno Indians, Cheryl Madrigal (1 page)

RINCON BAND OF LUISEÑO INDIANS
Cultural Resources Department
One Government Center Lane · Valley Center, California 92082 ·
(760) 297-2635 Fax:(760) 692-1498

December 2, 2019

Matthew C. Bassi
City of Wildomar
23873 Clinton Keith Road
Wildomar, CA 92595

Re: Initial Study/Mitigated Negative Declaration (MND) for Wildomar Shooting Range/Academy Project (PA No. 19-0093)

Dear Mr. Bassi,

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for providing us with the Initial Study/Mitigated Negative Declaration (MND) for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

I-1 We have reviewed the provided MND and we are in agreement with the recommendations pertaining to Tribal Cultural Resources.

If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Department

Bo Mazzetti, Tribal Chairman · Tishmall Turner, Vice Chairwoman · Steve Stallings, Council Member · Laurie E. Gonzalez, Council Member · Alfonso Kolb, Council Member

2. Response to Comments

I. Response to Comments from Rincon Band of Luiseno Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, dated December 2, 2019.

I-1 The commenter states that the project site is within the territory of the Luiseno people and is also within the Rincon's specific area of Historic interest. The commenter states that the Tribe is in agreement with the recommendations pertaining to Tribal Cultural Resources.

The comment is noted and no further response is required.

2. Response to Comments

LETTER J – Governor's Office of Planning and Research State Clearinghouse, Scott Morgan, Director, State Clearinghouse (1 page)

Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Kate Gordon
Director

RECEIVED
DEC 09 2019
CITY OF WILDOMAR

December 3, 2019

Matthew C. Bassi
Wildomar, City of
23873 Clinton Keith Road, Suite.201
Wildomar, CA 92595

Subject: Wildomar Shooting Range/Academy (Planning Application No. 19-0093)
SCH#: 2019109095

Dear Matthew C. Bassi:

J-1 The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 12/2/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: https://ceqanet.opr.ca.gov/2019109095/2 for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

J. Response to Comments from Governor's Office of Planning and Research State Clearinghouse, Scott Morgan, Director, State Clearinghouse, dated December 3, 2019.

J-1 The commenter states that the State Clearinghouse submitted the MND to selected state agencies for review and received no comments. The commenter states that the project has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA.

The comment is noted and no further response is required.

EXHIBIT 4

Wildomar Shooting Range/Academy Project
Mitigation Monitoring and Reporting Program

December 2019 | Mitigation Monitoring and Reporting Program

WILDOMAR SHOOTING RANGE/ACADEMY PROJECT

City of Wildomar

Prepared for:

City of Wildomar
Matthew Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
951.677.7751

Prepared by:

PlaceWorks
Mark Teague, AICP, Associate Principal
3910 Normal Street, Suite C
San Diego, California 92103
619.299.2700
info@placeworks.com
www.placeworks.com

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The City of Wildomar (City) is the lead agency for the proposed Wildomar Shooting Range/Academy project and has developed this Mitigation Monitoring and Reporting Program (MMRP) as a vehicle for monitoring mitigation measures outlined in the Wildomar Shooting Range/Academy Mitigated Negative Declaration (MND), State Clearinghouse No. 2019109095. As the lead agency, the City is responsible for implementing the MMRP, which has been prepared in conformance with Section 21081.6 of the Public Resources Code:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

The MMRP consists of mitigation measures that avoid, reduce, and/or fully mitigate potential environmental impacts. The mitigation measures have been identified and recommended through preparation of the Mitigated Negative Declaration and drafted to meet the requirements of Public Resources Code, Section 21081.6.

1.2 PROJECT CHARACTERISTICS

1.2.1 Project Location

The project address is 34020 Mission Trail, City of Wildomar in Riverside County and encompasses Assessor's Parcel Number (APN): 367-020-038. The project site is at the southwest corner of Bundy Canyon

1. Introduction

Road and Mission Trail and is located in the northwestern portion of the City of Wildomar, west of Interstate 15 (I-15). Surrounding roadways that provide access to the site include Bundy Canyon Road to the north and Mission Trail to the west. Regional access is provided by I-15, approximately 0.9-mile to the east of the site.

1.2.2 Proposed Improvements

The proposed project includes the construction of a 38-foot tall (at its highest point), two-story indoor shooting range/academy; the first floor would be 29,286 square feet and the second floor would be 5,503 square feet totaling to 34,789 square feet. The first floor of the building would include offices, training and range areas, a lobby, gun smith and storage, shipping and receiving, and the second floor would include classrooms, storage, employee restrooms and lounge area, and VIP lounge and storage. Additionally, a total of 77 parking spaces, including 4 ADA spaces and 1 van accessible space will be provided. The proposed building would be located at the southern boundary of the project site. Moreover, the existing vacant residence and associated structures would be demolished. Furthermore, 7,405 square feet of perimeter landscaping would be provided, and a biofiltration basin would be constructed on the northwest corner of the site to treat the required water quality volume for the project site. Upon completion, the project would operate between 9 AM and 10 PM daily, seven days a week.

Roadway Access and Parking Lot

The proposed project would provide two vehicular access points to the site, one driveway along Bundy Canyon Road and another driveway at the southwest corner of the site along Mission Trail. The driveway on Mission Trail would be a right-in/right-out only access driveway. Additionally, Bundy Canyon Road would be downgraded from six (6) lanes (6) to four (4) lanes along the street frontage of the site. The City Traffic engineer evaluated long-term traffic needs along this road segment and has determined through the traffic study conclusions that a reduction to four (4) lanes is justified. Therefore, a General Plan Amendment (GPA) to the Circulation Element is required to accommodate change.to accommodate this change. The parking for the proposed project would be along the northern, eastern, and western boundaries of the site, and 77 parking spaces, including 4 ADA spaces and 1 van space would be provided.

Construction

The proposed project would be constructed in a single phase taking approximately one year to complete.

The project would require the following entitlement approvals by the City of Wildomar: General Plan Amendment (GPA), Change of Zone (CZ), Conditional Use Permit (CUP), and Variance (VAR):

- **General Plan Amendment (GPA):** The project requires a GPA to the City's Circulation Element to downgrade Bundy Canyon from 6 lanes to 4 lanes.

- **Change of Zone (CZ):** The project requires a consistency Zone Change to change the zoning map from the existing designation of R-R (Rural Residential) to M-SC (Manufacturing Service Commercial).

- **Conditional Use Permit (CUP):** The project requires a CUP to establish a 34,789 square-foot indoor shooting range/academy on 2.33 acres.

- **Variance (VAR):** The project requires a 12.5-foot setback variance along the southerly property line to reduce the 25-foot required setback to 12.5 feet to accommodate the proposed building location.

1.3 ENVIRONMENTAL IMPACTS

1.3.1 Impacts Considered Less Than Significant

The MND and supporting Initial Study identified various thresholds from the CEQA Guidelines in a number of environmental categories that would not be significantly impacted by the proposed project and therefore did not require mitigation. Impacts to the following environmental resources were found to be less than significant:

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Tribal Cultural Resources, and Wildfire were identified as having potentially significant impacts that could be reduced, avoided, or substantially lessened through implementation of mitigation measures. No significant and unavoidable impacts were identified.

2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

Overall MMRP management is the responsibility of the City. The City's technical consultants (CEQA consultant, archaeologist, paleontologist, etc.) may perform related monitoring tasks under the direction of the environmental monitor (if they are contracted by the City).

2.2 CITY OF WILDOMAR

The City is the designated lead agency for the MMRP and has the overall responsibility for the review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by individual monitors (e.g., CEQA consultant, archaeologist, paleontologist), presuming it to be accurate and up to date, and will field check mitigation measure status, as required.

2.3 MITIGATION MONITORING TEAM

The mitigation monitoring team, including the construction manager and technical advisors, is responsible for monitoring implementation/compliance with all adopted mitigation measures and conditions of approval. A major portion of the team's work is field monitoring and compliance report preparation. Implementation disputes are brought to the City Planning Director and/or his designee.

2.3.1 Monitoring Team

The following summarizes key positions in the MMRP and their functions:

- **Construction Manager:** Responsible for coordination of mitigation monitoring team; technical consultants; report preparation; and implementing the monitoring program, including overall program administration, document/report clearinghouse, and first phase of dispute resolution.

- **Technical Advisors:** Responsible for monitoring in their areas of expertise (CEQA, archaeology, paleontology). Report directly to the monitoring program manager.

2.3.2 Recognized Experts

Recognized experts are required on the monitoring team to ensure compliance with scientific and engineering mitigation measures. The mitigation monitoring team's recognized experts will assess compliance with required mitigation measures, and recognized experts from responsible agencies will consult with the construction manager regarding disputes.

2.4 ARBITRATION RESOLUTION

If a mitigation monitor is of the opinion that a mitigation measure has not been implemented or has not been implemented correctly, the problem will be brought before the construction manager for resolution. The decision of the construction manager is final unless appealed to the City Planning Director and/or his designee. The construction manager will have the authority to issue stop work orders until the dispute is resolved.

2.5 ENFORCEMENT

Agencies may enforce conditions of approval through their existing police power using stop work orders; fines; infraction citations; or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

3.1 PREMONITORING MEETING

A premonitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and monitoring team responsibilities. Team rules will be established, the entire mitigation monitoring program presented, and any misunderstandings resolved.

3.2 CATEGORIZED MITIGATION MEASURES/TABLE

Project-specific mitigation measures have been categorized in Table 3-1, *Mitigation Monitoring Requirements*. The table identifies the environmental impact, specific mitigation measures, schedule, and responsible monitor. The mitigation table will serve as the basis for scheduling the implementation of and compliance with all mitigation measures.

3.3 FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring team.

3.4 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

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3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AIR QUALITY					
AQ-1	Exhaust or recirculated air must be filtered at the point of removal with a minimum of 99.97 percent High Efficiency Particulate Air (HEPA) filter, per the Institute of Environmental Sciences and Technology (IEST) recommended practice for HEPA/ULPA filters (IEST RP-CC001). All HEPA filters must be accompanied by a letter of certification or a label documenting that each filter has met the test requirements. The airflows must be designed at the manufacturers recommended face velocity, usually 250 fpm. Pressure drop measuring devices must be installed on all HEPA filter sections for monitoring filter life cycles. It is recommended that HEPA filters be pre-filtered with a minimum of MERV 14 filters to provide an extended life cycle of the HEPA filters. A MERV 7 pre-filter should also be considered to extend the life of the MERV 14 filter. Pressure drop measuring devices should be installed on all filter sections for filter maintenance.	City of Wildomar Planning Department	Prior to occupation	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIOLOGICAL RESOURCES					
BIO-1	Prior to vegetation clearance and grading, the Project Applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required; ▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).	Qualified biologist	Prior to vegetation clearance and grading activities	City of Wildomar Planning Department	
BIO-2	The Project Applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City of Wildomar prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the Project applicant proposes to implement passive relocation to safely relocate burrowing owl out of harm's way.	Qualified biologist	Prior to obtaining a grading permit	City of Wildomar Planning Department	
BIO-3	In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the Project's landscape plan would exclude invasive species such as crimson fountain grass (*Pennisetum setaceum*), pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), and tree of heaven	Construction contractor	During construction activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	(*Ailanthus altissima*).				
CULTURAL RESOURCES					
TRI-1	To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources.	Professional archaeologist	During any ground-disturbing construction activities	City of Wildomar Planning Department and Building and Safety Department	
TRI-2	At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure CUL-1. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.	Qualified archaeologist	Thirty days prior to any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	
TRI-3	At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project applicant shall contact the Soboba Band of Luiseno Indians, the Rincon Band of Luiseno Indians, and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall	Project Applicant	At least 30 days but no more than 60 days prior to the issuance of any grading permit	City of Wildomar Engineering Department and Planning Department	

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.				
TRI-4	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 the archaeologist and the tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of	Qualified archaeologist and tribal cultural monitor(s)	During any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s).				
TRI-5	In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries: a. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources. b. One or more of the following treatment, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City: i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in place they were found with no development affecting the integrity of the resources. ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the	Qualified archaeologist	During any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	written consent of the consulting tribe(s). Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79. The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation.				
CUL-1	If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	City of Wildomar Engineering and Planning Departments	During any ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
GEOLOGY AND SOILS					
GEO-1	The project applicant shall incorporate the recommendations of the Geotechnical Report prepared Earth Strata Geotechnical Services (2018a; Appendix 6.0 of the IS/MND) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable	Project Applicant and licensed professional engineer	During building plan check, prior to any ground-disturbing construction activities	City of Wildomar Planning Department and Building and Safety Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	requirements of the latest adopted version of the California Building Code.				
GEO-2	Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.	Qualified paleontologist	During any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	
HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code	Riverside County Fire Department	Prior to issuance of a building permit	City of Wildomar Building Department and Riverside County Fire Department	

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.				
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Riverside County Fire Department	Prior to issuance of a Certificate of Occupancy	City of Wildomar and Riverside County Fire Department	
TRIBAL CULTURAL RESOURCES					
TRI-1	To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources.	Professional archaeologist	During any ground-disturbing construction activities	City of Wildomar Planning Department and Building and Safety Department	
TRI-2	At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure CUL-1. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.	Qualified archaeologist	Thirty days prior to any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
TRI-3	At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project applicant shall contact the Soboba Band of Luiseno Indians, the Rincon Band of Luiseno Indians, and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.	Project Applicant	At least 30 days but no more than 60 days prior to the issuance of any grading permit	City of Wildomar Engineering Department and Planning Department	
TRI-4	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 the archaeologist and the tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section	Qualified archaeologist and tribal cultural monitor(s)	During any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s).				
TRI-5	In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries: c. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources. d. One or more of the following treatment, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City: i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in place they were found with no development affecting the integrity of the resources. ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area	Qualified archaeologist	During any ground-disturbing construction activities	City of Wildomar Engineering Department and Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the consulting tribe(s). Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79. The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation.				
CUL-1	If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	City of Wildomar Engineering and Planning Departments	During any ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
WILDFIRE					

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Riverside County Fire Department	Prior to issuance of a building permit	City of Wildomar Building Department and Riverside County Fire Department	
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Riverside County Fire Department	Prior to issuance of a Certificate of Occupancy	City of Wildomar and Riverside County Fire Department	

4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to dispute arbitration enforcement resolution. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Arbitration/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report is prepared to document the implementation of mitigation measures, based on the information in Table 3-1. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 ARBITRATION/ENFORCEMENT REPORT

The Arbitration/Enforcement Report is prepared to document the outcome of arbitration review and becomes a portion of the ICR.

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the City Planning Manager and/or his designee by the general public.

5. Community Involvement

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6. Report Preparation

6.1 LIST OF PREPARERS

PlaceWorks

Mark Teague, AICP, Associate Principal

Jasmine A. Osman, Project Planner

City of Wildomar

Matthew Bassi, Planning Director

Report Preparation

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CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.1
PUBLIC HEARING
Meeting Date: February 12, 2020

TO: Mayor and Council Members

FROM: Matthew Bassi, Planning Director

SUBJECT: **Wildomar Shooting Range/Academy Project:**
City Council review of a Mitigated Negative Declaration/Mitigation Monitoring & Reporting Program, General Plan Amendment, Change of Zone, Variance and Conditional Use Permit to construct a new 34,789 square-foot indoor shooting range/academy.

STAFF REPORT

RECOMMENDATION:

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

1. Adopt a Resolution entitled:

RESOLUTION NO. 2020-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (SCH #2019109095) FOR THE WILDOMAR SHOOTING RANGE/ACADEMY PROJECT (PA NO. 19-0093) CONSISTING OF A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, VARIANCE AND CONDITIONAL USE PERMIT LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038).

2. Adopt a Resolution entitled:

RESOLUTION NO. 2020-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT NO. 19-0093 AMENDING THE CIRCULATION ELEMENT OF THE WILDOMAR GENERAL PLAN TO REDUCE THE SIZE OF BUNDY CANYON ROAD FROM SIX (6) LANES TO FOUR (4) LANES BETWEEN ORANGE STREET AND CORYDON ROAD AS PART OF THE WILDOMAR SHOOTING RANGE / ACADEMY LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038).

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

ORDINANCE NO. ____
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CHANGE OF ZONE NO. 19-0093 FROM R-R (RURAL RESIDENTIAL) TO M-SC (MANUFACTURING SERVICE COMMERCIAL) TO ACCOMMODATE THE WILDOMAR SHOOTING RANGE/ACADEMY PROJECT LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038).

4. Adopt a Resolution entitled:

RESOLUTION NO. 2020-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING VARIANCE NO. 19-0093 TO REDUCE THE SIDE YARD SETBACK FROM 25 FEET TO 12.5 FEET ALONG THE SOUTH PROPERTY LINE TO ACCOMMODATE THE WILDOMAR SHOOTING RANGE/ACADEMY PROJECT LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038).

5. Adopt a Resolution entitled:

RESOLUTION NO. 2020-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 19-0093, SUBJECT TO CONDITIONS, TO CONSTRUCT THE WILDOMAR SHOOTING RANGE/ACADEMY PROJECT CONSISTING OF A 2-STORY, 34,789 SQUARE-FOOT INDOOR SHOOTING RANGE/ACADEMY LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038)

PROJECT DESCRIPTION:

The Applicant (KCG Blue, LLP/Donny MacLean) is requesting City Council consideration to develop the Wildomar Shooting Range/Academy project consisting of the development of a 2-story, 34,789 square-foot indoor shooting range/academy on 2.33 acres. The proposed project consists of the following applications for review and consideration by the City Council.

1) Initial Study/Mitigated Negative Declaration: The project will require the adoption of an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program (SCH# 2019109095) in accordance with Article 6, Section 15070 of CEQA.

2) General Plan Amendment (GPA) No. 19-0093: The project will require approval of a GPA to amend the City's Circulation Element to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes to accommodate the proposed project;

3) Change of Zone (ZC) No. 19-0093: The project will require approval of a consistency zone change from the existing zoning designation of R-R (Rural Residential) to M-SC (Manufacturing Service Commercial) to accommodate the proposed project;

4) Variance No. 19-0093: - The project will require approval of a variance to reduce the required side yard setback along the southerly property line from 25 feet to 12.5-feet to accommodate the proposed building location; and

5) Conditional Use Permit (CUP) No. 19-0093: The project will require approval of a CUP to construct a 34,789 square-foot indoor shooting range/academy on a 2.33 acre-site, including on-site and off-site improvements, subject to conditions.

Planning Commission Review/Action:

The Planning Commission reviewed and approved the proposed Wildomar Shooting Range/Academy project at its December 18, 2019 meeting. Shortly after the December 18th PC meeting, staff determined that the Planning Commission agenda for this meeting was not posted in accordance with the Brown Act. The Brown Act requires posting of the agenda at least 72 hours in advance of the meeting. As a result, the Planning Department held a new Planning Commission meeting. The Planning Commission held the new public hearing for the Wildomar Shooting Range/Academy project on January 22, 2020 to consider adoption of new resolutions for the IS/MND, GPA, Change of Zone, Variance and CUP.

After staff's presentation, the Applicant provided a presentation about the project, including background information, operational needs and coordination efforts with the Riverside County Sheriff's department. There were three (3) public speakers in support of the proposed project but asked questions regarding security and noise. The Applicant provided responses to these questions to the satisfaction of the speakers. The Planning Commission didn't have any questions and offered their support for the project. The Applicant did comment that he would like to start construction by November/December 2020. With no further discussion, the Commission voted 4 - 0 - 1 (Strong Absent) to adopt PC Resolution Nos. 2020-03, 2020-04, 2020-05, 2020-06 and 2020-07 recommending City Council adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approval of the proposed General Plan Amendment, Change of Zone, Variance and CUP for the Wildomar Shooting Range/Academy project.

Surrounding Land Uses:

The project site encompasses approximately 2.33 acres in size and is located at 34020 Mission Trail (SEC of Mission Trail and Bundy Canyon Road). The project site is comprised of a single parcel currently zoned R-R (Rural Residential) and is vacant (applicant proposing a zone change to M-SC). The area is characterized by a mix of

industrial, residential and commercial land uses. The table on the following page summarizes the current uses, land use and zoning designations related to the project site and surrounding properties. The vicinity/location map is shown on the following page.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**Current GP Land Use Designation**	**Current Zoning Designation**
Subject Property	Vacant	Light Industrial (LI)	R-R (Rural Residential)
North	Commercial Retail Uses	Commercial Retail (CR)	C-1/C-P (General Commercial)
South	Vacant	Light Industrial (LI)	R-R (Rural Residential)
East	Single Family Dwellings	Commercial Retail (CR)	R-R (Rural Residential)
West	Vacant / DeJong's Dairy	Light Industrial (LI)	R-R (Rural Residential) & C-1/C-P (General Commercial)

Vicinity / Location Map



Initial Study/Mitigated Negative Declaration (CEQA):

The Planning Director in a preliminary review of the proposed project determined that there was substantial evidence that the Wildomar Shooting Range/Academy project may have one or more significant effects on the environment. Therefore, in accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, the proposed project required the preparation of an Initial Study and adoption of a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP). A detailed analysis of the CEQA process and environmental impacts is provided in the Analysis section of the staff report. A copy of the draft IS/MND, technical appendices, response to comments and mitigation monitoring & reporting program are provided for Commission consideration in Attachment A, Exhibits 1 - 4.

AB 52 / SB 18 Compliance - Tribal Consultation:

AB 52 & SB 18 requires the lead agency to contact all culturally affiliated tribes that could be affected by a project within 30 days of receiving a development application. The Wildomar Shooting Range/Academy project was formally submitted on June 12, 2019. In accordance with state law, tribal consultation letters were sent to four (4) local Indian tribes (i.e., Morongo, Soboba, Pechanga & Rincon Tribes Band of Luiseno Indians) on July 3, 2019. Within the prescribed 30-day deadline, the city received three (3) consultation request letters from the Soboba, Pechanga and Rincon Indian tribes. The city as the lead agency has an additional 30 days to set up consultation meetings with the responding tribes. Staff met via a conference calls with the Soboba tribe within this prescribed timeframe.

Based on the information presented in the Project Cultural Resources Investigation, the Project would not affect known or probable resources that are listed or eligible for listing in the California Register of Historical Resources; or resources listed in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The Project Cultural Resources Investigation also substantiates that the Project would not adversely affect known or probable resources determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

The City has complied with the notification and procedural requirements under AB 52 and SB 18. The AB 52/SB 18 consultation documentation is provided within the IS/MND (refer to Attachment A, Exhibit 1 - 4). Based on this consultation process, the city and tribes agreed to six (6) cultural mitigation measures to be imposed on the project. These measures will ensure protection of, as yet unknown cultural resources that may be encountered in developing the project, as well as, protection of tribal cultural resources that may be discovered during the construction phases. Thus, the proposed Wildomar Shooting Range/Academy project will not result in any significant impacts to cultural resources and/or tribal cultural resources, thereby, complying with AB 52 and SB 18.

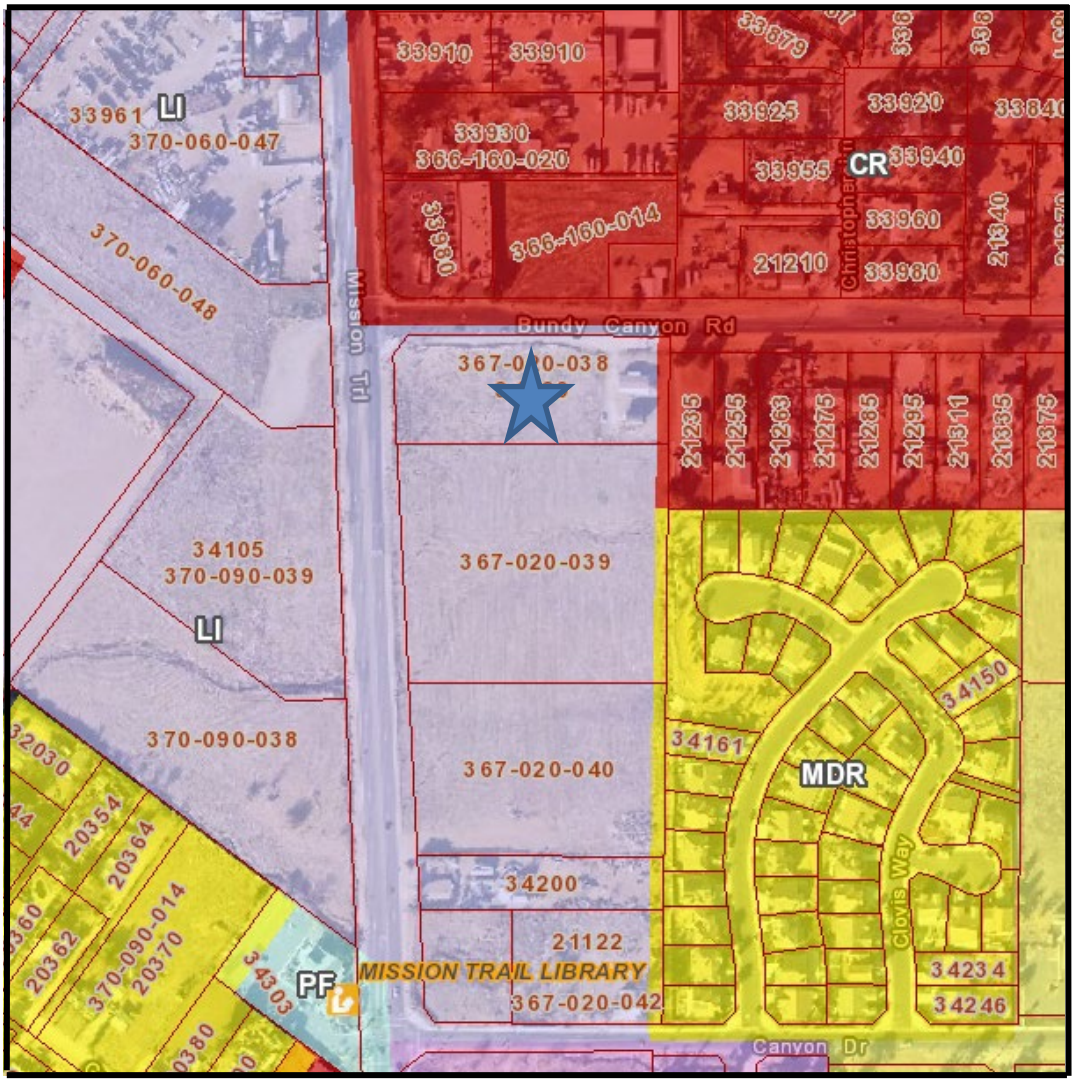
AB 52 states that the consultation concludes when either "1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal resource, or 2) a party, acting on good faith and after a reasonable effort, concludes that

mutual agreement cannot be reached." Since the city and tribes have agreed to mitigation measures, the AB 52 consultation process was concluded.

General Plan Amendment No. 19-0093 Application:

The applicant has proposed a general plan amendment to amend the City's Circulation Element to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes to accommodate the proposed project. The proposed development plan has been designed with consideration of the reduced roadway. The proposal to reduce this roadway from 6 to 4 lanes is supported by the Traffic Impact Analysis prepared for the project. While there is not a land use map amendment with this proposal, the existing Light Industrial (LI) land use designation (and proposed M-SC zoning) supports the proposed shooting range and is consistent with the goals of the land use element. Staff's analysis and required findings for the GPA is provided in the Analysis section of the staff report. The exhibit below shows the current land use designation for the project site and surrounding area.

Existing General Plan Land Use Designation Exhibit



Change of Zone No. 19-0093 Application:

The project site currently has a zoning designation of R-R (Rural Residential) which is not consistent with the existing Light Industrial (LI) land use designation. The LI land use designation has existed since city incorporation. The proposed zone change from R-R (Rural Residential) to M-SC (Manufacturing-Service Commercial) is highly consistent with the LI land use designation and is being proposed as a consistency zone change. Also, the proposed use is consistent with the intent of the LI land use designation and M-SC zone in that it will provide a much-needed service commercial business for Wildomar residents and surrounding communities. Lastly, the proposed M-SC zone district is a more appropriate zoning for the proposed use than the R-R zone which is primarily a residential zoning category. Staff's analysis and findings in support of the change of zone is provided in the Analysis section of the staff report. The exhibit below reflects the existing zoning designation of the site and surrounding areas.

Existing Zoning Designation Exhibit (R-R)

(Proposed Zoning is M-SC to match Gen. Plan)



Variance Application:
The M-SC zone development standards (Chapter 17.92) require a 25-foot interior side yard setback for buildings that are adjacent to a residential zoned property. However, if adjacent to an industrial zoned property, the M-SC zone allows a 0-foot interior side yard setback. The Applicant has requested a variance to allow a 12.5-foot setback on the south property line so the project can be built as proposed. The 12.5-foot area will be landscaped to soften the aesthetics of the smaller setback (refer to landscape plan for illustration). All other setbacks have been complied with in accordance with the M-SC zone development standards. Staff's analysis and findings in support of the side yard setback variance is provided in the Analysis section of the staff report.

Conditional Use Permit:
In accordance with M-SC zone development standards (Chapter 17.92), the proposed indoor shooting range/academy requires approval of a Conditional Use Permit (CUP) by the Planning Commission. Since the project includes a general plan amendment and zone change, the Commission has made a recommendation to the City Council. The CUP will serve as a use permit and development plan request; thus, a separate plot plan is not needed for this project. This code section, along with Chapter 17.96 (M-SC Zone), 17.188 (Parking) and 17.276 (Water Efficient Landscaping), establishes specific development standards for the proposed project. The following paragraphs describe each aspect of the project and its compliance with the applicable M-SC development standards.

Site Plan/Building Layout:
The applicant has proposed a shooting range facility that will be a "state-of-the-art" indoor Shooting Academy & Tactical Range on a 2.33± acre site. The facility will be open to the general public and law enforcement agencies. The building is designed on the site, so the primary building façade is oriented towards Bundy Canyon Road (most visible elevation). Primary ingress and egress will occur from Bundy Canyon Road with secondary access (right-in/right-out only) on Mission Trail. There are three (3) parking areas along the front and sides of the building, all within close proximity to main entrance. The parking layout and spaces meet the standards outlined in Section 17.188 (see discussion below).

Floor Plan/Use Information:
The building is 2-stories and 34,702 square feet in size and will include 25 live fire pistol range lanes total for public use. The floor plan shows there are two pistol bay ranges with eight (8) and nine (9) lanes each, and a single rifle/pistol bay range with eight (8) lanes. These are located on the west side of the building. The floor plan also shows a law enforcement tactical training area that includes a dedicated law enforcement pistol bay range with eight (8) lanes. The 1st floor includes: three ranges, offices, retail sales areas, law enforcement training areas, restrooms, range manager offices, counter ammunition & ammunition storage, gun storage, & mechanical & computer equipment rooms.

The 2nd floor includes classrooms, employees break areas, employee restrooms, lounge, kitchen, VIP member lounge and storage. All mechanical and ventilation equipment will be located on the covered roof sections above the ranges and not visible from the streets. The law enforcement tactical training portion will utilize simulated non-live fire weaponry for law enforcement training (the Applicant will provide specific detail on this during his presentation). The Applicant also is providing "cat-walks" for observation purposes.

The floor plan shows areas being dedicated for the retail sales of guns, ammunition, and related items all in accordance with state and federal laws). The facility will also have a kitchen and lounge area for patrons. There will be no alcoholic beverages on-site at any time per state and federal law. Competitions will be held monthly, most likely on weekends with 40-50 participants. There possibly will be regional competitions held quarterly and only on a weekend. The number of participants to be determined.

Operational Elements:
Operationally, the facility will be open for business Monday thru Saturday (from 9:00 am - 10:00 pm), and Sunday (from 10:00 am - 9:00 pm). In addition to the shooting ranges, the Applicant intends to provide educational classes on gun safety and proper use. The Applicant anticipates customer visits to last from 1 to 2 hours each for range use. No cost information has been provided at this time. It is anticipated that average use would be 10-15 lanes utilized and at peak times, and as many as 20-25 lanes in use. It is anticipated that about 100-150 patrons/day will utilize the facility. Customers for classroom training on gun safety and gun protocol will spend 1-2 hours per visit. Classroom hours for the public are anticipated to be Monday thru Saturday with anticipated times as follows: 9:00 -11:00 am; 10:00- 12:00 pm; 2:00 – 4:00 pm; and 6:00-8:00 pm.

Law enforcement tactical training will primarily take place during the week and some Saturday mornings. It is anticipated that there will be groups of 6 - 10 law enforcement officers per hour with average time of 1-2 hours per session. At peak times it is anticipated that the facility would see about 40 - 50 law enforcement individuals per day, with an average of 20 - 25 law enforcement individuals per day. The Applicant estimates that there will be higher volume of law enforcement during the week and higher general public use on weeknights and weekends.

Employee Information:
The Applicant anticipates about 15 - 20 people will be employees at the facility which will include full-time & part-time positions.

Riverside County Sheriff's Department Review:
The RCSD reviewed the proposed shooting range as part of the development review process. They have offered support for the project and have met with the Applicant to begin working on training ideas and options when the facility is being built. The RCSD has also provided a set of conditions that will need to be satisfied as part of the CUP. These conditions are detailed in Attachment E, Exhibit 1. A summary of the conditions are provided below:

1. Location is in compliance with *Gun Free School Zone Act of 1995,* more than 1000 feet from Elsinore High School, (626.9 PC).

2. 7585 B&P, Firearms Safety Course (FSC) instruction must meet Firearms Training Couse outline.

3. 26700 PC Sales of new firearms, requires operating entity or individual to have;

    - Valid Federal Firearms License (FFL).

    - Local Government Business license. 26705 (c), 2, PC License to sell Firearms at Retail. A regulatory or business license that states on its face *"Valid for Retail Sales of Firearms"* and is endorsed by the signature of the issuing authority, (City of Wildomar Business license).

    - State Board of Equalization (BOE) sellers permit.

    - A Certificate of Eligibility (COE) issued by DOJ, 26710 PC.

    - License issued in the format prescribed by subdivision (c) Section 26705 PC.

    - State DOJ Centralized List license (CL) or equivalent license, 26715 PC.

4. An Employee Certificate of Eligibility (COE 26915 - 30347 PC). A firearm dealer shall require any agent or employee who handles, sells, delivers, or has under his or her custody or control any firearms or ammunition to obtain a Certificate of Eligibility from the (State) Department of Justice.

5. Sales of Ammunition Vendor license submitted to DOJ for approval/issuance, including and any municipal business licensing as required by City of Wildomar. Note, a valid DOJ (CL) licensed dealer will be deemed a licensed ammunition vendor.

7. Full compliance with State law for ammunition sales record keeping requirements starting July 1, 2019. These records are to be made available to Law Enforcement upon demand.

8. Any other applicable State DOJ licensing/permit requirements that may apply to the retail business conducted, e.g. Large Capacity Magazine Permit (LCMP) for sales of Large Capacity Magazines 32310 – 32450 PC. Separate licensing/approval (State and local) is required for any secondhand/pawn, trade, consignment, or auction of firearms. Note, this applications statement of operations does not specify any of these sales types occurring.

Development Standards:
The site plan and building have been designed in accordance with the development standards of the proposed M-SC zone Chapter 17.92 (M-SC zone). These standards include setbacks, building height, etc. The table on the following page outlines these development standards and whether the project is in compliance with the standards.

M-SC Zone Development Standards

Development Standards	Minimum Dev. Standard	Proposed Project	Meets/Exceeds Requirements
Minimum Lot Area	10,000 square feet	2.33 acres	Yes
Required Setbacks			
Front Street Setbacks (Mission Trail)	25 feet	125 feet +/-	Yes
Side Yard Setback (south property line)	25 feet	12.5 feet	Yes (w/Variance approval)
Side Yard Setback (Bundy Canyon Rd.)	25 feet	55 feet	Yes
Rear Yard Setback (east property line)	25 feet	75 feet	Yes
Building Height	50 feet (max.)	36.5 feet (at tallest point)	Yes
Boundary Walls (south and east property lines)	6-foot masonry wall	6-foot masonry wall (east prop. line) 6-foot wrought iron fencing (south prop. line)	Yes Yes (w/PC approval)
Landscaping (on-site)			
• Percentage of the site	• 10%	• 10%	Yes
• Street frontage	• 10 feet	• 18%	Yes
• Buffer (east prop. line)	• 20 feet	• 10 feet	Yes (w/PC approval)

Off-Street Parking:
The proposed shooting range project requires off-street parking in accordance with Chapter 17.188.030 of the WMC. As this code section does not include specific parking standards for indoor shooting ranges, the parking requirements typically are based on the office/retail use and "warehouse" storage space. Based on the 34,702 square-foot building size and the floor plan layout, it has been determined that 69 spaces are required. The applicant has provided 77 parking spaces so there is adequate parking. These spaces are being provided in three (3) parking areas along the front and sides of the building, all within close proximity to main entrance.

On-Site Circulation:
The primary access to the site will occur from Bundy Canyon Road (full access) and Mission Trail (right-in & right-out only). The Public Works department is requesting full dedication and improvements along both streets in accordance with the city's right-of-way standards. As analyzed in the general plan amendment and traffic impact analysis, Bundy Canyon will be down-graded from 6-lanes to 4-lanes, but this will be adequate to. accommodate the anticipated traffic volumes of the proposed project.

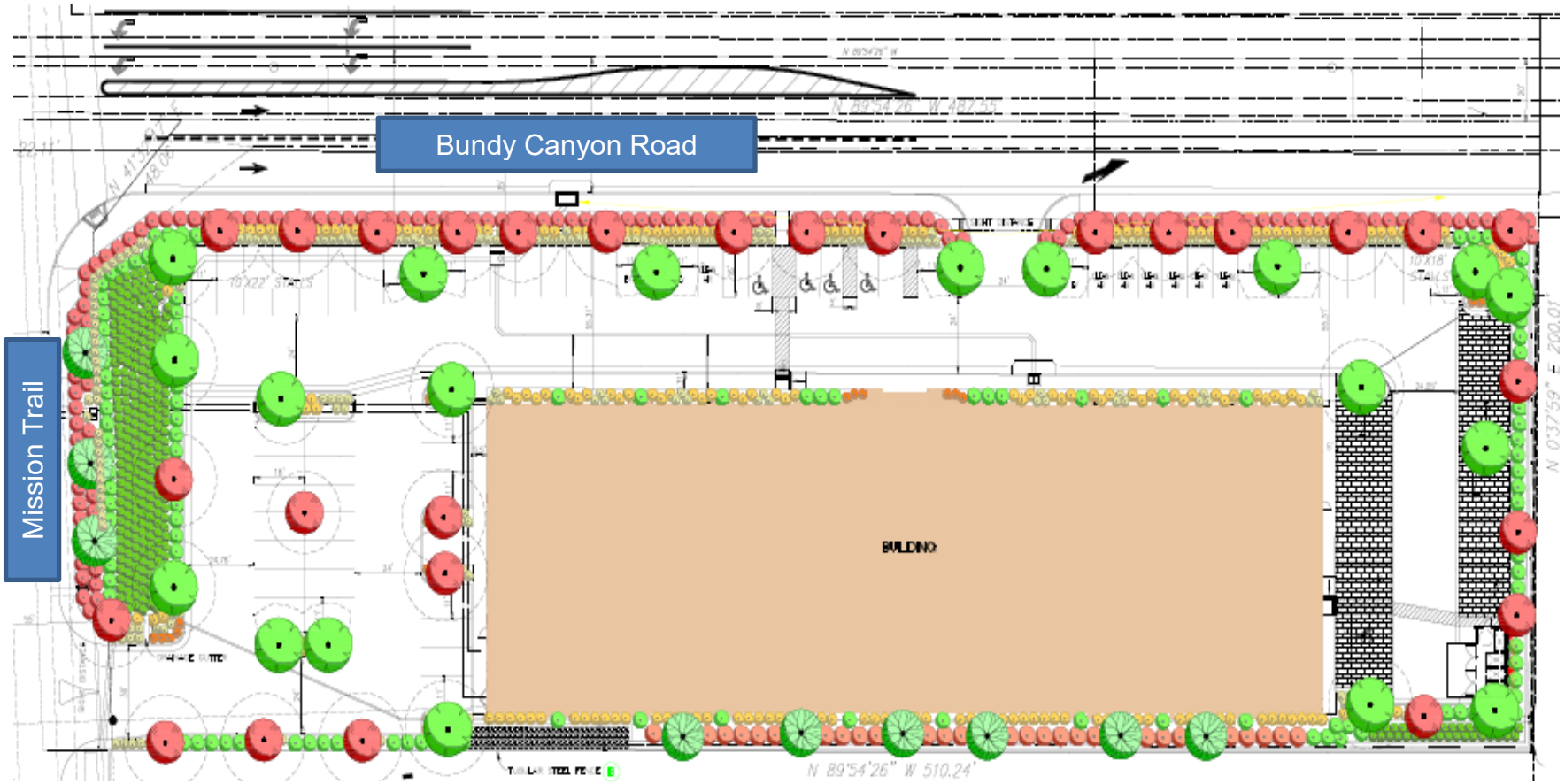
The Riverside County Fire Department has reviewed the proposed project and has determined that it meets their requirements for lane width and on-site circulation. Please refer to Attachment E, Exhibit 1 for RCFD conditions of approval. This are will be gated on a permanent basis so no vehicular traffic will be using this driveway, thus, protecting the access abilities of the residential neighborhood directly east of the project site. On-site circulation will be provided in between the storage unit buildings via a 30 to 33-foot wide drive aisle. This width is consistent with Riverside County Fire standards and will allow people to temporarily park their vehicles near a storage unit (for loading/unloading) and leave room for vehicles to pass by safely.

Landscaping/Water Efficient Standards (Chapter 17.276):
The Applicant has provided a detailed conceptual landscape plan for staff's review. The purpose of Chapter 17.276 of the Zoning Ordinance is to establish water efficient landscape regulations that are "at least as effective in conserving water as" the State Model Water Efficient Landscape Ordinance in the context of conditions in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste.

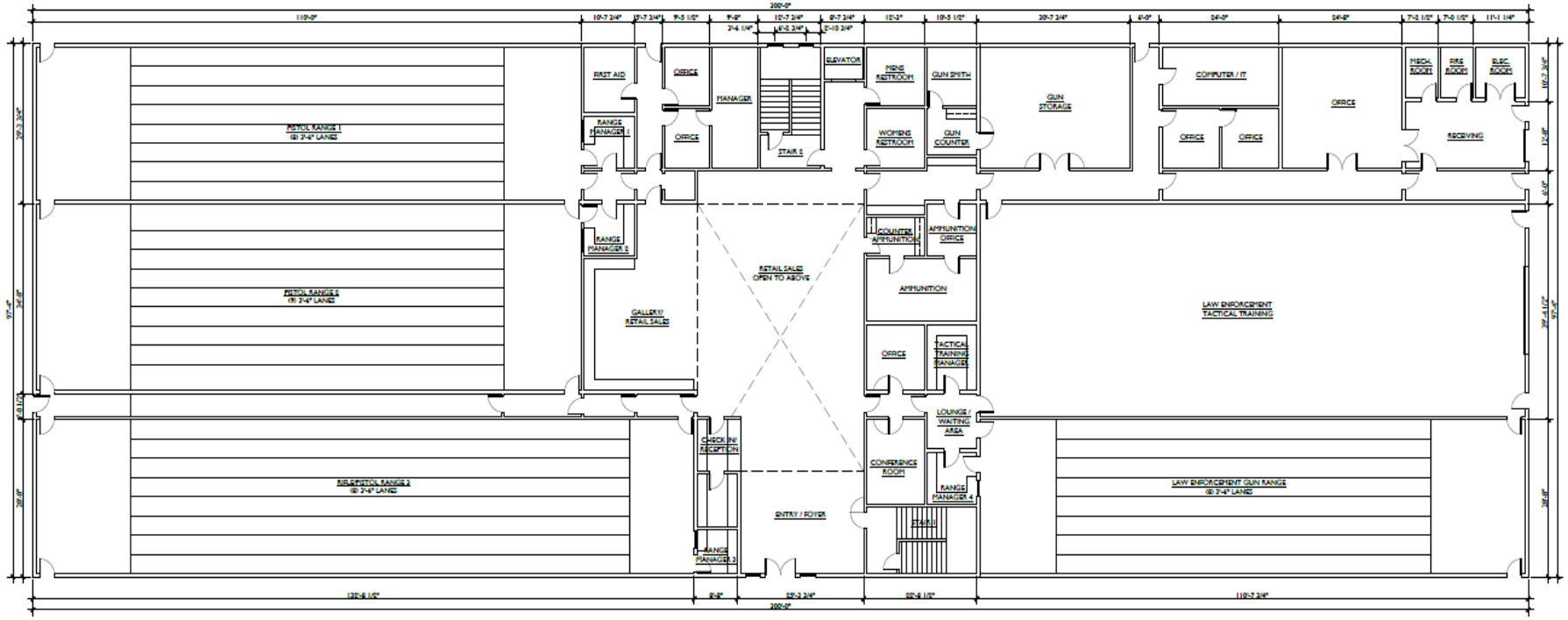
The intent of this chapter is to also encourage the cooperation between the City and local water purveyors to achieve irrigation efficiency and water conservation goals. The landscape plans provide for a variety of landscape species (including drought tolerant turf) in varying sizes to accommodate the project. The landscape plans were reviewed by the City's Landscape Architect in accordance with the provisions of this code section. Based on this review, the conceptual landscape plans are consistent with city standards. During the construction plan check process, staff will perform a detailed landscape and irrigation plan review to determine that the proposed water usage meets the requirements of Chapter 17.276. Based on the conceptual landscape plans, the project is consistent with city standards.

Proposed Architecture:
The architectural elevation for the proposed building contains a "rural craftsman" appearance. The building design is a modern look with vertical and horizontal articulation and windows. Full project development plans are provided for Commission review in Attachments F. The following exhibits provide a snap-shot illustration of each.

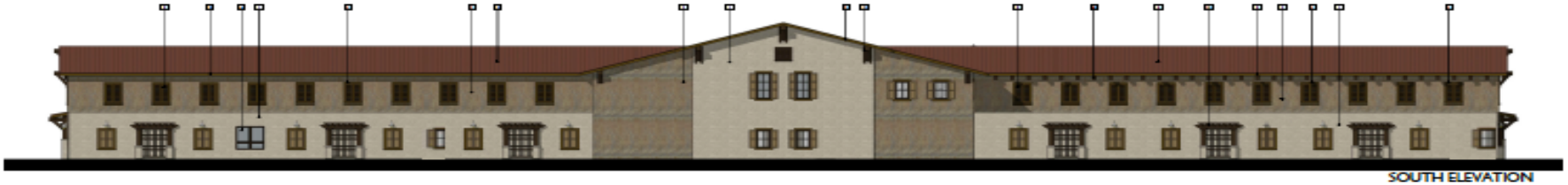
Site Plan / Landscape Plan Exhibit



Floor Plan Layout Exhibit



Proposed Building Elevation Exhibit



SOUTH ELEVATION



EAST ELEVATION



MISSION TRAIL (WEST) ELEVATION



BUNDY CANYON (NORTH) ELEVATION

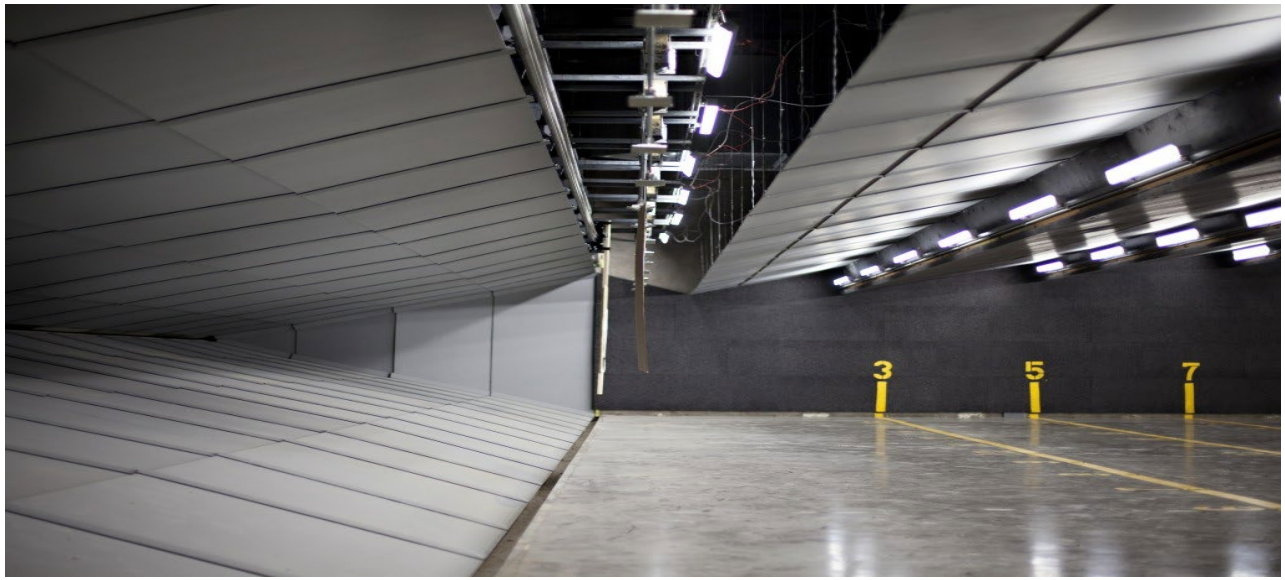
WILDOMAR, CA

CONCEPTUAL BUILDING ELEVATIONS

Shooting Range Stalls/Lanes Exhibit



Bullet Trap System Exhibit





PROJECT FINDINGS OF FACT:

In accordance with state law and city ordinances, the following findings are presented to the City Council in support of Planning Commission's recommendation to adopt the IS/MND/MMRP, and approve of the General Plan Amendment, Change of Zone, Variance and Conditional Use Permit for the Wildomar Shooting Range/Academy project.

Initial Study / Mitigated Negative Declaration Analysis:

Upon completion of the draft IS/MND and in accordance with CEQA Guidelines Section 15072, the Planning Department on November 5, 2019 provided a Notice of Intent (NOI) to the State Clearinghouse, Riverside County Clerk, Press Enterprise, a local newspaper of general circulation, and the City's local distribution list regarding the preparation and public review of the draft Initial Study/Mitigated Negative Declaration for the proposed project. Also, in accordance with CEQA Guidelines §15073 and §15105, and the City's Local CEQA Guidelines, the draft Initial Study/Mitigated Negative Declaration was circulated and made available to the State Clearinghouse/OPR, the city's local distribution list, and other interested parties requesting a copy for a 30-day public review/comment period that commenced on November 5, 2019 and concluded on December 4, 2019. In addition, the draft Initial Study/Mitigated Negative Declaration was uploaded to the City's Environmental Documents Center webpage during the same 30-day public review period, and a hard copy was made available to the general public at the Planning Department.

During the 30-day public review period, the City received four (4) written comment letters commenting on the draft Initial Study/Mitigated Negative Declaration. In accordance with the City's Local CEQA Guidelines, the Planning Department has prepared responses to each comment letter, which was provided to each commenter prior to the Planning Commission meeting in accordance with state law. During the MND review period, staff also received about 37 emails/letters that did not cite any environmental concerns but offered support for the proposed project. Please refer to Attachment A, Exhibit 3 for details.

In accordance with CEQA Guideline Section 15097, the Planning Department has also prepared a Mitigation Monitoring and Reporting Program (MMRP) to monitor compliance with the proposed mitigation measures. The MMRP outlines the proposed mitigation measures for the project and the timing and department responsibility for implementing the mitigation measures. Also, the mitigation measures have also been included into the conditions of approval matrix for CUP No. 19-0093 (i.e., Planning Department Conditions No. 34 - 48).

The City Council has the authority to review the proposed IS/MND. Staff's analysis of the findings in support of the adoption of the MND/MMRP are provided below. A copy of the draft IS/MND, technical appendices, response to comments and mitigation monitoring & reporting program is provided for Council review (Attachment A, Exhibits 1 - 4).

CEQA/MND Findings:

Based on the analysis above and compliance with CEQA Guidelines, the Planning Commission recommends the City Council, in light of the whole record before it, including but not limited to, the draft IS/MND, Technical Appendices, Final MND/Response to Comments, and Mitigation Monitoring and Reporting Program, and all documents incorporated by reference therein, any comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, find and determine as follows:

A. Review Period: That the City has provided a 30-day public review period for the draft Initial Study/Mitigated Negative Declaration as required by CEQA Guidelines §15073 and §15105.

B. Compliance with Law: That the draft Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program were prepared, processed, and noticed in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.).

C. Independent Judgment: That the draft Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program reflect the independent judgment and analysis of the City.

D. Mitigation Monitoring and Reporting Program: That the Mitigation Monitoring and Reporting Program is designed to ensure compliance during project implementation in that changes to the project and/or mitigation measures have been incorporated into the project and are fully enforceable through permit conditions, agreements, or other measures as required by Public Resources Code Section 21081.6.

E. No Significant Effect: That revisions made to the project as agreed to by the applicant, and mitigation measures imposed as conditions of approval on the project, avoid or mitigate any potential significant effects on the environment identified in the Initial Study to a point below the threshold of significance. Furthermore, after taking into consideration the revisions to the project and the mitigation measures imposed, the Planning Commission finds that there is no substantial evidence, in light of the whole record, from which it could be fairly argued that the project may have a significant effect on the environment. Therefore, the Planning Commission concludes that the project will not have a significant effect on the environment with adoption of the proposed mitigation measures as outlined in the Mitigation Monitoring and Reporting Program.

General Plan Amendment No. 19-0093 Analysis:

The applicant has proposed a general plan amendment to amend the City's Circulation Element to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes to accommodate the proposed project. The proposed development plan has been designed with this consideration of the reduced roadway. The proposed project does not involve a change in or conflict with the City of Wildomar Vision (Chapter 2 of the General Plan), any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan in that the existing land use designation of Light Industrial (LI) for the project site falls within the "Community Development" Foundation Component of the General Plan(Table LU-4).

In addition, the proposed reduction of Bundy Canyon Road from six (6) lanes to four (4) lanes were thoroughly evaluated in the traffic impact analysis prepared for the project IS/MND which determined that four traffic lanes were more than adequate to accommodate the traffic generated by the project as well as existing and future traffic on this roadway. While there is not an amendment to the General Plan Land Use map, the Light Industrial (LI) land use designation supports the proposed shooting range and is consistent with the goals of the land use element. For these reasons and the findings below, the Planning Commission supports the proposed circulation element change, and has recommended City Council approval. The following findings are provided for City Council consideration on the proposed general plan amendment.

General Plan Amendment No. 19-0093 Findings:

Pursuant to Government Code Section 65350 – 65362 and Chapter 17.08 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 does not involve a change in or conflict with the City of Wildomar Vision, any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan.

   Evidence: The proposed general plan amendment to the circulation element for the Wildomar Shooting Range/Academy project to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes does not involve a change in or conflict with the City of Wildomar Vision (Chapter 2 of the General Plan), any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan in that the existing land use designation of Light Industrial (LI) for the project site falls within the "Community Development" Foundation Component of the General Plan(Table LU-4). Thus, the proposed circulation element change does not conflict with the property's "Community Development" Foundation Component designation. In addition, the proposed reduction of Bundy Canyon Road from six (6) lanes to four (4) lanes were thoroughly evaluated in the traffic impact analysis prepared for the project IS/MND which determined that four traffic lanes were more than adequate to accommodate the

traffic generated by the project as well as existing and future traffic on this roadway. Thus, the project does not conflict with the property's "Community Development" Foundation Component designation as vehicular and pedestrian access will be maintained and remain fully functional.

Further, the Vision outlined in Chapter 2 of the General Plan states that each element of the General Plan contains a description of how it implements the Vision in the form of specific policies related to each element (page V-2). Thus, consistency with specific General Plan policies demonstrates consistency with the vision. The proposed Wildomar Shooting Range/Academy development project achieves the vision as it is consistent with those land use policies discussed in Finding B below. Finally, the proposed general plan amendment is consistent with the general planning principles set forth in Appendix B to the General Plan, in that Appendix B encourages a variety of service commercial uses in the M-SC (Manufacturing-Service Commercial) zone with local and regional influence (App. B, Sec. I.G.)

B. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

Evidence: The proposed general plan amendment to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes will contribute to the purposes of the General Plan and will not be detrimental in that as part of the IS/MND and development review process it was determined that the proposed amendment can be accommodated without impacting existing and future traffic patterns in this area, and that the proposed establishment of an indoor shooting range/academy at this location did not require any changes to the other General Plan Elements (i.e., land use, etc.). Therefore, the proposed general plan amendment will result in the project being internally consistent. The proposed land use change furthers the following land use and housing element policies related to the proposed project:

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

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

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

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

LU23.6 The proposed project will have proper mitigation measures to protect the neighboring residential areas from noise, light, fumes, odors, vehicular traffic, parking and operational hazards.

LU23.7 The proposed project will be served by water and sewer as provided by EVMWD to meet the project demands.

C. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

Evidence: The proposed general plan amendment is needed to address circumstances and conditions that that were unanticipated on Bundy Canyon Road when the General Plan was prepared and adopted by the City Council in July 2008. As part of the IS/MND and development review process, it was determined that the proposed amendment can be accommodated without impacting existing and future traffic patterns in this area. Further, the underlying zoning for this parcel at the time of incorporation was R-R (Rural Residential), while the land use designation was Light Industrial (LI). Because of this inconsistency, it is appropriate to propose a change of zone to bring the M-SC zoning into compliance with the I-P land use designation.

Change of Zone No. 19-0093 Analysis

The project site currently has a zoning designation of R-R (Rural Residential) which is not consistent with the Light Industrial (LI) land use designation. This existing land use designation has existed since city incorporation. The proposed zone change from R-R (Rural Residential) to M-SC (Manufacturing-Service Commercial) is highly consistent with the LI land use designation and is being proposed as a consistency zone change. Also, the proposed use is consistent with the intent of the LI land use designation and M-SC zone in that it will provide a much-needed service commercial business for Wildomar residents and surrounding communities. Lastly, the proposed M-SC zone district is a more appropriate zoning for the proposed use than the R-R zone which is primarily a residential zoning category. For these reasons and the findings below, the Planning Commission supports the proposed change of zone, and has recommended City Council approval. The following findings are provided for City Council consideration on the proposed change of zone.

Change of Zone No. 19-0093 Findings:

In accordance with Government Code Sections 65855 and Chapter 17.280 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 change of zone is in conformance with the adopted General Plan for the City of Wildomar.

Evidence: The existing general plan land use designation for the project site is Light Industrial Park (LI), which has had this designation since city incorporation on July 1, 2008. The proposed zone change from R-R (Rural Residential) to M-SC (Manufacturing-Service Commercial) is highly consistent with the LI land use designation and is being proposed as a consistency zone change. In addition, the proposed shooting range project is allowed in the M-SC zone provided a conditional use permit is approved for the use which the Applicant has applied for. Further, the proposed use is consistent with the intent of the LI land use designation and M-SC zone in that it will provide a much-needed service commercial business for Wildomar residents and surrounding communities. Lastly, the proposed M-SC zone district is a more appropriate zoning for the proposed use than the R-R zone which is primarily a residential zoning category.

Variance No. 19-0093 Analysis:

The Applicant has requested a variance to allow a 12.5-foot setback along the south property line so the project can be built as proposed. The M-SC zone development standards requires a 25-foot interior side yard setback for buildings that are adjacent to a residential zoned property. However, if adjacent to an industrial zoned property, the M-SC zone allows a 0-foot interior side yard setback. Since the property to the south has an inconsistent zoning designation of R-R (Rural Residential) with an adopted general plan land use designation of Light Industrial (LI), enforcing the setback could be considered onerous. Further, given the potential industrial character of the adjacent properties, it is unlikely a general plan land use amendment from Light Industrial (LI) to Medium Density Residential could be supported to develop a single-family subdivision. As these adjacent properties are currently vacant and transitional in nature, a 12.5-foot setback as proposed via the Variance process is reasonable in staff's opinion. Given that these properties will be developed as industrial uses in the future, and the area west and south of the site has the LI land use designations, staff supports the variance request. For these reasons and the findings below, the Planning Commission supports the proposed variance, and has recommended City Council approval. The following findings are provided for City Council consideration on the proposed variance request.

Variance No. 19-0093 Findings:

In accordance with Chapter 17.196 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 Variance does not constitute a grant of special privilege that is inconsistent with the limitations upon other properties in the vicinity, and zone in which the property is situated.

Evidence: Approval of the proposed Variance does not constitute a grant of special privilege because other industrial zoned properties in the vicinity are not required to provide setbacks when adjacent to industrial zoned land. Since the property to the south has an inconsistent zoning designation of R-R (Rural Residential) with an adopted general plan land use designation of Light Industrial (LI), enforcing the setback could be considered onerous. Further, given the potential industrial character of the general area south and west of the site, it is unlikely a general plan land use amendment from Light Industrial (LI) to residential could be supported to develop a single-family subdivision on these adjacent properties. As these adjacent uses are transitional in nature, a 12.5-foot setback as proposed via the Variance process is reasonable and will not be inconsistent with the limitations upon other properties in the vicinity, and zone in which the property is situated.

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

Evidence: There are special circumstances due to the industrial surroundings of the area that affect the subject the property in a manner that a 12.5-foot setback variance request is reasonable. For example, the properties to the south have an inconsistent zoning designation of R-R (Rural Residential) with an underlying general plan land use designation of Light Industrial (LI). These properties had the Light Industrial (LI) designation at the time Riverside County adopted the current city land use map prior to incorporation, but never followed through on the zoning consistency afterwards. This lack of action by the County established the non-conforming status. As these adjacent uses are transitional in nature, to require a full 25-foot setback in this instance would deprive the Applicant/Property of privileges enjoyed by other property owners in the vicinity with industrial zoning and land use designations.

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

Evidence: Approval of this Variance will not authorize a use that is not otherwise expressly authorized by the zone regulation governing the parcel of property. The proposed indoor shooting range/academy use is listed as permitted uses in the M-SC zone subject to approval of a CUP and shall be subject to the development standards of the M-SC zone and the California Building Code.

D. The Variance will not be detrimental to the health, safety or general welfare of the community.

Evidence: The Variance will not be detrimental to the health, safety or welfare of the community because the project is an allowed use in the M-SC zone subject to the approval of a Conditional Use Permit (CUP). Through the CUP and IS/MND process, the conditions of approval and mitigation measures have been imposed to ensure the project is designed in strict compliance with the land use and zoning outlined in the city's municipal code. Further, the proposed project will be subject to a stringent plan check review process prior to the construction phase to ensure compliance with the building and engineering standards outlined in the city's municipal code. Buildings in the M-SC zone currently do not have an interior setback requirement with the exception of street setbacks of 25 feet. Considering this, the proposed Variance will not have a detrimental impact to the health, safety or general welfare of the community.

Conditional Use Permit No. 19-0093 Analysis:

The proposed Conditional Use Permit (CUP) is needed to develop the proposed project under the M-SC zoning requirements outlined in Section 17.92 of the WMC. The CUP was reviewed and analyzed in detail as part of the city's development review process to ensure that all the M-SC development standards were met and/or exceeded. In addition, the development standards of Chapter 17.188 (Parking) and 17.276 (Water Efficient/Landscaping) were reviewed in detail to ensure compliance with these provisions. All applicable development standards are illustrated in the Project Description section of the staff report.

Based on review of the proposed site plan, grading plan, landscaping plan and architectural elevations, the Planning Department has determined that the Wildomar Shooting Range/Academy project does meet and exceed all applicable development standards. The project as proposed and conditioned is also consistent with the General Plan land use designation of Light Industrial. Further, all environmental impacts resulting from the project have been thoroughly evaluated and mitigated to a level of non-significance, and each mitigation measure has been incorporated into the project conditions (refer to Attachment E, Exhibit 1). For these reasons and the findings below, the Planning Commission supports the proposed conditional use permit, and has recommended City Council approval. The following findings are provided for City Council consideration on the proposed conditional use permit.

Conditional Use Permit No. 19-0093 Findings:

In accordance with Chapter 17.200 of the Wildomar Municipal Code (Title 17), 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 location, use and operation of the conditional use is in accord with the purposes of the zone in which the site is located, is consistent with the General Plan and complies with other relevant city regulations, policies and guidelines.

Evidence: The applicant is proposing to develop a 2-story 34,789 square-foot building and on-site/off-site improvements on a 2.33-acre site to establish an indoor shooting range use and is consistent with the existing general plan land use designation of Light Industrial (LI) and proposed zoning designation of M-SC (Manufacturing-Service Commercial) via approval of Change of Zone No. 19-0093. The proposed indoor shooting range facility is a permitted use subject to approval of a Conditional Use Permit (CUP) in the M-SC zone.

In review of the proposed development plans, the project meets and exceeds all M-SC zone development standards outlined in Chapter 17.92 of the Wildomar Municipal Code in terms of setbacks (with the approval of Variance No. 19-0093), building height, walls, lot area, and lot coverage. Also, the project complies with the service commercial standards for parking and landscaping outlined in Chapter 17.188 and 17.276, respectively. Further, the project as proposed is consistent with the General Plan land use designation of Light Industrial (LI) in that the indoor shooting range use is providing a much-needed neighborhood and regional service commercial use to the city's residents and others. Lastly, the proposed project will be consistent with, and implement, the following goals and polices of the General Plan:

LU 24.1 Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.

LU24.8 Require that industrial development be designed to consider their surroundings and visual enhance, not degrade, the character of the surrounding area.

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

Evidence: The Conditional Use Permit will not be detrimental to the health, safety or welfare of the community in that the project is a conditionally permitted use in the M-SC zone, and that the project has been designed to meet and/or exceed the development standards outlined in Chapter 17.92 (M-SC zone) of the Wildomar Municipal Code in terms of setbacks (with the approval of Variance No. 19-0093), building height, walls, lot area, and lot coverage. Also, the project complies with the standards for parking and landscaping outlined in Chapter 17.188 and 17.276, respectively. Further, the project has been conditioned through the CUP process, including environmental mitigation measures (as part of the MND) to ensure that

there are no impacts to the surrounding area. Given this, the projects meets this finding.

PUBLIC COMMUNICATION / NOTICING

In accordance with Government Code Sections 65090, 65353 and 65854, and Wildomar Municipal Code Sections 17.196, 17.200 and 17.280, the Planning Department, on January 28, 2020, 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 12, 2020 City Council meeting at which time the Council would consider the proposed Wildomar Shooting Range/Academy project. In accordance with Ordinance No. 135, the Planning Department on January 31, 2020 posted two (2) public hearing notice "sign boards" (one on Mission Trail and one of Bundy Canyon Road) notifying the general public of the February 12, 2020 City Council meeting at which time the Council would consider the Wildomar Shooting Range/Academy project. Lastly, in accordance with Government Code Sections 65090, 65353 and 65854, and Wildomar Municipal Code Sections 17.08, 17.196, 17.200 and 17.280, the Planning Department on January 31 2020 published a legal notice in the "Press Enterprise," a local newspaper of general circulation, notifying the general public of the February 12, 2020 City Council meeting at which time the Council would consider the Wildomar Shooting Range/Academy project.

As part of development review and MND review process, the city received approximately 40 emails/letters and phone calls offering support for the proposed Wildomar Shooting Range/Academy project. These email letters are provided for Council consideration in Attachment G.

FISCAL IMPACTS:

The Wildomar Shooting Range/Academy project will not have a fiscal impact on the city's general fund. In accordance with the Development Impact Fee (DIF) ordinance adopted by the City Council, along with the required regional impact fees (i.e., TUMF, MSHCP, SKR, LEUSD, etc.), this project is required to pay approximately $654,000 in total fees. These fees are paid typically prior to the issuance of building permits/occupancy some of which may be reimbursed if eligible. In addition, the project is conditioned to be annexed into the city-wide CFD 2013-1 which will pay its fair share of park maintenance fees through the CFD services. The CFD revenue will be determined and finalized based on final plans and the level of maintenance required. Lastly, the property will pay its Measure Z parcel tax of $28/parcel/year.

Respectfully Submitted,
Gary Nordquist
City Manager

Reviewed By,
Thomas D. Jex
City Attorney

ATTACHMENTS:

A. Council Resolution for Initial Study/Mitigated Negative Declaration
   - Exhibit 1 - Draft Initial Study/ Mitigated Negative Declaration Document
   - Exhibit 2 - IS/MND Technical Appendices
   - Exhibit 3 - Response to Comments Package/Final IS/MND
   - Exhibit 4 - Mitigation Monitoring & Reporting Program (MMRP)

B. Council Resolution for GPA No. 19-0093
C. Council Ordinance for Change of Zone No. 19-0093
D. Council Resolution for Variance No. 19-0093
E. Council Resolution for Conditional Use Permit No. 19-0093
   - Exhibit 1 – Project Conditions of Approval Matrix

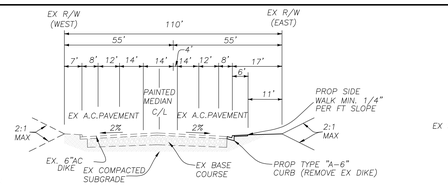
F. Project Development Plans Exhibits
G. Support Letters/Emails Document

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 D

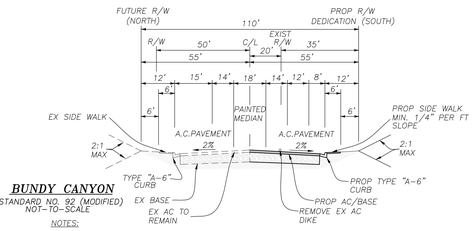
Approved Development Plans-Packet



NOTES:

1. THICKNESS OF A.B. AND A.C. TO BE DETERMINED BY SOIL TEST AT TIME OF GRADING OPERATIONS.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. CURB AND GUTTER TO BE TYPE "A-6"
4. T.I. PER STANDARD NO. 92.

MISSION TRAIL
STANDARD NO. 92 (MODIFIED)
NOT-TO-SCALE



BUNDY CANYON
STANDARD NO. 92 (MODIFIED)
NOT-TO-SCALE

NOTES:

1. THICKNESS OF A.B. AND A.C. TO BE DETERMINED BY SOIL TEST AT TIME OF GRADING OPERATIONS.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. CURB AND GUTTER TO BE TYPE "A-6"
4. T.I. PER STANDARD NO. 92.

CITY OF WILDOMAR, CA
CONDITIONAL USE PERMIT NO. 19-0093
WILDOMAR SHOOTING ACADEMY
CONCEPT GRADE

PARKING TABULATIONS

SEE CONCEPTUAL SITE PLAN SHEET A-SP

EASEMENT NOTES:

1. EASEMENT FOR POLE LINES IN DOCUMENT RECORDED MARCH 30, 1898 IN BOOK 67 OF DEEDS, PAGE 207, CANNOT BE PLOTTED.
2. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES IN DOCUMENT RECORDED MAY 21, 1925, IN BOOK 643 OF DEEDS, PAGE 7. CANNOT BE PLOTTED.
3. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN DOCUMENT RECORDED SEPTEMBER 23, 1992 AS INST. NO. 92-358321, O.R.
4. ABUTTERS RIGHTS OF INGRESS AND EGRESS PER DOCUMENT RECORDED OCTOBER 28, 1993, AS INST. NO. 93-429300, O.R.
5. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES IN DOCUMENT RECORDED MARCH 17, 1994, AS INST. NO. 94-112368, O.R.

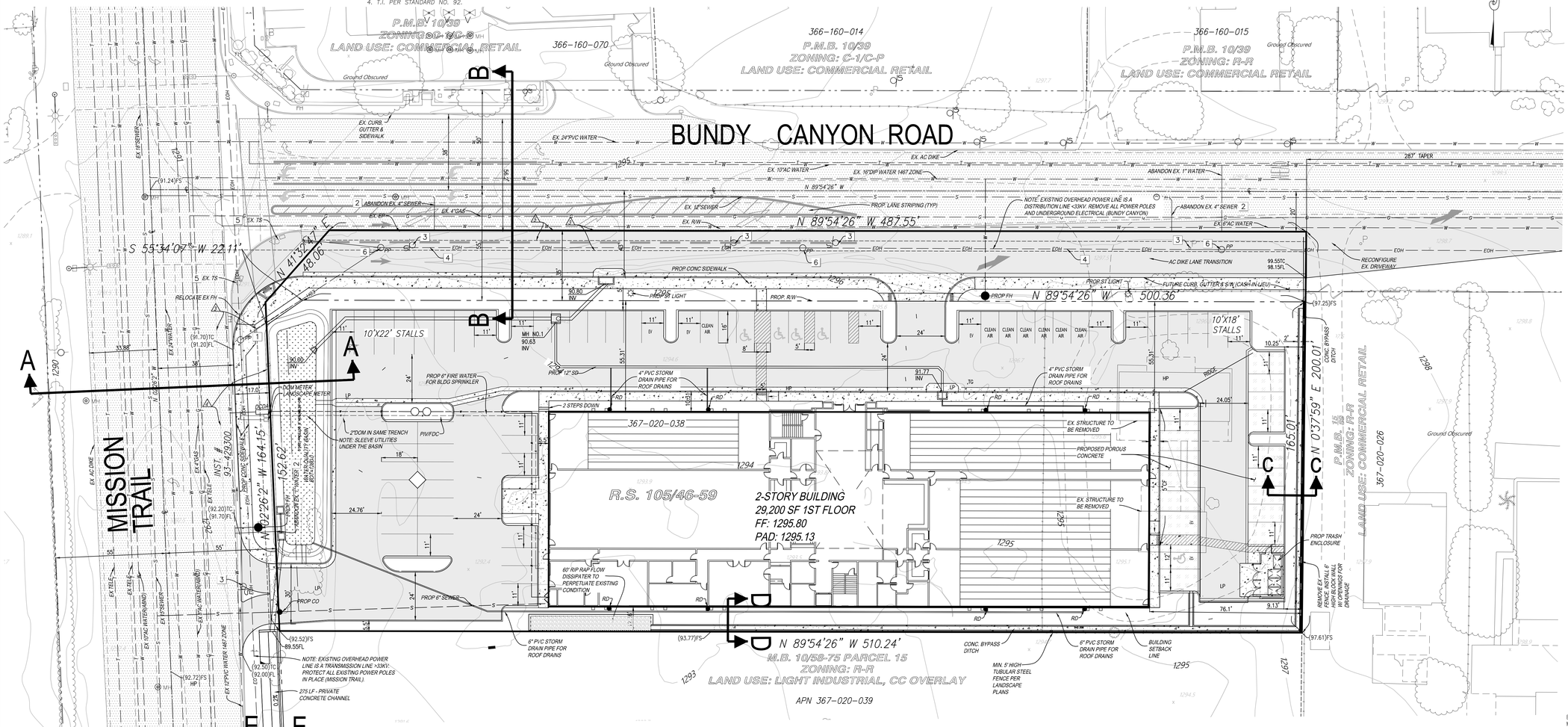
CONSTRUCTION NOTES:

1. PROTECT IN PLACE.
2. REMOVE EXISTING UTILITY, SIZE AS NOTED.
3. RELOCATE EXISTING SIGN.
4. UNDERGROUND EXISTING OVERHEAD ELECTRIC.
5. RELOCATE EXISTING TRAFFIC SIGNAL.
6. REMOVE EXISTING POWER POLE

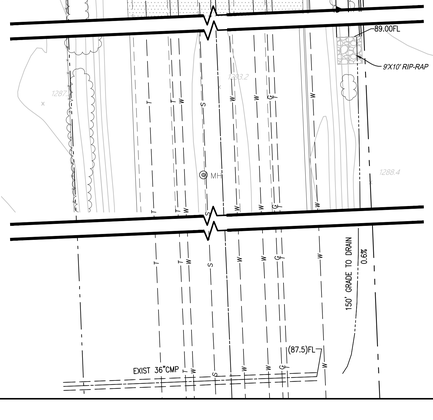


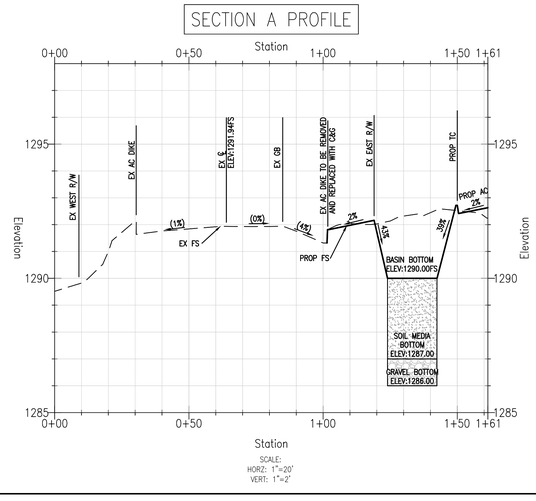
GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

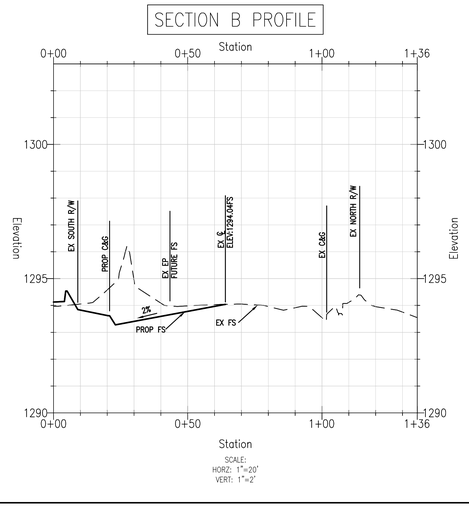
VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 2014
PAGE 897, GRID A-4
SEC. 27, T6S, R4W

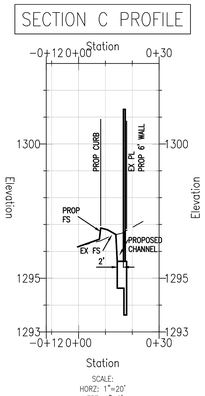


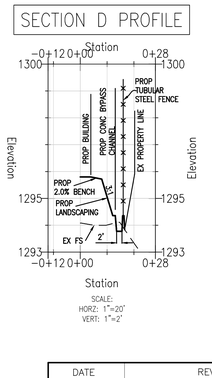
SECTION E:











GENERAL NOTES

1. **LEGAL DESCRIPTION:**
   PORTIONS OF LOT 115 OF SECO TRACT NO. 1, AS SHOWN BY MAP ON FILE IN MAP BOOK 10, PAGES 58 THROUGH 75, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CA.
2. **TOTAL ACREAGE:**
   2.33 ACRES GROSS
   1.95 ACRES NET
3. **EXISTING GENERAL PLAN**
   LIGHT INDUSTRIAL/COMMUNITY CENTER OVERLAY
4. **PROPOSED GENERAL PLAN**
   LIGHT INDUSTRIAL/COMMUNITY CENTER OVERLAY
5. **EXISTING ZONING:**
   R-R
6. **PROPOSED ZONING:**
   M-SC
7. **EXISTING LAND USE:**
   VACANT LAND
8. **PROPOSED LAND USE:**
   INDOOR SHOOTING RANGE
9. **METHOD OF SEWAGE DISPOSAL**
   SEWER TO EXISTING 12" SEWER IN BUNDY CANYON ROAD
10. **UTILITIES:**
    WATER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
    SEWER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
    NATURAL GAS – THE GAS CO.
    ELECTRIC – SOUTHERN CALIFORNIA EDISON
    TELEPHONE – FRONTIER
    CABLE – SPECTRUM
11. **SCHOOL DISTRICT:**
    LAKE ELSINORE UNIFIED SCHOOL DISTRICT
12. **COMMUNITY SERVICES AREA:**
    NOT IN COMMUNITY SERVICE AREA
13. **ASSESSORS PARCEL NO.:**
    367-020-038
14. **2018 THOMAS BROS. GUIDE:**
    PAGE 897, GRID A-4
15. **SITE PLAN PREPARED:**
    MAY 15, 2019
16. **GEOLOGICAL HAZARD:**
    THIS PROJECT IS WITHIN HALF MILE OF GLEN IVY NORTH FAULT AND IS SUBJECT TO MODERATE LIQUEFACTION
17. **SPECIFIC PLAN.**
    THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
18. **FLOOD ZONE.**
    THIS PROJECT IS NOT WITHIN A FLOOD ZONE.
19. ALL PROPOSED DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEAR STORM FLOWS. ALL "Q"S ARE APPROXIMATE.
20. ALL SLOPES ARE 2:1 UNLESS OTHERWISE NOTED.
21. **ADDRESS:**
    34020 MISSION TRAIL,
    WILDOMAR, CA 92595
22. **ESTIMATED EARTHWORK**
    3015 CUT
    3015 FILL
    0 IMPORT/EXPORT REQUIRED
23. NO DEVIATION FROM CITY STANDARDS ARE PROPOSED FOR THIS SITE.
24. EXISTING SEPTIC AND LEACHLINES TO BE REMOVED OR ABANDONED UNDER PERMIT WITH THE DEPARTMENT OF ENVIRONMENTAL HEALTH. THE INSTALLATION OF ANY NEW ONSITE WASTEWATER TREATMENT SYSTEM WILL CONFORM TO THE STANDARDS SET FORTH BY THE DEPT. OF ENVIRONMENTAL HEALTH TECHNICAL GUIDANCE MANUAL AND THE UNIFORM PLUMBING CODE. ANY SEPTIC ABANDONED IN PLACE SHALL BE FILLED WITH SAND OR ONE SACK SLURRY, AND SHALL BE INSPECTED PRIOR TO COVERING.
25. ALL FILL PLACED UNDER OR WITHIN 5 FEET OF THE PROPOSED STRUCTURES SHALL BE CLEAN AND FREE OF DEBRIS AND COMPACTED TO 90% RELATIVE COMPACTION AND COMPACTION TEST DATA SHALL BE PRESENTED TO THE INSPECTOR AT THE TIME OF SET-DOWN INSPECTION.
26. HEIGHT OF BUILDING = 36.5'

NOTE:
ALL ONSITE SEWER, WATER, AND DRAINAGE FACILITIES SHALL BE PRIVATELY OWNED AND MAINTAINED.

TOPOGRAPHIC INFORMATION DEVELOPED FROM:

AERIAL TOPO BY AEROTECH, INC., DATED 07/27/2018

LEGEND:

EX LU ..... EXIST LAND USE
MB ..... MAP BOOK
PM ..... PARCEL MAP
APN ..... ASSESSORS PARCEL NUMBER
C/L ..... CENTER LINE
A.C. ..... ASPHALT CONCRETE
A.B. ..... AGGREGATE BASE
NO ..... NUMBER
R-R ..... RURAL RESIDENTIAL
MDR ..... MEDIUM DENSITY RESIDENTIAL
R/W ..... RIGHT OF WAY
DG ..... DECOMPOSED GRANITE
P/L ..... PROPERTY LINE
C-1/C-P ..... COMMERCIAL GENERAL
FG ..... FINISHED GROUND
NG ..... NATURAL GROUND
TW ..... TOP WALL ELEVATION
BW ..... BOTTOM WALL ELEVATION
HP ..... HIGH POINT ELEVATION
LP ..... LOW POINT ELEVATION
FL ..... FLOWLINE ELEVATION
SD ..... STORM DRAIN

EXISTING ASPHALT PAVEMENT
PROPOSED ASPHALT PAVEMENT
PROPOSED CONCRETE
PROPOSED PERVIOUS CONCRETE
1090 EXISTING MINOR CONTOURS
1090 EXISTING MAJOR CONTOURS
C/L EXISTING CENTERLINE
W EXISTING WATERLINE
S EXISTING SEWER LINE
GAS EXISTING GAS LINE
T EXISTING COMMUNICATION LINE
PROPOSED BOUNDARY

PROJECT AREA BREAKDOWNS

PROP BUILDING	=	29,220 SF	0.67 AC	34.4%
PROP CONCRETE	=	6,044 SF	0.14 AC	7.1%
PROP PERVIOUS CONCRETE	=	3,267 SF	0.08 AC	3.9%
PROP PAVED	=	30,643 SF	0.70 AC	36.2%
PROP LANDSCAPED AREA	=	15,631 SF	0.36 AC	18.4%
PROP NET AREA	=	84,805 SF	1.95 AC	100.0%

NOTE:
ALL TREES SHOWN ARE TO REMOVED EXCEPT THOSE SPECIFICALLY NOTED TO REMAIN.

APPLICANT/OWNER:
KCG BLUE, LLC
C/O DON MACLEAN
5758 GEARY BOULEVARD #541
SAN FRANCISCO, CA 94121
760-846-9760 (PH)

DATE	REVISION

ENGINEER / PREPARED BY:
4M ENGINEERING AND DEVELOPMENT, INC.
41635 Enterprise Circle N. – Suite B
Temecula, California 92590
TEL: (951) 296-3466

PARKING CALCULATIONS

KCG Blue LLC
Wildomar Shooting Academy

	First Floor SF	29,286 SF
	Second Floor SF	5,503 SF
	Total SF	34,789 SF

Uses	Description	area SF	Parking Required	Parking Spaces	Notes	
First Floor	Range 1 pistol range	3,504 SF	1/1000	3.50	live fire	1000
	Range 2 pistol range	3,504 SF	1/1000	3.50	live fire	1000
	Range 3 rifle range	4,443 SF	1/1000	4.44	live fire	1000
	Range 4-law enforcement	3,171 SF	1/1000	3.17	live fire	1000
	tactical training area	4,426 SF	1/1000	4.43	non live fire- simulated fire	1000
	Range Manager 1	120 SF	1/500	0.24		500
	Range Manager 2	120 SF	1/500	0.24		500
	Range Manager 3	84 SF	1/500	0.17		500
	Range Manager 4	111 SF	1/500	0.22		500
	Gun Storage	729 SF	1/1000	0.73		1000
	Gun Smith/ Gun Counter	233 SF	1/1000	0.23		1000
	Ammunition Storage/Counter	475 SF	1/1000	0.48		1000
	Shipping/ Receiving	591 SF	1/1000	0.59		1000
	Lobby	810 SF	1/500	1.62		500
	Reception	175 SF	1/500	0.35		500
	Sales	2,725 SF	1/200	13.63		200
	First Aid	142 SF	1/500	0.28		500
	Restrooms	599 SF	1/500	1.20		500
	Stair 1	311 SF	1/500	0.62		500
	Stair 2	311 SF	1/500	0.62		500
	Elevator	61 SF	1/500	0.12		500
	Offices	560 SF	1/250	2.24		250
	Offices	443 SF	1/250	1.77		250
	Circulation	1,638 SF	1/500	3.28		500
	Total SF First Floor	**29,286 SF**			27648	

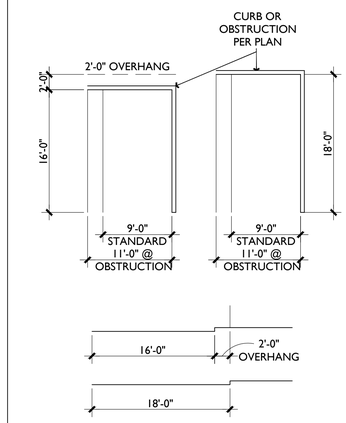
Second Floor	Restrooms	544 SF	1/500	1.09	500
	Employee Restrooms	292 SF	1/500	0.58	500
	Classroom 1	387 SF	1/250	1.55	250
	Classroom 2	295 SF	1/250	1.18	250
	Classroom 3	260 SF	1/250	1.04	250
	Employee Lounge	404 SF	1/500	0.81	500
	VIP Lounge & VIP Storage	755 SF	1/500	1.51	500
	Kitchen	358 SF	1/500	0.72	500
	Lounge	551 SF	1/500	1.10	500
	Circulation	1,657 SF	1/500	3.31	500
				3,846	
	Total SF Second Floor	**5,503 SF**			
	Total SF BUILDING	**34,789 SF**	**Min Req'd Spaces**	**60.57**	**Calculated parking requriements per City of Wildomar Parking Design Standards 17.188.030**
	Total of ADA spaces required			**4**	**per City of Wildomar sec. 17.188.050**
	Total Number of Van Accessible spaces required			**1**	**per City of Wildomar sec. 17.188.050**
	Total Calculated parking spaces required excluding ADA			**55.39**	**Parking Spaces**
	Spaces Provided			**77.00**	**Parking spaces provided**
	Required Spaces	**34,789 SF**	**1/500**	**69.58**	**Parking Required** 500 **using a blended rate of 1 per 500 SF**
	Total of ADA spaces required			**4**	**per City of Wildomar sec. 17.188.050**
	Total Number of Van Accessible spaces required			**1**	**per City of Wildomar sec. 17.188.050**
	Total of parking spaces 1 per 500 SF less ADA requirements:			**64.40**	**Parking Spaces**
	Parking Provided Overall including ADA spaces:			**77**	**parking spaces provided (effective rate 1/451 SF gross area)**

DESIGNATED PARKING FOR CLEAN AIR VEHICLES (CGBSC 5.106.5.2):
PER TABLE 5.106.5.2 FOR 77 TOTAL PARKING STALLS
8 TOTAL CLEAN AIR VEHICLE STALLS SHALL BE PROVIDED
TOTAL PROVIDED 8 STALLS

ELECTRIC VEHICLE CHARGING (CGBSC 5.106.5.3):
PER TABLE 5.106.5.3.3 FOR 77 TOTAL PARKING STALLS
5 TOTAL ELECTRIC VEHICLE STALLS SHALL BE PROVIDED
TOTAL PROVIDED = 5 STALLS
(3 STANDARD, 1 VAN ACCESSIBLE, 1 STANDARD ACCESSIBLE)

BICYCLE PARKING (CGBSC 5.106.4):
SHORT TERM BICYCLE PARKING = 5% OF VISITOR PARKING STALLS
LONG TERM BICYCLE PARKING = 5% OF TENANT-OCCUPANT STALLS
77 TOTAL STALLS X 5% = 4 TOTAL BICYCLE PARKING STALLS REQ.
TOTAL PROVIDED = 6 STALLS
(2 LONG TERM, 4 SHORT TERM = 7.8%)

PARKING STALL DETAILS



PROJECT CONTACTS

OWNER: KCG BLUE LLC
5758 GEARY BOULEVARD #541
SAN FRANCISCO, CA. 94121
(760)846-9760
CONTACT: DONNY MACLEAN II

ARCHITECT: SUMMA ARCHITECTURE
5256 SOUTH MISSION ROAD
SUITE 404
BONSALL, CA. 92003
(760)724-1198
CONTACT: ERICK VAN WECHEL

CIVIL ENGINEER: 4M ENGINEERING AND DEVELOPMENT
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA. 92590
(951)296-3466
CONTACT: KIM MORING

SITE AREA ANALYSIS

SITE AREA:
2.33 ACRES GROSS (101,495 S.F.)

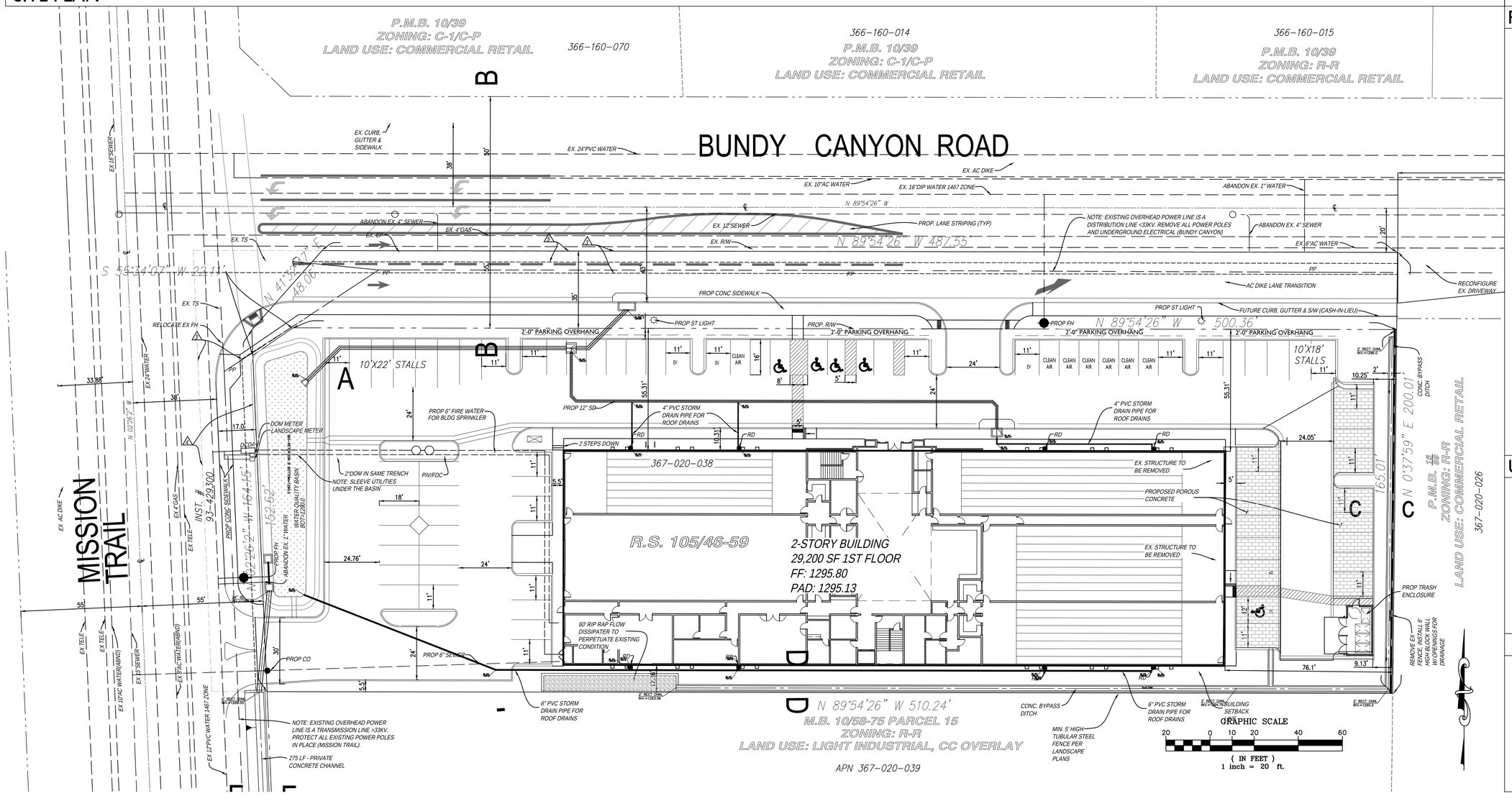
BUILDING AREA:
FIRST FLOOR - 29,286 S.F.
SECOND FLOOR - 5,503 S.F.
TOTAL BUILDING AREA - 34,789 S.F.

LOT COVERAGE:
28.8% (29,286 S.F. / 101,495 S.F.)

FAR (FLOOR AREA RATIO):
0.34 (34,789 S.F. / 101,495 S.F.)

PROVIDED PARKING RATIO:
2.47 STALLS / 1,000 S.F.

SITE PLAN



PROJECT INFORMATION

LEGAL DESCRIPTION:
LOT: 115 TRACT NO. 1, ABBREVIATED DESCRIPTION: LOT 115 SUBD: SEDCO TRACT #1, 2.33 ACRES M/L IN POR LOT 115 MB010/ 058 SEDCO TRACT 1

APN: 367-020-038

PROJECT ADDRESS:
34020 MISSION TRAIL
WILDOMAR, CA. 92595

ZONING: R-R (GP = LI)

EXISTING USE:
VACANT - (EXISTING HOUSE TO BE DEMOLISHED)

PROPOSED USE:
INDOOR GUN RANGE/ TACTICAL LAW ENFORCEMENT TRAINING CENTER

CODES:
CALIFORNIA BUILDING CODE 2016 EDITION
CALIFORNIA MECHANICAL CODE 2016 EDITION
CALIFORNIA ELECTRICAL CODE 2016 EDITION
CALIFORNIA FIRE CODE 2016 EDITION

TYPE OF CONSTRUCTION:

SPRINKLERS: FULLY SPRINKLERED, NFPA 15 COMPLIANT

SITE AREA: 2.33 ACRES

STORIES: TWO STORY

BUILDING HEIGHT: 38'-0"

SCHOOL DISTRICT:

UTILITY PURVEYORS

WATER: ELSINORE VALLEY MUNICIPAL WATER DISTRICT

SEWER: ELSINORE VALLEY MUNICIPAL WATER DISTRICT

GAS: SOUTHERN CALIFORNIA GAS COMPANY

ELECTRIC: SOUTHERN CALIFORNIA EDISON

TELEPHONE:

TRASH: WASTE MANAGEMENT

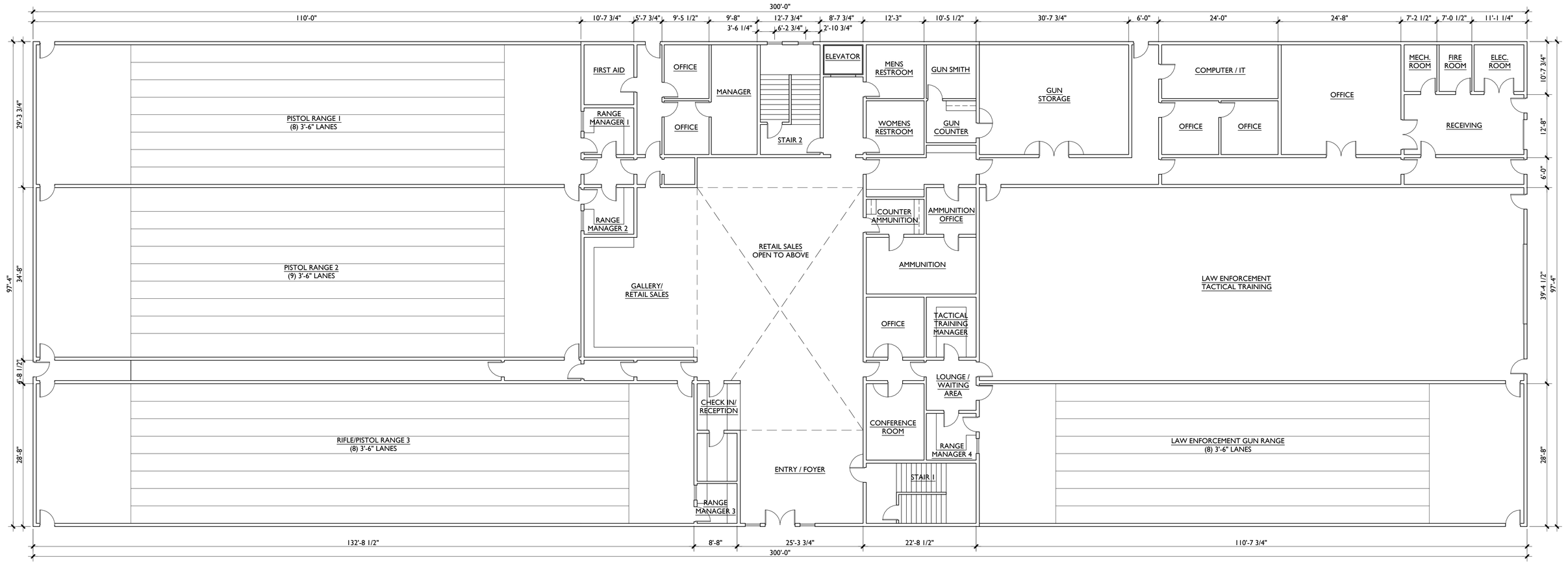
INDEX TO DRAWINGS

ARCHITECTURE:

A-SP CONCEPTUAL SITE PLAN
A-1 CONCEPTUAL BUILDING PLANS - FIRST FLOOR PLAN
A-2 CONCEPTUAL BUILDING PLANS - SECOND FLOOR PLAN
A-3 CONCEPTUAL BUILDING PLANS - ROOF PLAN
A-4 CONCEPTUAL BUILDING ELEVATIONS
A-5 CONCEPTUAL TRASH ENCLOSURE
A-6 CONCEPTUAL BUILDING PERSPECTIVES

WILDOMAR, CA

CONCEPTUAL SITE PLAN



WILDOMAR, CA

CONCEPTUAL BUILDING PLANS - FIRST FLOOR PLAN

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

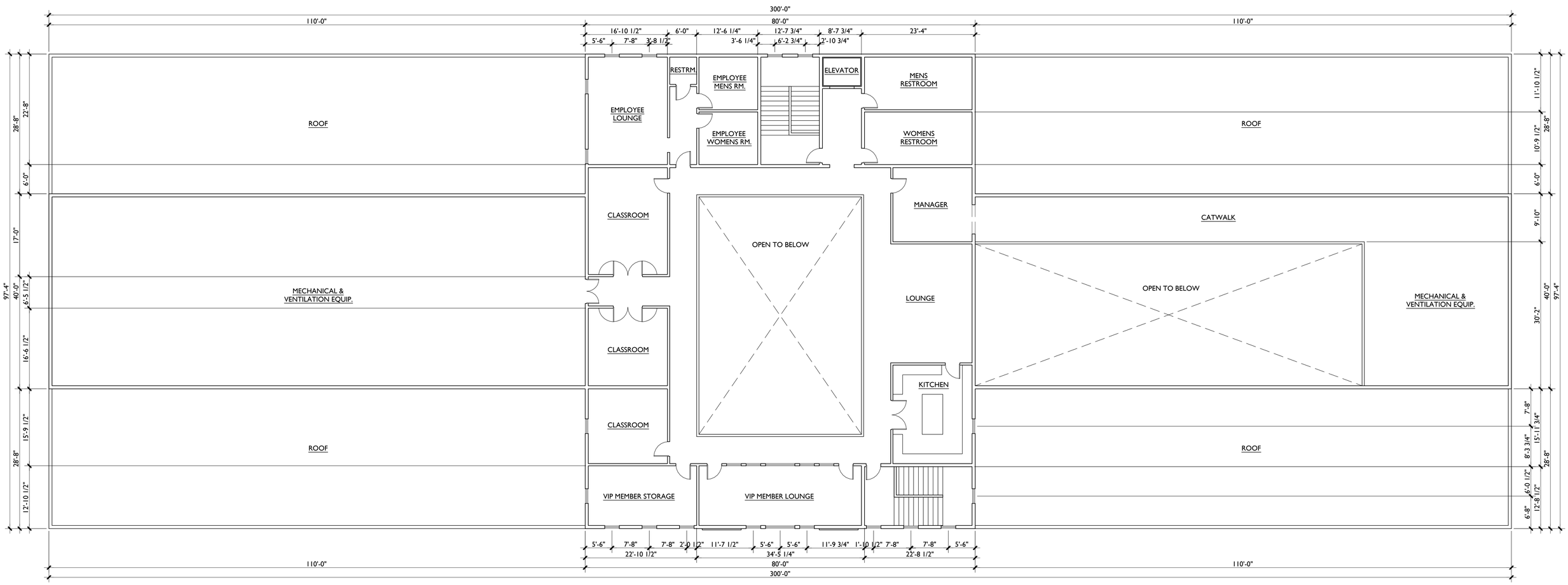
WILDOMAR SHOOTING ACADEMY

0 4 8 24

November 01, 2018

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-1



WILDOMAR, CA

CONCEPTUAL BUILDING PLANS - SECOND FLOOR PLAN

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

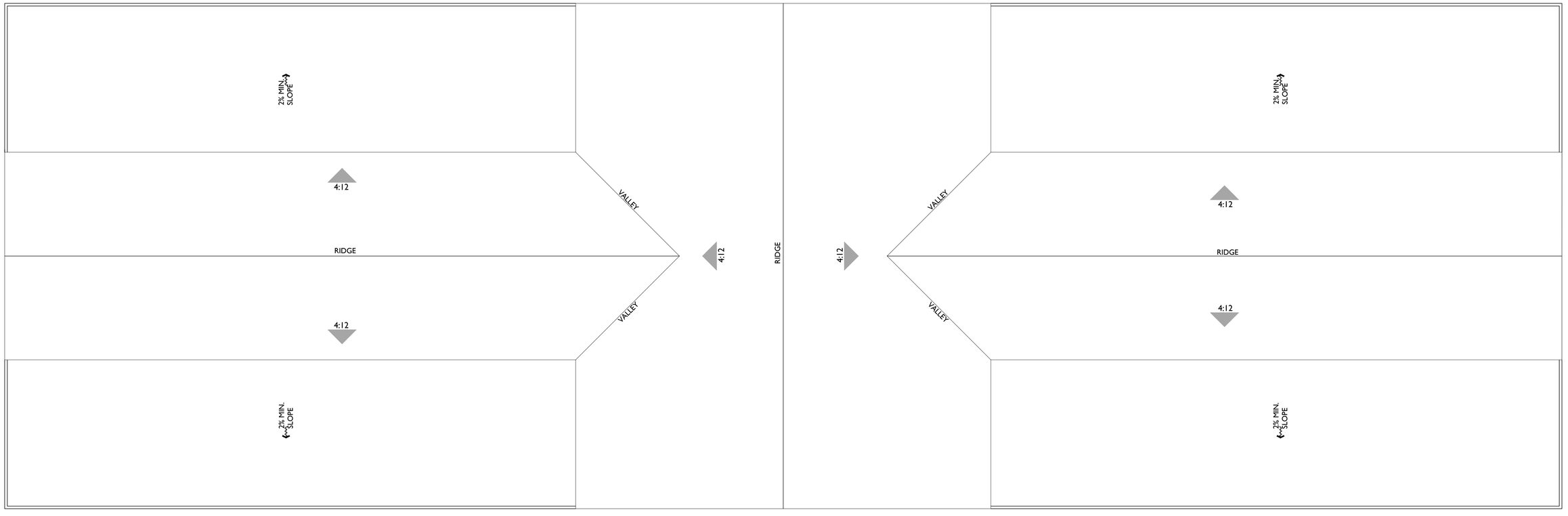
WILDOMAR SHOOTING ACADEMY

0 4 8 24

November 01, 2018

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-2



WILDOMAR, CA

CONCEPTUAL BUILDING PLANS - ROOF PLAN

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

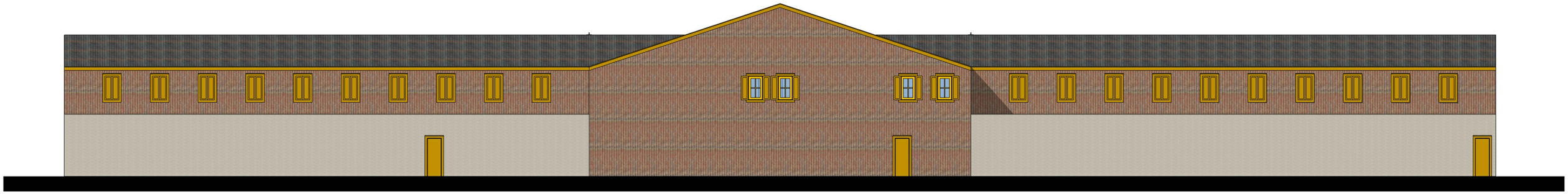
WILDOMAR SHOOTING ACADEMY

0 4 8 24

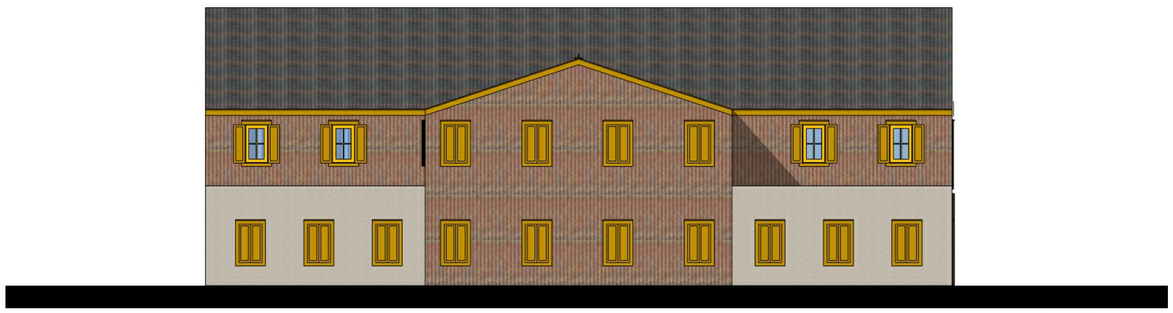
November 01, 2018

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-3



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



FRONT ELEVATION

WILDOMAR, CA

CONCEPTUAL BUILDING ELEVATIONS

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

WILDOMAR SHOOTING ACADEMY

0 4 8 24

November 01, 2018

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-4



PERSPECTIVE 2



PERSPECTIVE 1

WILDOMAR, CA

CONCEPTUAL BUILDING PERSPECTIVES

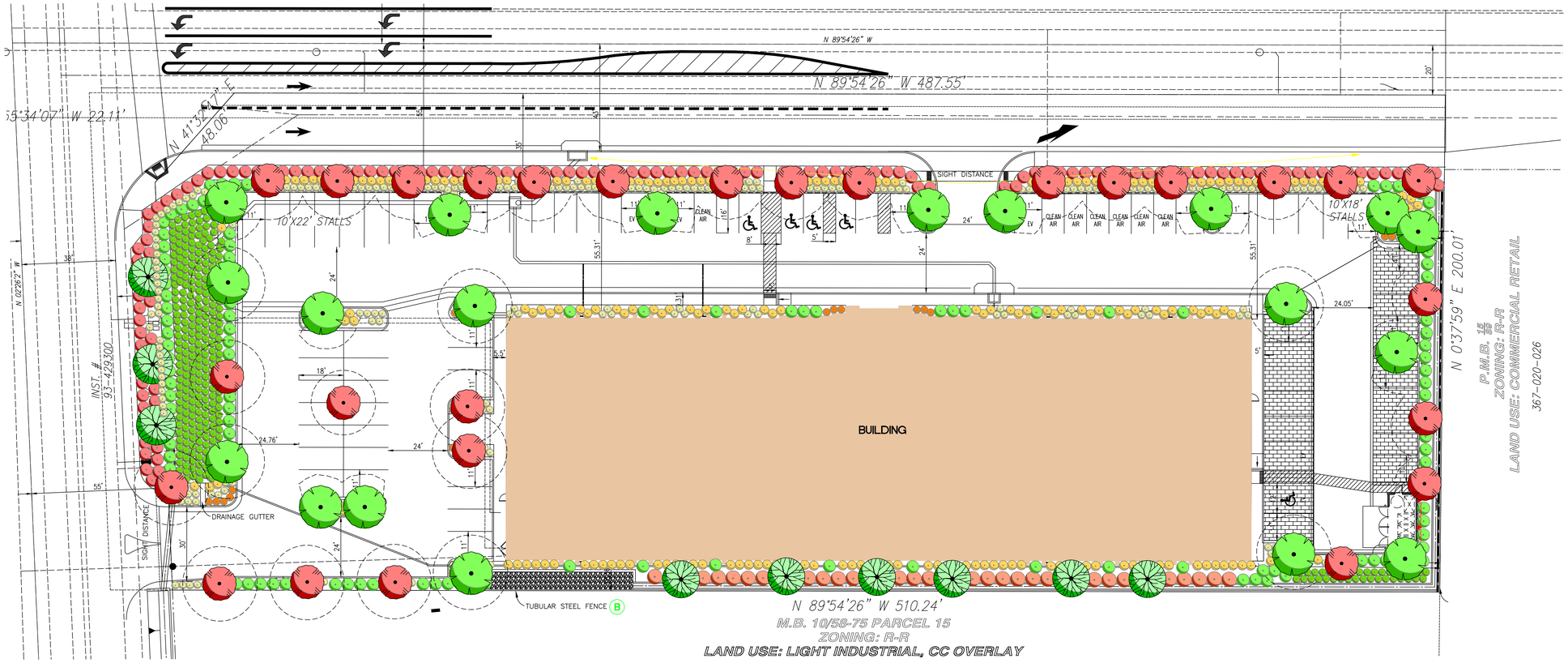
KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

WILDOMAR SHOOTING ACADEMY

November 01, 2018

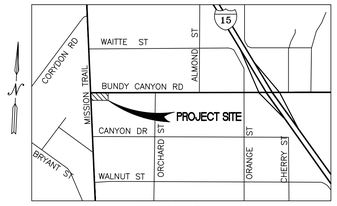
SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-5



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WUCOLS IV
	TREES:					
	CHITALPA TASHKENTENSIS	PINK FLOWERING CHITALPA	24" BOX	27	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	24" BOX	9	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	19	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	SHRUBS:					
	ANIGOZANTHUS FLAVIDUS 'VELVET AMBER'	AMBER KANGAROO PAWS	5 GAL	73	FULL & BUSHY @ 3' O.C.	L
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	238	FULL & BUSHY @ 4' O.C.	L
	BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	139	TRIANGULAR SPACING @ 5' O.C.	L
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	27	FULL & BUSHY @ 6' O.C.	L
	LEUCOPHYLLUM FRUTECENS	TEXAS RANGER	5 GAL	114	FULL & BUSHY @ 5' O.C.	L
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	396	FULL & BUSHY @ 3' O.C.	L
	JUNCUS PATENS	CALIFORNIA RUSH	1 GAL	292	FULL & BUSHY @ 3' O.C.	L
	VINES:					
	MACFADENYA 'UNGUIS CATI'	CAT'S CLAW VINE	5 GAL	4	ATTACH TO WALLS & FENCE	L
	MULCH :					
NOT SHOWN	FOREST FLOOR WOOD MUCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP – INSTALL TO ALL PLANTING AREAS TYP.	



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 2014
PAGE 897, GRID A-4
SEC. 27, T6S, R4W

GRAPHIC SCALE
20 0 20 40 80
1 INCH = 20 FT.

COLOR CONCEPT PLAN

REVISED

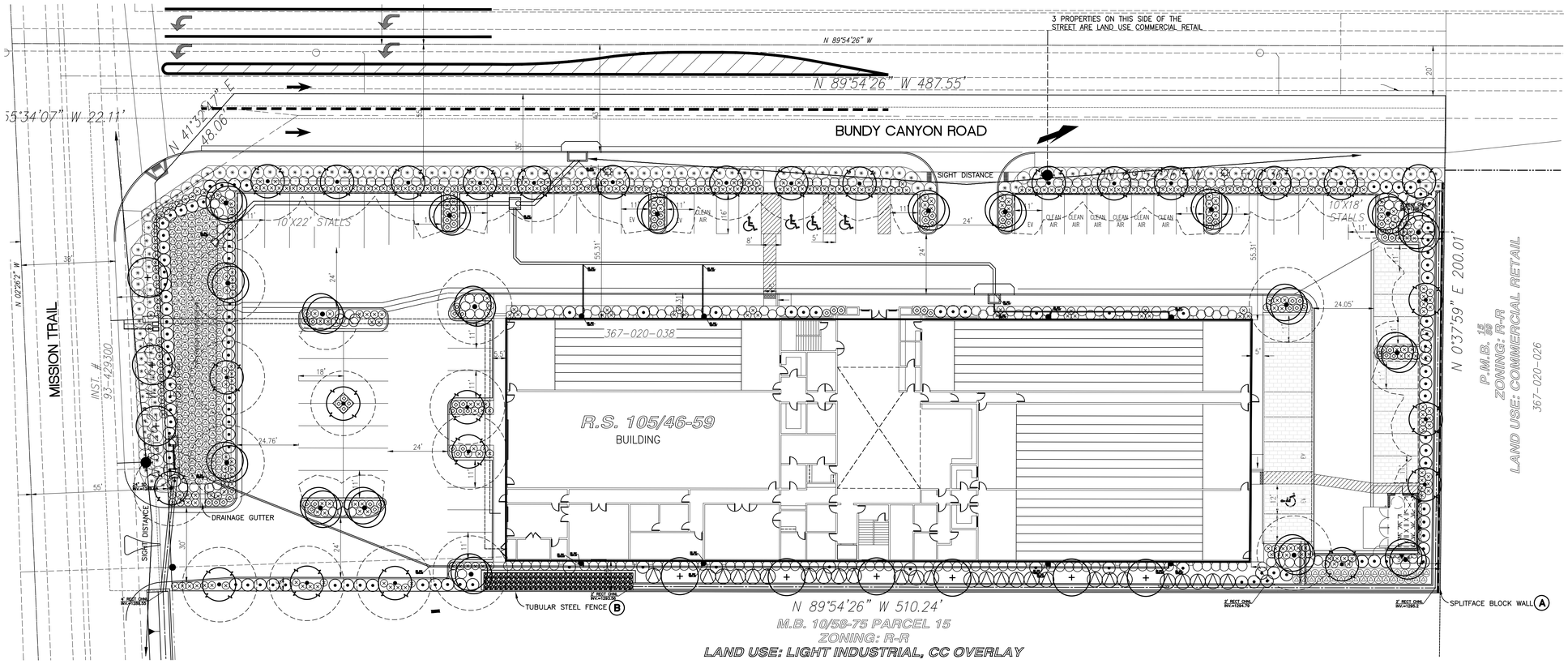
ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41635 Enterprise Circle North, Suite C
Temecula, CA 92590 (951) 296-6802 FAX 296-6803

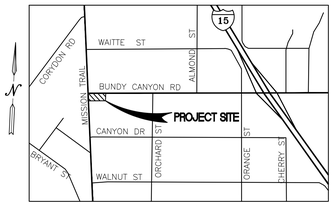
REGISTERED LANDSCAPE ARCHITECT VINCENT DI DONATO 2017 STATE OF CALIFORNIA

PROJECT: NEW KCG BLUE, LLC BUILDING
OWNER: KCG BLUE LLC
2575 GEARY BLVD. #541
SAN FRANCISCO, CA PH: (760) 846-9760 CONTACT: DONNY MacLEAN

drawn: V.D.
checked: V.D.
date: 11–05–19
SHEET L-1
of 1 sheets
JOB NO. 18–116

ALL IDEAS, DESIGNS, & ARRANGEMENTS REPRESENTED HEREON ARE THE PROPERTY OF ALHAMBRA GROUP LANDSCAPE ARCHITECTS & SHALL BE USED FOR THIS PROJECT ONLY EXCEPT WITH THE WRITTEN PERMISSION OF SAID ARCHITECTS. ANY CHANGE MADE BY PARTIES OTHER THAN SAID ARCHITECTS SHALL RELIEVE ARCHITECTS OF RESPONSIBILITY FOR THE FACILITY OR AFFECTED PORTION THEREOF. CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF ANY WORK & SHALL REPORT ANY DISCREPANCY TO THE ARCHITECT.





VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 2014
PAGE 897, GRID A-4
SEC. 27, T6S, R4W

SHADE REQUIREMENT

PROVIDED 80 SPACES @ 162 S.F. EA.= 12,960 S.F.
12,960 S.F. @ 50% COVERAGE REQUIRED= 6,480 S.F.
ACTUAL AREA SHADED= 6,494 S.F.

INTERIOR LANDSCAPE REQUIREMENT

PROVIDED 80 SPACES @ 162 S.F. EA.= 12,960 S.F.
12,960 S.F. @ 10% COVERAGE REQUIRED= 1,296 S.F.
ACTUAL AREA = 2,314 S.F.

NOTES:

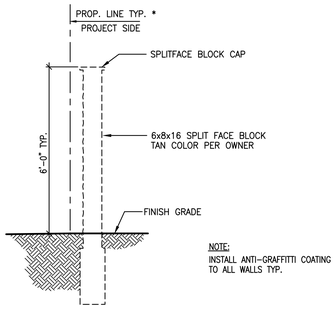
1. *ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY OF WILDOMAR ORDINANCES AND STANDARDS.*
2. *A DRIP IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF WILDOMAR'S WATER EFFICIENT LANDSCAPING ORDINANCE AND IRRIGATION IMPLEMENTATION GUIDELINES, TITLE 17.276*
3. *ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.*
4. *ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.*
5. *ALL PLANTING SHALL CONFORM TO THE CITY OF WILDOMAR ORD. 859 LIST OR AS APPROVED BY THE CITY PLANNING DIRECTOR.*
6. *ALL LANDSCAPE SHALL BE MAINTAINED BY THE OWNER.*
7. *AN AGRONOMIC SOILS REPORT WILL BE PREPARED BY THE LANDSCAPE CONTRACTOR FROM THE SOIL IN THE FINISHED PLANTING AREAS.*
7. *THE TREES SHALL BE PLANTED THE FOLLOWING DISTANCES FROM:*
   10' FROM WATER OR SEWER LINES
   30' FROM INTERSECTION
   10' FROM STREET LIGHT
   10' FROM FIRE HYDRANT AND STREET SIGN
   10' FROM DRIVEWAY APPROACH
   MATURE HEIGHT NO TALLER THAN 20' IF PLANTED UNDER UTILITY LINE

LANDSCAPE AREA

7,405 S.F.

PROJECT ADDRESS

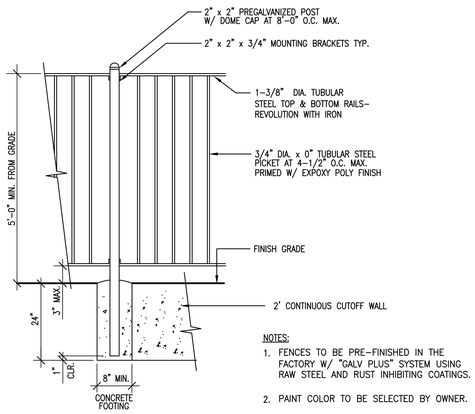
34020 MISSION TRAIL
WILDOMAR, CA



** SEE STRUCTURAL CALCS. ON ENGINEER'S PLAN FOR ALL WALLS 6' IN HEIGHT AND TALLER.

(A) 6' SPLITFACE BLOCK WALL

N.T.S.



NOTES:
1. FENCES TO BE PRE-FINISHED IN THE FACTORY W/ "GALV PLUS" SYSTEM USING RAW STEEL AND RUST INHIBITING COATINGS.
2. PAINT COLOR TO BE SELECTED BY OWNER.

(B) TUBULAR STEEL FENCE

N.T.S.

Point of Connection #_1__

Maximum Applied Water Allowance (MAWA)

Total *MAWA* = (ETo x 0.7 x LA in Sq. Ft. x *0.62*) + (ETo x 1.0 x *SLA* in Sq. Ft. x *0.62*) = Gallons per year for LA+*SLA*

where:
MAWA = *Maximum Applied Water Allowance* (gallons per year) ETo = *Reference Evapotranspiration* (inches per year)
0.7 = *Evapotranspiration Adjustment Factor* (ETAF)
1.0 = ETAF for *Special Landscaped Area*
LA = *Landscaped Area* (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Special Landscaped Area (square feet)

MAWA Calculation:

	ETo		ETAF		LA or *SLA* (ft2)		Conversion		*MAWA* (Gallons Per Year)
MAWA for LA =	55.45	x	0.7	x	7,405	x	*0.62*	=	178,204
MAWA for *SLA* =	55.45	x	1.0	x	0	x	*0.62*	=	0
Total *MAWA* =					7,405				178,204

Estimated Applied Water Use

EAWU = ETo x *K*L x LA x *0.62* ÷ *IE* = Gallons per year

where:
EAWU = Estimated Applied Water Use (gallons per year) ETo = Reference Evapotranspiration (inches per year) *K = Landscape Coefficient*
LA = *Landscaped Area* (square feet)
0.62 = Conversion factor (to gallons per square foot)
IE = Irrigation Efficiency = IME x DU
IME = Irrigation Management Efficiency (90%) DU = Distribution Uniformity of irrigation head

K = K x K x K
K = species factor (range = 0.1-0.9) (see *WUCOLS* list for values) K = density factor (range = 0.5-1.3) (see *WUCOLS* for density value ranges)
K = *microclimate* factor (range = 0.5-1.4) (see *WUCOLS*) *WUCOLS – **www.owue.water.ca.gov/docs/wucols00.pdf***

EAWU Calculation:

Special Landscaped Area	ETo		*K*L		LA		Conversion		*IE*		*EAWU* (Gallons Per Year)
	x		x		x *0.62*		÷		=		
Cool Season Turf	*55.45*	x	*0.9*	x	*0*	x	*0.62*	÷	*0.90*	=	*0*
Warm Season Turf	*55.45*	x	*0.9*	x	*0*	x	*0.62*	÷	*0.90*	=	*0*
High Water Using Shrub	*55.45*	x	*0.8*	x	*0*	x	*0.62*	÷	*0.85*	=	*0*
Medium Water Using Shrub	*55.45*	x	*0.5*	x	*0*	x	*0.62*	÷	*0.85*	=	*0*
Low Water Using Shrub	*55.45*	x	*0.2*	x	*7,405*	x	*0.62*	÷	*0.85*	=	*59,900*
Very Low Water Using Shrubs	*55.45*	x	*0.1*	x	*0*	x	*0.62*	÷	*0.85*	=	*0*
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
Other		x		x		x	*0.62*	÷		=	
Total *EAWU* =					7,405						59,900

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WUCOLS IV
	TREES:					
	CHITALPA TASHKENTENSIS	PINK FLOWERING CHITALPA	24" BOX	27	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	L
	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	24" BOX	9	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	L
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	19	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	L
	SHRUBS:					
	ANIGOZANTHUS FLAVIDUS 'VELVET AMBER'	AMBER KANGAROO PAWS	5 GAL	73	FULL & BUSHY @ 3' O.C.	L
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	236	FULL & BUSHY @ 4' O.C.	L
	BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	139	TRIANGULAR SPACING @ 5' O.C.	L
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	27	FULL & BUSHY @ 6' O.C.	L
	LEUCOPHYLLUM FRUTECENS	TEXAS RANGER	5 GAL	113	FULL & BUSHY @ 5' O.C.	L
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	396	FULL & BUSHY @ 3' O.C.	L
	JUNCUS PATENS	CALIFORNIA RUSH	1 GAL	292	FULL & BUSHY @ 3' O.C.	L
	VINES:					
	MACFADENYA 'UNGUIS CATI'	CAT'S CLAW VINE	5 GAL	4	ATTACH TO WALLS & FENCE	L
	MULCH :					
NOT SHOWN	FOREST FLOOR WOOD MUCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP – INSTALL TO ALL PLANTING AREAS TYP.	

GRAPHIC SCALE
20 0 20 40 80
1 INCH = 20 FT.

PRELIMINARY PLANTING PLAN

PA# 19-0093

REVISED

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41635 Enterprise Circle North, Suite C
Temecula, CA 92590 (951) 296-6802 FAX 296-6803

LANDSCAPE ARCHITECT DONNY P. MacLEAN #2017 STATE OF CALIFORNIA REGISTERED 11-04-19 RENEWAL 8-31-21

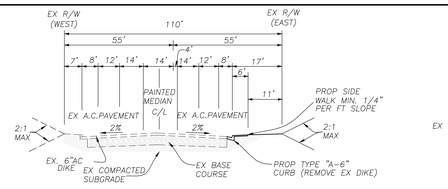
PROJECT: NEW KCG BLUE, LLC BUILDING
OWNER: KCG BLUE LLC
25758 GEARY BLVD. #541
SAN FRANCISCO, CA PH (760) 846-9760 CONTACT: DONNY MacLEAN

drawn: V.D.
checked: V.D.
date: 07-29-19
SHEET
L-1
of 1 sheets
JOB NO.
18-116

ALL IDEAS, DESIGNS, & ARRANGEMENTS REPRESENTED HEREON ARE THE PROPERTY OF ALHAMBRA GROUP LANDSCAPE ARCHITECTS & SHALL BE USED FOR THIS PROJECT ONLY EXCEPT WITH THE WRITTEN PERMISSION OF SAID ARCHITECTS. ANY CHANGE MADE BY PARTIES OTHER THAN SAID ARCHITECTS SHALL RELIEVE ARCHITECTS OF RESPONSIBILITY FOR THE FACILITY OR AFFECTED PORTION THEREOF. CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF ANY WORK & SHALL REPORT ANY DISCREPANCY TO THE ARCHITECT.

ATTACHMENT F

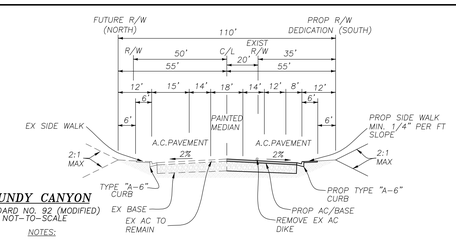
Proposed Development Plans-Packet



NOTES:

1. THICKNESS OF A.B. AND A.C. TO BE DETERMINED BY SOIL TEST AT TIME OF GRADING OPERATIONS.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. CURB AND GUTTER TO BE TYPE "A-6"
4. T.I. PER STANDARD NO. 92.

MISSION TRAIL
STANDARD NO. 92 (MODIFIED)
NOT-TO-SCALE



BUNDY CANYON
STANDARD NO. 92 (MODIFIED)
NOT-TO-SCALE

NOTES:

1. THICKNESS OF A.B. AND A.C. TO BE DETERMINED BY SOIL TEST AT TIME OF GRADING OPERATIONS.
2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF ORDINANCE 461.
3. CURB AND GUTTER TO BE TYPE "A-6"
4. T.I. PER STANDARD NO. 92.

CITY OF WILDOMAR, CA
CONDITIONAL USE PERMIT NO. 19-0093
WILDOMAR SHOOTING ACADEMY
CONCEPT GRADE

PARKING TABULATIONS

SEE CONCEPTUAL SITE PLAN SHEET A-SP

EASEMENT NOTES:

1. EASEMENT FOR POLE LINES IN DOCUMENT RECORDED MARCH 30, 1898 IN BOOK 67 OF DEEDS, PAGE 207, CANNOT BE PLOTTED.
2. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES IN DOCUMENT RECORDED MAY 21, 1925, IN BOOK 643 OF DEEDS, PAGE 7. CANNOT BE PLOTTED.
3. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN DOCUMENT RECORDED SEPTEMBER 23, 1992 AS INST. NO. 92-358321, O.R.
4. ABUTTERS RIGHTS OF INGRESS AND EGRESS PER DOCUMENT RECORDED OCTOBER 28, 1993, AS INST. NO. 93-429300, O.R.
5. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES IN DOCUMENT RECORDED MARCH 17, 1994, AS INST. NO. 94-112368, O.R.

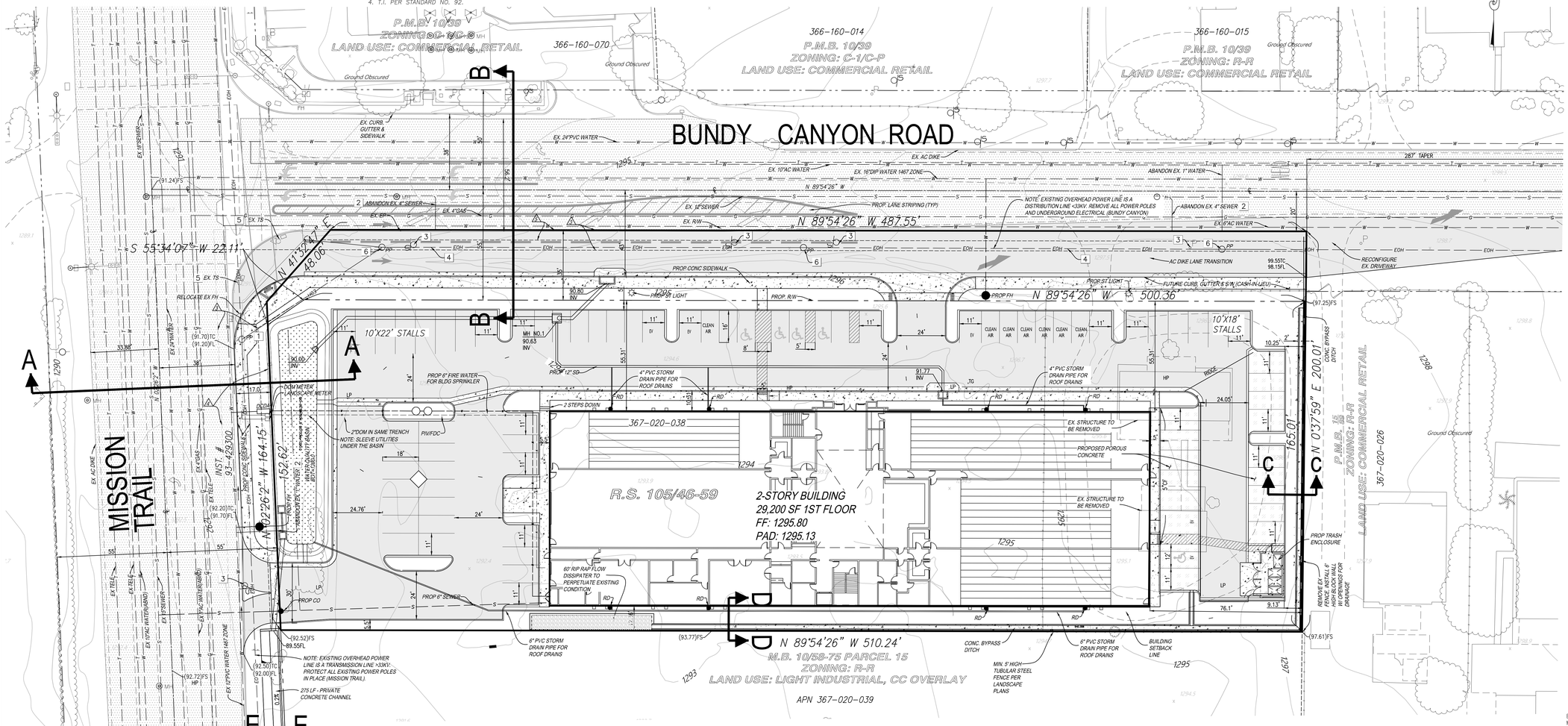
CONSTRUCTION NOTES:

1. PROTECT IN PLACE.
2. REMOVE EXISTING UTILITY, SIZE AS NOTED.
3. RELOCATE EXISTING SIGN.
4. UNDERGROUND EXISTING OVERHEAD ELECTRIC.
5. RELOCATE EXISTING TRAFFIC SIGNAL.
6. REMOVE EXISTING POWER POLE



GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 2014
PAGE 897, GRID A-4
SEC. 27, T6S, R4W



GENERAL NOTES

1. **LEGAL DESCRIPTION:**
   PORTIONS OF LOT 115 OF SEDCO TRACT NO. 1, AS SHOWN BY MAP ON FILE IN MAP BOOK 10, PAGES 58 THROUGH 75, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CA.
2. **TOTAL ACREAGE:**
   2.33 ACRES GROSS
   1.95 ACRES NET
3. **EXISTING GENERAL PLAN**
   LIGHT INDUSTRIAL/COMMUNITY CENTER OVERLAY
4. **PROPOSED GENERAL PLAN**
   LIGHT INDUSTRIAL/COMMUNITY CENTER OVERLAY
5. **EXISTING ZONING:**
   R-R
6. **PROPOSED ZONING:**
   M-SC
7. **EXISTING LAND USE:**
   VACANT LAND
8. **PROPOSED LAND USE:**
   INDOOR SHOOTING RANGE
9. **METHOD OF SEWAGE DISPOSAL**
   SEWER TO EXISTING 12" SEWER IN BUNDY CANYON ROAD
10. **UTILITIES:**
    WATER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
    SEWER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
    NATURAL GAS – THE GAS CO.
    ELECTRIC – SOUTHERN CALIFORNIA EDISON
    TELEPHONE – FRONTIER
    CABLE – SPECTRUM
11. **SCHOOL DISTRICT:**
    LAKE ELSINORE UNIFIED SCHOOL DISTRICT
12. **COMMUNITY SERVICES AREA:**
    NOT IN COMMUNITY SERVICE AREA
13. **ASSESSORS PARCEL NO.:**
    367-020-038
14. **2018 THOMAS BROS. GUIDE:**
    PAGE 897, GRID A-4
15. **SITE PLAN PREPARED:**
    MAY 15, 2019
16. **GEOLOGICAL HAZARD:**
    THIS PROJECT IS WITHIN HALF MILE OF GLEN IVY NORTH FAULT AND IS SUBJECT TO MODERATE LIQUEFACTION
17. **SPECIFIC PLAN.**
    THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
18. **FLOOD ZONE.**
    THIS PROJECT IS NOT WITHIN A FLOOD ZONE.
19. ALL PROPOSED DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEAR STORM FLOWS. ALL "Q"S ARE APPROXIMATE.
20. ALL SLOPES ARE 2:1 UNLESS OTHERWISE NOTED.
21. **ADDRESS:**
    34020 MISSION TRAIL,
    WILDOMAR, CA 92595
22. **ESTIMATED EARTHWORK**
    3015 CUT
    3015 FILL
    0 IMPORT/EXPORT REQUIRED
23. NO DEVIATION FROM CITY STANDARDS ARE PROPOSED FOR THIS SITE.
24. EXISTING SEPTIC AND LEACHLINES TO BE REMOVED OR ABANDONED UNDER PERMIT WITH THE DEPARTMENT OF ENVIRONMENTAL HEALTH. THE INSTALLATION OF ANY NEW ONSITE WASTEWATER TREATMENT SYSTEM WILL CONFORM TO THE STANDARDS SET FORTH BY THE DEPT. OF ENVIRONMENTAL HEALTH TECHNICAL GUIDANCE MANUAL AND THE UNIFORM PLUMBING CODE. ANY SEPTIC ABANDONED IN PLACE SHALL BE FILLED WITH SAND OR ONE SACK SLURRY, AND SHALL BE INSPECTED PRIOR TO COVERING.
25. ALL FILL PLACED UNDER OR WITHIN 5 FEET OF THE PROPOSED STRUCTURES SHALL BE CLEAN AND FREE OF DEBRIS AND COMPACTED TO 90% RELATIVE COMPACTION AND COMPACTION TEST DATA SHALL BE PRESENTED TO THE INSPECTOR AT THE TIME OF SET-DOWN INSPECTION.
26. HEIGHT OF BUILDING = 36.5'

NOTE:
ALL ONSITE SEWER, WATER, AND DRAINAGE FACILITIES SHALL BE PRIVATELY OWNED AND MAINTAINED.

TOPOGRAPHIC INFORMATION DEVELOPED FROM:

AERIAL TOPO BY AEROTECH, INC., DATED 07/27/2018

LEGEND:

EX LU ..... EXIST LAND USE
MB ..... MAP BOOK
PM ..... PARCEL MAP
APN ..... ASSESSORS PARCEL NUMBER
C/L ..... CENTER LINE
A.C. ..... ASPHALT CONCRETE
A.B. ..... AGGREGATE BASE
NO ..... NUMBER
R-R ..... RURAL RESIDENTIAL
MDR ..... MEDIUM DENSITY RESIDENTIAL
R/W ..... RIGHT OF WAY
DG ..... DECOMPOSED GRANITE
P/L ..... PROPERTY LINE
C-1/C-P ..... COMMERCIAL GENERAL
FG ..... FINISHED GROUND
NG ..... NATURAL GROUND
TW ..... TOP WALL ELEVATION
BW ..... BOTTOM WALL ELEVATION
HP ..... HIGH POINT ELEVATION
LP ..... LOW POINT ELEVATION
FL ..... FLOWLINE ELEVATION
SD ..... STORM DRAIN

EXISTING ASPHALT PAVEMENT
PROPOSED ASPHALT PAVEMENT
PROPOSED CONCRETE
PROPOSED PERVIOUS CONCRETE
1090 EXISTING MINOR CONTOURS
1090 EXISTING MAJOR CONTOURS
C/L EXISTING CENTERLINE
W EXISTING WATERLINE
S EXISTING SEWER LINE
GAS EXISTING GAS LINE
T EXISTING COMMUNICATION LINE
PROPOSED BOUNDARY

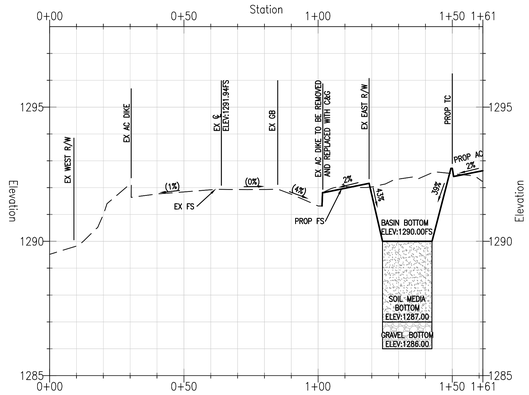
PROJECT AREA BREAKDOWNS

PROP BUILDING	=	29,220 SF	0.67 AC	34.4%
PROP CONCRETE	=	6,044 SF	0.14 AC	7.1%
PROP PERVIOUS CONCRETE	=	3,267 SF	0.08 AC	3.9%
PROP PAVED	=	30,643 SF	0.70 AC	36.2%
PROP LANDSCAPED AREA	=	15,631 SF	0.36 AC	18.4%
PROP NET AREA	=	84,805 SF	1.95 AC	100.0%

NOTE:
ALL TREES SHOWN ARE TO REMOVED EXCEPT THOSE SPECIFICALLY NOTED TO REMAIN.

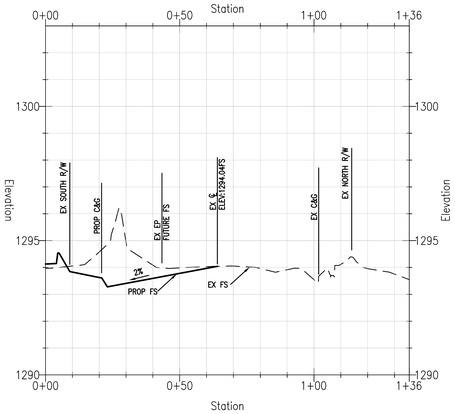
SECTION E:

SECTION A PROFILE



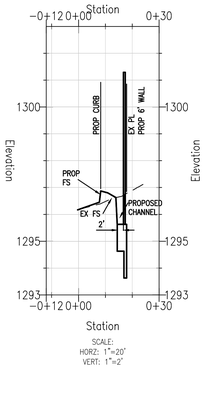
SCALE:
HORZ: 1"=20'
VERT: 1"=2'

SECTION B PROFILE



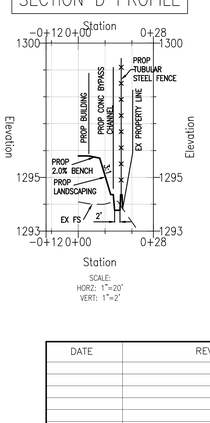
SCALE:
HORZ: 1"=20'
VERT: 1"=2'

SECTION C PROFILE



SCALE:
HORZ: 1"=20'
VERT: 1"=2'

SECTION D PROFILE



SCALE:
HORZ: 1"=20'
VERT: 1"=2'

DATE	REVISION

APPLICANT/OWNER:
KCG BLUE, LLC
C/O DON MACLEAN
5758 GEARY BOULEVARD #541
SAN FRANCISCO, CA 94121
760-846-9760 (PH)

ENGINEER / PREPARED BY:
4M ENGINEERING AND DEVELOPMENT, INC.
41635 Enterprise Circle N. – Suite B
Temecula, California 92590
TEL: (951) 296-3466

PARKING CALCULATIONS

KCG Blue LLC
Wildomar Shooting Academy

	First Floor SF	29,286 SF
	Second Floor SF	5,503 SF
	Total SF	34,789 SF

Uses	Description	area SF	Parking Required	Parking Spaces	Notes	
First Floor	Range 1 pistol range	3,504 SF	1/1000	3.50	live fire	1000
	Range 2 pistol range	3,504 SF	1/1000	3.50	live fire	1000
	Range 3 rifle range	4,443 SF	1/1000	4.44	live fire	1000
	Range 4-law enforcement	3,171 SF	1/1000	3.17	live fire	1000
	tactical training area	4,426 SF	1/1000	4.43	non live fire- simulated fire	1000
	Range Manager 1	120 SF	1/500	0.24		500
	Range Manager 2	120 SF	1/500	0.24		500
	Range Manager 3	84 SF	1/500	0.17		500
	Range Manager 4	111 SF	1/500	0.22		500
	Gun Storage	729 SF	1/1000	0.73		1000
	Gun Smith/ Gun Counter	233 SF	1/1000	0.23		1000
	Ammunition Storage/Counter	475 SF	1/1000	0.48		1000
	Shipping/ Receiving	591 SF	1/1000	0.59		1000
	Lobby	810 SF	1/500	1.62		500
	Reception	175 SF	1/500	0.35		500
	Sales	2,725 SF	1/200	13.63		200
	First Aid	142 SF	1/500	0.28		500
	Restrooms	599 SF	1/500	1.20		500
	Stair 1	311 SF	1/500	0.62		500
	Stair 2	311 SF	1/500	0.62		500
	Elevator	61 SF	1/500	0.12		500
	Offices	560 SF	1/250	2.24		250
	Offices	443 SF	1/250	1.77		250
	Circulation	1,638 SF	1/500	3.28		500
	Total SF First Floor	**29,286 SF**			27648	

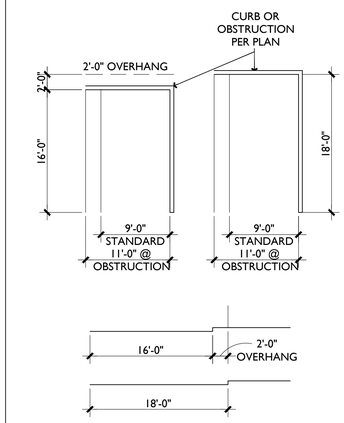
Second Floor	Restrooms	544 SF	1/500	1.09		500
	Employee Restrooms	292 SF	1/500	0.58		500
	Classroom 1	387 SF	1/250	1.55		250
	Classroom 2	295 SF	1/250	1.18		250
	Classroom 3	260 SF	1/250	1.04		250
	Employee Lounge	404 SF	1/500	0.81		500
	VIP Lounge & VIP Storage	755 SF	1/500	1.51		500
	Kitchen	358 SF	1/500	0.72		500
	Lounge	551 SF	1/500	1.10		500
	Circulation	1,657 SF	1/500	3.31		500
					3,846	
	Total SF Second Floor	**5,503 SF**				
	Total SF BUILDING	**34,789 SF**	**Min Req'd Spaces**	**60.57**	**Calculated parking requriements per City of Wildomar Parking Design Standards 17.188.030**	
	Total of ADA spaces required			**4**	**per City of Wildomar sec. 17.188.050**	
	Total Number of Van Accessible spaces required			**1**	**per City of Wildomar sec. 17.188.050**	
	Total Calculated parking spaces required excluding ADA			**55.39**	**Parking Spaces**	
	Spaces Provided			**77.00**	**Parking spaces provided**	
	Required Spaces	**34,789 SF**	**1/500**	**69.58**	**Parking Required**	500 **using a blended rate of 1 per 500 SF**
	Total of ADA spaces required			**4**	**per City of Wildomar sec. 17.188.050**	
	Total Number of Van Accessible spaces required			**1**	**per City of Wildomar sec. 17.188.050**	
	Total of parking spaces 1 per 500 SF less ADA requirements:			**64.40**	**Parking Spaces**	
	Parking Provided Overall including ADA spaces:			**77**	**parking spaces provided (effective rate 1/451 SF gross area)**	

DESIGNATED PARKING FOR CLEAN AIR VEHICLES (CGBSC 5.106.5.2):
PER TABLE 5.106.5.2 FOR 77 TOTAL PARKING STALLS
8 TOTAL CLEAN AIR VEHICLE STALLS SHALL BE PROVIDED
TOTAL PROVIDED 8 STALLS

ELECTRIC VEHICLE CHARGING (CGBSC 5.106.5.3):
PER TABLE 5.106.5.3.3 FOR 77 TOTAL PARKING STALLS
5 TOTAL ELECTRIC VEHICLE STALLS SHALL BE PROVIDED
TOTAL PROVIDED = 5 STALLS
(3 STANDARD, 1 VAN ACCESSIBLE, 1 STANDARD ACCESSIBLE)

BICYCLE PARKING (CGBSC 5.106.4):
SHORT TERM BICYCLE PARKING = 5% OF VISITOR PARKING STALLS
LONG TERM BICYCLE PARKING = 5% OF TENANT-OCCUPANT STALLS
77 TOTAL STALLS X 5% = 4 TOTAL BICYCLE PARKING STALLS REQ.
TOTAL PROVIDED = 6 STALLS
(2 LONG TERM, 4 SHORT TERM = 7.8%)

PARKING STALL DETAILS



PROJECT CONTACTS

OWNER:	KCG BLUE LLC 5758 GEARY BOULEVARD #541 SAN FRANCISCO, CA. 94121 (760)846-9760 CONTACT: DONNY MACLEAN II
ARCHITECT:	SUMMA ARCHITECTURE 5256 SOUTH MISSION ROAD SUITE 404 BONSALL, CA. 92003 (760)724-1198 CONTACT: ERICK VAN WECHEL
CIVIL ENGINEER:	4M ENGINEERING AND DEVELOPMENT 41635 ENTERPRISE CIRCLE NORTH, SUITE B TEMECULA, CA. 92590 (951)296-3466 CONTACT: KIM MORING

SITE AREA ANALYSIS

SITE AREA:
2.33 ACRES GROSS (101,495 S.F.)

BUILDING AREA:

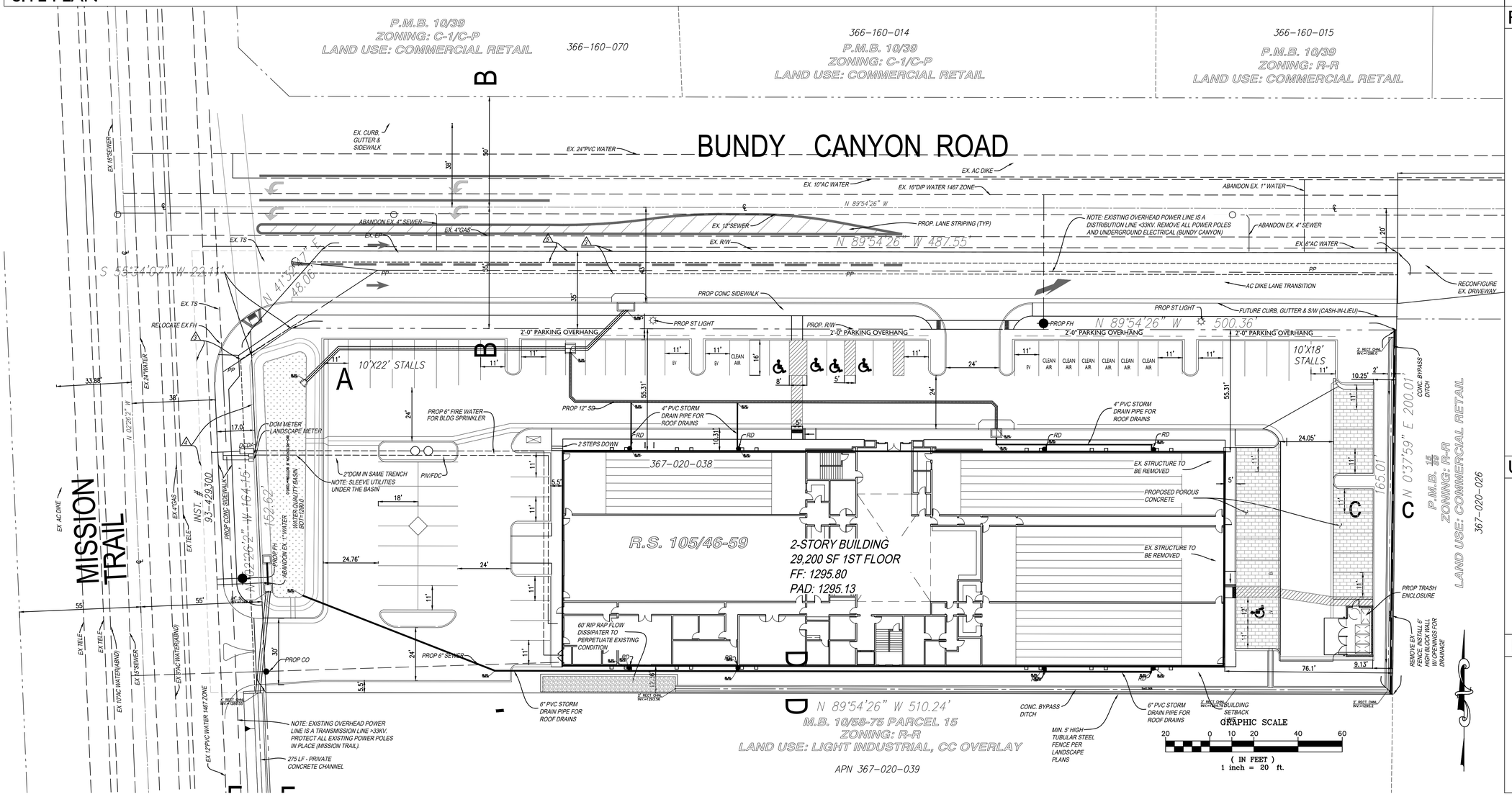
FIRST FLOOR -	29,286 S.F.
SECOND FLOOR -	5,503 S.F.
TOTAL BUILDING AREA -	34,789 S.F.

LOT COVERAGE:
28.8% (29,286 S.F. / 101,495 S.F.)

FAR (FLOOR AREA RATIO):
0.34 (34,789 S.F. / 101,495 S.F.)

PROVIDED PARKING RATIO:
2.47 STALLS / 1,000 S.F.

SITE PLAN



PROJECT INFORMATION

LEGAL DESCRIPTION:
LOT: 115 TRACT NO. 1, ABBREVIATED DESCRIPTION: LOT 115 SUBD: SEDCO TRACT #1, 2.33 ACRES M/L IN POR LOT 115 MB010/ 058 SEDCO TRACT 1

APN: 367-020-038

PROJECT ADDRESS:
34020 MISSION TRAIL
WILDOMAR, CA. 92595

ZONING: R-R (GP = LI)

EXISTING USE:
VACANT - (EXISTING HOUSE TO BE DEMOLISHED)

PROPOSED USE:
INDOOR GUN RANGE/ TACTICAL LAW ENFORCEMENT TRAINING CENTER

CODES:
CALIFORNIA BUILDING CODE 2016 EDITION
CALIFORNIA MECHANICAL CODE 2016 EDITION
CALIFORNIA ELECTRICAL CODE 2016 EDITION
CALIFORNIA FIRE CODE 2016 EDITION

TYPE OF CONSTRUCTION:

SPRINKLERS: FULLY SPRINKLERED, NFPA 15 COMPLIANT

SITE AREA: 2.33 ACRES

STORIES: TWO STORY

BUILDING HEIGHT: 38'-0"

SCHOOL DISTRICT:

UTILITY PURVEYORS

WATER: ELSINORE VALLEY MUNICIPAL WATER DISTRICT

SEWER: ELSINORE VALLEY MUNICIPAL WATER DISTRICT

GAS: SOUTHERN CALIFORNIA GAS COMPANY

ELECTRIC: SOUTHERN CALIFORNIA EDISON

TELEPHONE:

TRASH: WASTE MANAGEMENT

INDEX TO DRAWINGS

ARCHITECTURE:

A-SP CONCEPTUAL SITE PLAN
A-1 CONCEPTUAL BUILDING PLANS - FIRST FLOOR PLAN
A-2 CONCEPTUAL BUILDING PLANS - SECOND FLOOR PLAN
A-3 CONCEPTUAL BUILDING PLANS - ROOF PLAN
A-4 CONCEPTUAL BUILDING ELEVATIONS
A-5 CONCEPTUAL TRASH ENCLOSURE
A-6 CONCEPTUAL BUILDING PERSPECTIVES

WILDOMAR, CA

CONCEPTUAL SITE PLAN

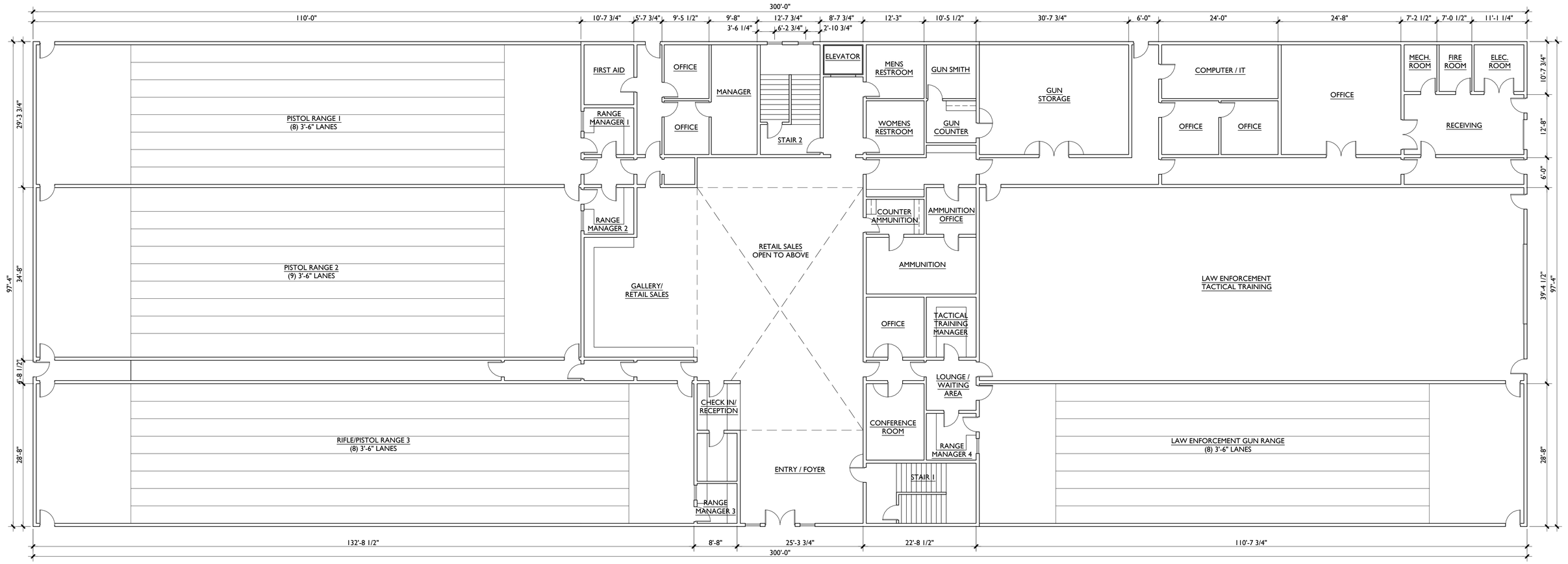
KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

WILDOMAR SHOOTING ACADEMY

November 6, 2019

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-SP



WILDOMAR, CA

CONCEPTUAL BUILDING PLANS - FIRST FLOOR PLAN

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

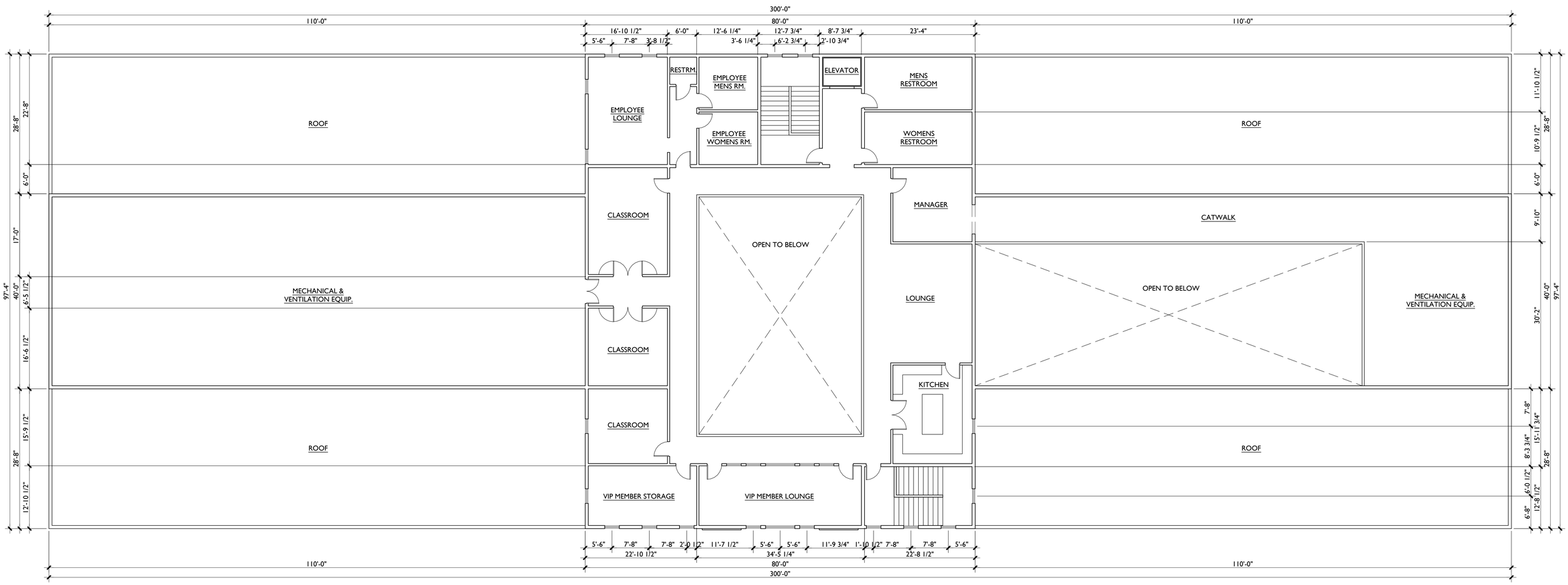
WILDOMAR SHOOTING ACADEMY

0 4 8 24

November 01, 2018

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-1



WILDOMAR, CA

CONCEPTUAL BUILDING PLANS - SECOND FLOOR PLAN

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

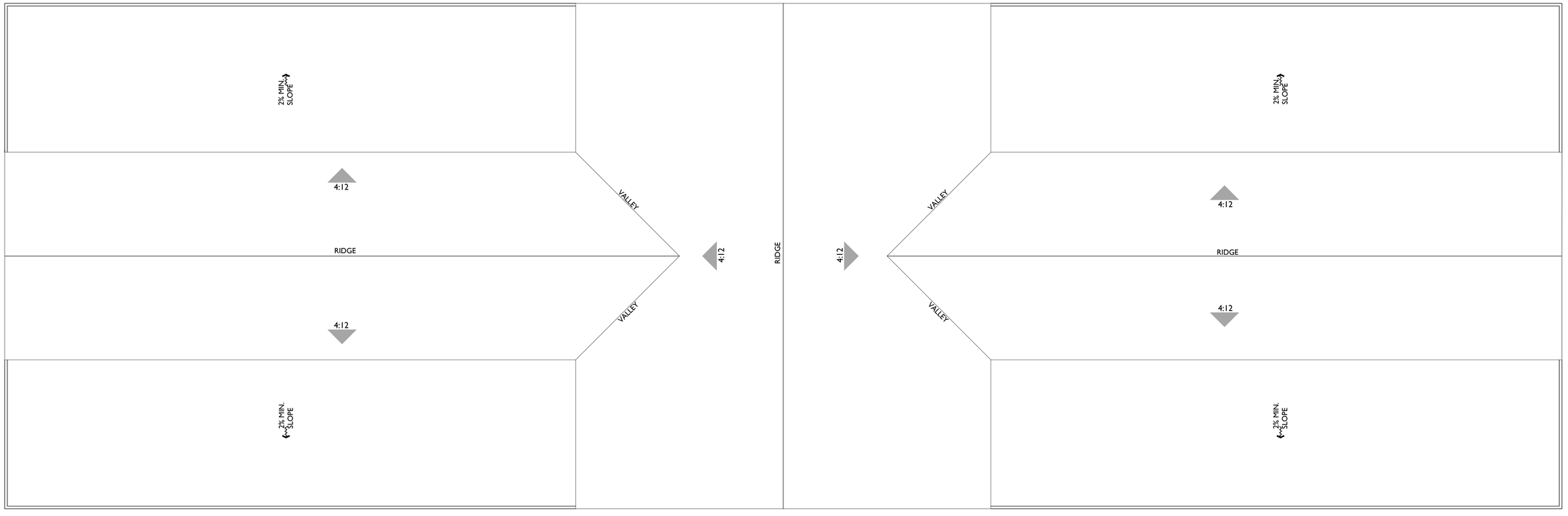
WILDOMAR SHOOTING ACADEMY

0 4 8 24

November 01, 2018

SUMMA ARCHITECTURE
5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-2



WILDOMAR, CA

CONCEPTUAL BUILDING PLANS - ROOF PLAN

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

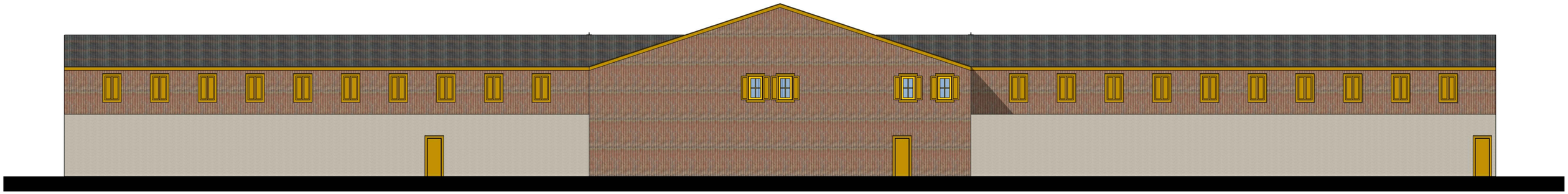
WILDOMAR SHOOTING ACADEMY

0 4 8 24

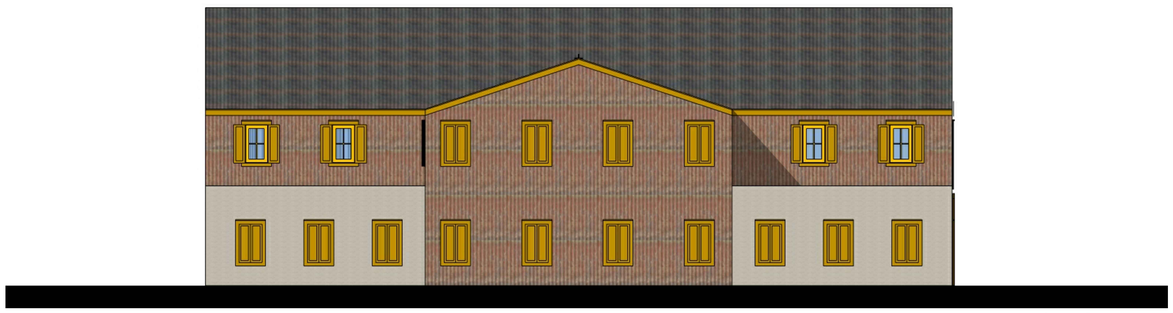
November 01, 2018

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5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-3



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



FRONT ELEVATION

WILDOMAR, CA

CONCEPTUAL BUILDING ELEVATIONS

KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

WILDOMAR SHOOTING ACADEMY

0 4 8 24

November 01, 2018

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Bonsall, CA 92003
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A-4



PERSPECTIVE 2



PERSPECTIVE 1

WILDOMAR, CA

CONCEPTUAL BUILDING PERSPECTIVES

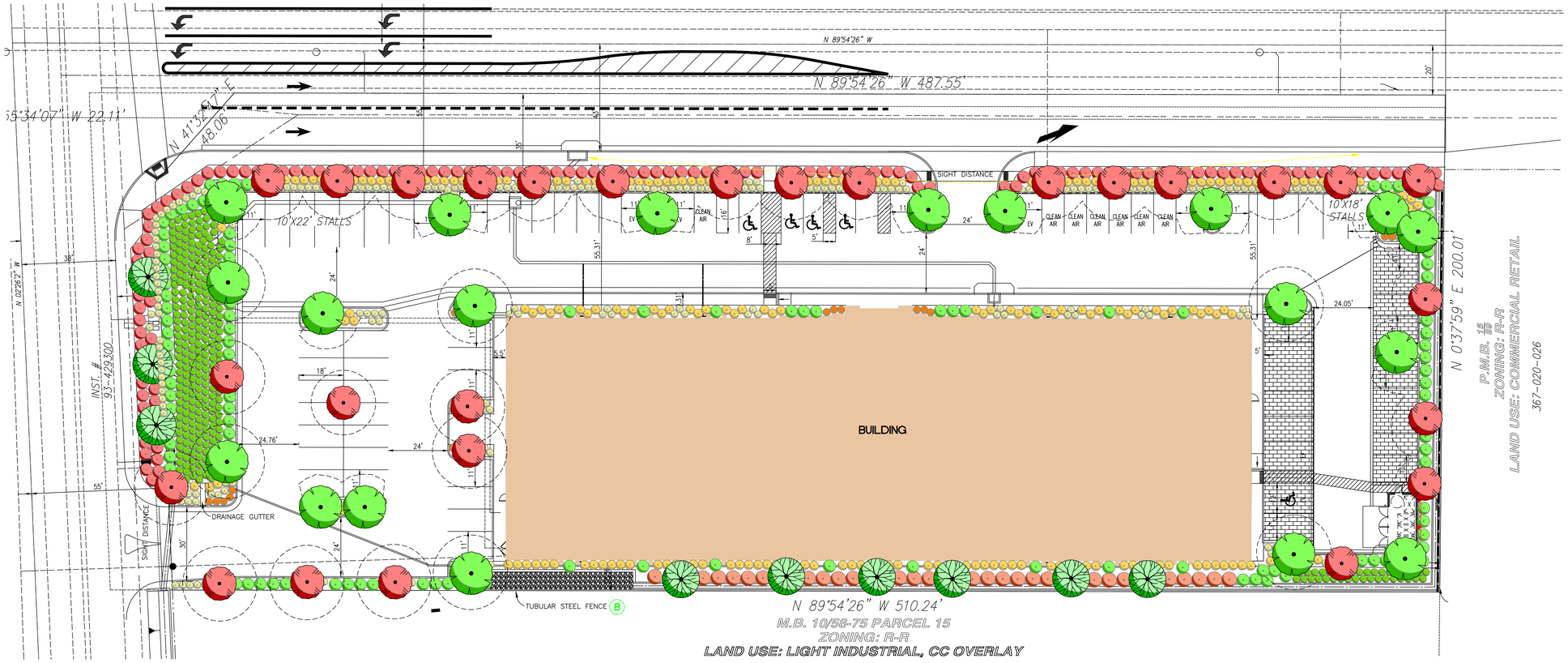
KCG BLUE, LLC.
5758 GEARY BLVD. #541
SAN FRANCISCO, CA
(760) 846-9760

WILDOMAR SHOOTING ACADEMY

November 01, 2018

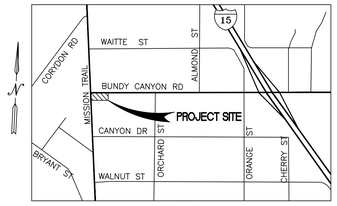
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5256 S. Mission Road, Ste. 404
Bonsall, CA 92003
www.summarch.com 760.724.1198

A-5



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WUCOLS IV
	TREES:					
	CHITALPA TASHKENTENSIS	PINK FLOWERING CHITALPA	24" BOX	27	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	24" BOX	9	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	19	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	L
	SHRUBS:					
	ANIGOZANTHUS FLAVIDUS 'VELVET AMBER'	AMBER KANGAROO PAWS	5 GAL	73	FULL & BUSHY @ 3' O.C.	L
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	238	FULL & BUSHY @ 4' O.C.	L
	BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	139	TRIANGULAR SPACING @ 5' O.C.	L
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	27	FULL & BUSHY @ 6' O.C.	L
	LEUCOPHYLLUM FRUTECENS	TEXAS RANGER	5 GAL	114	FULL & BUSHY @ 5' O.C.	L
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	396	FULL & BUSHY @ 3' O.C.	L
	JUNCUS PATENS	CALIFORNIA RUSH	1 GAL	292	FULL & BUSHY @ 3' O.C.	L
	VINES:					
	MACFADENYA 'UNGUIS CATI'	CAT'S CLAW VINE	5 GAL	4	ATTACH TO WALLS & FENCE	L
	MULCH :					
NOT SHOWN	FOREST FLOOR WOOD MUCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP – INSTALL TO ALL PLANTING AREAS TYP.	



VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 2014
PAGE 897, GRID A-4
SEC. 27, T6S, R4W

GRAPHIC SCALE
20 0 20 40 80
1 INCH = 20 FT.

COLOR CONCEPT PLAN

REVISED

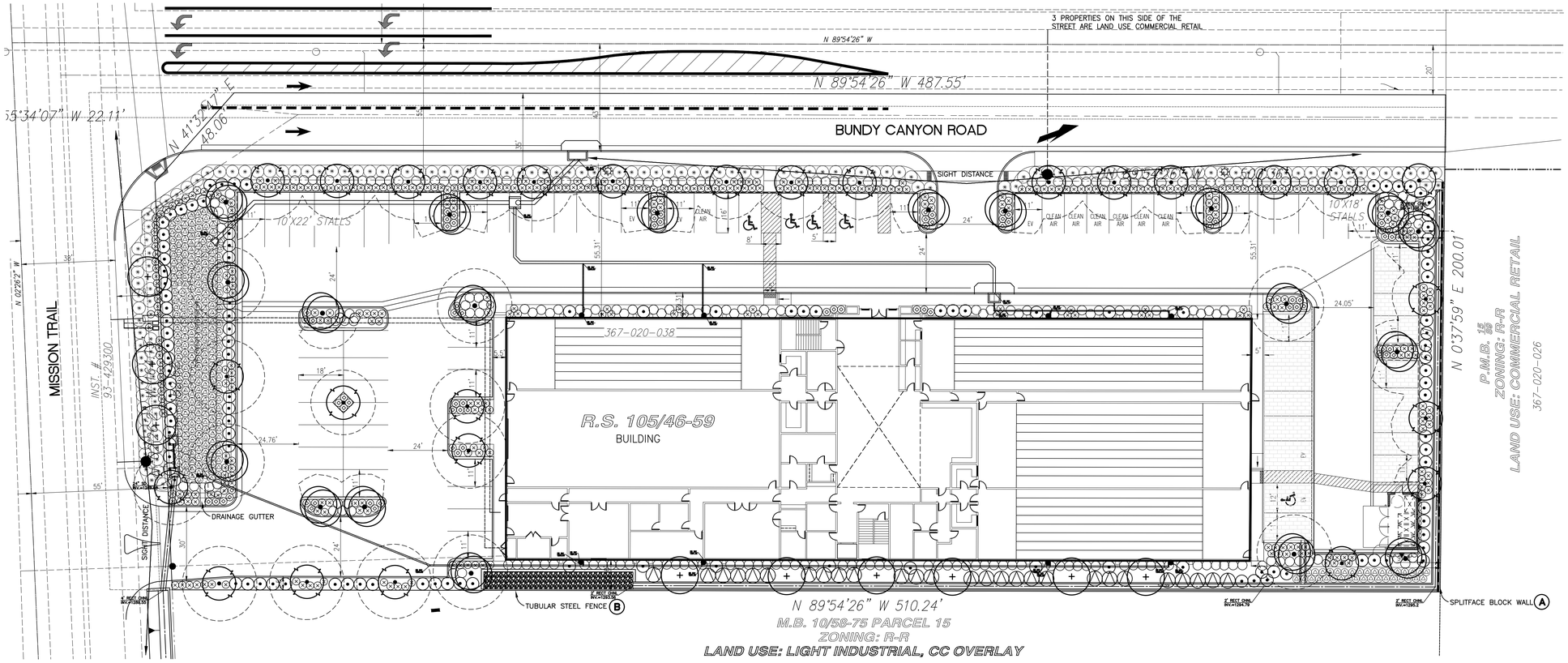
ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41635 Enterprise Circle North, Suite C
Temecula, CA 92590 (951) 296-6802 FAX 296-6803

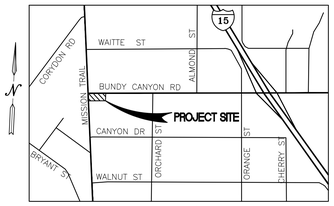
REGISTERED LANDSCAPE ARCHITECT VINCENT J. DONATO 2017 STATE OF CALIFORNIA

PROJECT: NEW KCG BLUE, LLC BUILDING
OWNER: KCG BLUE LLC
2575 GEARY BLVD. #541
SAN FRANCISCO, CA PH: (760) 846-9760 CONTACT: DONNY MacLEAN

drawn: V.D.
checked: V.D.
date: 11–05–19
SHEET L-1
of 1 sheets
JOB NO. 18–116

ALL IDEAS, DESIGNS, & ARRANGEMENTS REPRESENTED HEREON ARE THE PROPERTY OF ALHAMBRA GROUP LANDSCAPE ARCHITECTS & SHALL BE USED FOR THIS PROJECT ONLY EXCEPT WITH THE WRITTEN PERMISSION OF SAID ARCHITECTS. ANY CHANGE MADE BY PARTIES OTHER THAN SAID ARCHITECTS SHALL RELIEVE ARCHITECTS OF RESPONSIBILITY FOR THE FACILITY OR AFFECTED PORTION THEREOF. CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF ANY WORK & SHALL REPORT ANY DISCREPANCY TO THE ARCHITECT.





VICINITY MAP
NOT TO SCALE
THOMAS GUIDE 2014
PAGE 897, GRID A-4
SEC. 27, T6S, R4W

SHADE REQUIREMENT

PROVIDED 80 SPACES @ 162 S.F. EA.= 12,960 S.F.
12,960 S.F. @ 50% COVERAGE REQUIRED= 6,480 S.F.
ACTUAL AREA SHADED= 6,494 S.F.

INTERIOR LANDSCAPE REQUIREMENT

PROVIDED 80 SPACES @ 162 S.F. EA.= 12,960 S.F.
12,960 S.F. @ 10% COVERAGE REQUIRED= 1,296 S.F.
ACTUAL AREA = 2,314 S.F.

NOTES:

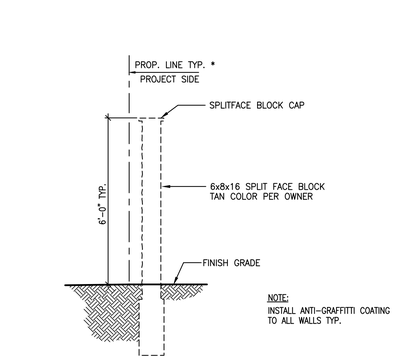
1. *ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY OF WILDOMAR ORDINANCES AND STANDARDS.*
2. *A DRIP IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF WILDOMAR'S WATER EFFICIENT LANDSCAPING ORDINANCE AND IRRIGATION IMPLEMENTATION GUIDELINES, TITLE 17.276*
3. *ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.*
4. *ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.*
5. *ALL PLANTING SHALL CONFORM TO THE CITY OF WILDOMAR ORD. 859 LIST OR AS APPROVED BY THE CITY PLANNING DIRECTOR.*
6. *ALL LANDSCAPE SHALL BE MAINTAINED BY THE OWNER.*
7. *AN AGRONOMIC SOILS REPORT WILL BE PREPARED BY THE LANDSCAPE CONTRACTOR FROM THE SOIL IN THE FINISHED PLANTING AREAS.*
7. *THE TREES SHALL BE PLANTED THE FOLLOWING DISTANCES FROM:*
   10' FROM WATER OR SEWER LINES
   30' FROM INTERSECTION
   10' FROM STREET LIGHT
   10' FROM FIRE HYDRANT AND STREET SIGN
   10' FROM DRIVEWAY APPROACH
   MATURE HEIGHT NO TALLER THAN 20' IF PLANTED UNDER UTILITY LINE

LANDSCAPE AREA

7,405 S.F.

PROJECT ADDRESS

34020 MISSION TRAIL
WILDOMAR, CA

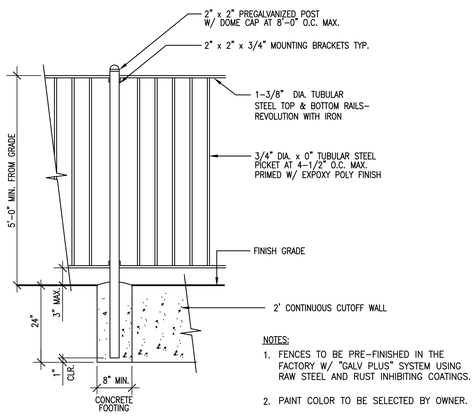


NOTE:
INSTALL ANTI-GRAFFITI COATING TO ALL WALLS TYP.

** SEE STRUCTURAL CALCS. ON ENGINEER'S PLAN FOR ALL WALLS 6' IN HEIGHT AND TALLER.

(A) 6' SPLITFACE BLOCK WALL

N.T.S.



NOTES:
1. FENCES TO BE PRE-FINISHED IN THE FACTORY W/ "GALV PLUS" SYSTEM USING RAW STEEL AND RUST INHIBITING COATINGS.
2. PAINT COLOR TO BE SELECTED BY OWNER.

(B) TUBULAR STEEL FENCE

N.T.S.

Point of Connection #__1__

Maximum Applied Water Allowance (MAWA)

Total *MAWA* = (ETo x 0.7 x LA in Sq. Ft. x *0.62*) + (ETo x 1.0 x *SLA* in Sq. Ft. x *0.62*) = Gallons per year for LA+*SLA*

where:
MAWA = *Maximum Applied Water Allowance* (gallons per year) ETo = *Reference Evapotranspiration* (inches per year)
0.7 = *Evapotranspiration Adjustment Factor* (ETAF)
1.0 = ETAF for *Special Landscaped Area*
LA = *Landscaped Area* (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Special Landscaped Area (square feet)

MAWA Calculation:

	ETo		ETAF		LA or *SLA* (ft2)		Conversion		*MAWA* (Gallons Per Year)
MAWA for LA =	55.45	x	0.7	x	7,405	x	*0.62*	=	178,204
MAWA for *SLA* =	55.45	x	1.0	x	0	x	*0.62*	=	0
Total *MAWA* =					7,405				178,204

Estimated Applied Water Use

EAWU = ETo x K_L x LA x *0.62* ÷ *IE* = Gallons per year

where:
EAWU = Estimated Applied Water Use (gallons per year) ETo = Reference Evapotranspiration (inches per year) *K = Landscape Coefficient*
LA = *Landscaped Area* (square feet)
0.62 = Conversion factor (to gallons per square foot)
IE = Irrigation Efficiency = IME x DU
IME = Irrigation Management Efficiency (90%) DU = Distribution Uniformity of irrigation head

K_L = K x K_S x K_M
K = species factor (range = 0.1-0.9) (see *WUCOLS* list for values) K = density factor (range = 0.5-1.3) (see *WUCOLS* for density value ranges)
K = *microclimate* factor (range = 0.5-1.4) (see *WUCOLS*) *WUCOLS – **www.owue.water.ca.gov/docs/wucols00.pdf***

EAWU Calculation:

	ETo		K_L		LA		Conversion		*IE*		*EAWU* (Gallons Per Year)
Special Landscaped Area		x		x		x *0.62*		÷		=	
Cool Season Turf	*55.45*	x	*0.9*	x	*0*	x	*0.62*	÷	*0.90*	=	*0*
Warm Season Turf	*55.45*	x	*0.9*	x	*0*	x	*0.62*	÷	*0.90*	=	*0*
High Water Using Shrub	*55.45*	x	*0.8*	x	*0*	x	*0.62*	÷	*0.85*	=	*0*
Medium Water Using Shrub	*55.45*	x	*0.5*	x	*0*	x	*0.62*	÷	*0.85*	=	*0*
Low Water Using Shrub	*55.45*	x	*0.2*	x	*7,405*	x	*0.62*	÷	*0.85*	=	*59,900*
Very Low Water Using Shrubs	*55.45*	x	*0.1*	x	*0*	x	*0.62*	÷	*0.85*	=	*0*
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
		x		x		x	*0.62*	÷		=	
Other		x		x		x	*0.62*	÷		=	
Total *EAWU* =					7,405						59,900

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WUCOLS IV
	TREES:					
	CHITALPA TASHKENTENSIS	PINK FLOWERING CHITALPA	24" BOX	27	DOUBLE STAKE / HEIGHT 8-10', SPREAD 3'-4' MIN.	L
	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	24" BOX	9	DOUBLE STAKE / HEIGHT 8-10', SPREAD 3'-4' MIN.	L
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	19	DOUBLE STAKE / HEIGHT 8-10', SPREAD 3'-4' MIN.	L
	SHRUBS:					
	ANIGOZANTHUS FLAVIDUS 'VELVET AMBER'	AMBER KANGAROO PAWS	5 GAL	73	FULL & BUSHY @ 3' O.C.	L
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	236	FULL & BUSHY @ 4' O.C.	L
	BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	139	TRIANGULAR SPACING @ 5' O.C.	L
	HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	27	FULL & BUSHY @ 6' O.C.	L
	LEUCOPHYLLUM FRUTECENS	TEXAS RANGER	5 GAL	113	FULL & BUSHY @ 5' O.C.	L
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	396	FULL & BUSHY @ 3' O.C.	L
	JUNCUS PATENS	CALIFORNIA RUSH	1 GAL	292	FULL & BUSHY @ 3' O.C.	L
	VINES:					
	MACFADENYA 'UNGUIS CATI'	CAT'S CLAW VINE	5 GAL	4	ATTACH TO WALLS & FENCE	L
	MULCH :					
NOT SHOWN	FOREST FLOOR WOOD MUCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP – INSTALL TO ALL PLANTING AREAS TYP.	

GRAPHIC SCALE
20 0 20 40 80
1 INCH = 20 FT.

PRELIMINARY PLANTING PLAN

PA# 19-0093

REVISED

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41635 Enterprise Circle North, Suite C
Temecula, CA 92590 (951) 296-6802 FAX 296-6803

LANDSCAPE ARCHITECT DONNY D. MACLEAN #2017 REGISTERED STATE OF CALIFORNIA 11-04-19 11-30-20 8-30-21

PROJECT: NEW KCG BLUE, LLC BUILDING
OWNER: KCG BLUE LLC
25758 GEARY BLVD. #541
SAN FRANCISCO, CA PH (760) 846-9760 CONTACT: DONNY MacLEAN

drawn: V.D.
checked: V.D.
date: 07-29-19
SHEET L-1
of 1 sheets
JOB NO. 18-116

ALL IDEAS, DESIGNS, & ARRANGEMENTS REPRESENTED HEREON ARE THE PROPERTY OF ALHAMBRA GROUP LANDSCAPE ARCHITECTS & SHALL BE USED FOR THIS PROJECT ONLY EXCEPT WITH THE WRITTEN PERMISSION OF SAID ARCHITECTS. ANY CHANGE MADE BY PARTIES OTHER THAN SAID ARCHITECTS SHALL RELIEVE ARCHITECTS OF RESPONSIBILITY FOR THE FACILITY OR AFFECTED PORTION THEREOF. CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF ANY WORK & SHALL REPORT ANY DISCREPANCY TO THE ARCHITECT.

Vicinity / Location Map

Figure 3 - Aerial Photograph
1. Introduction



Surrounding Land Uses:

The project site is currently vacant and surrounded by residential lands to the East. There is vacant land to the south. The table below summarizes the current uses, land use and zoning designations related to the project site and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning Designation**
Subject Property	Vacant	Light Industrial (LI)	R-R (Rural Residential)
North	Commercial Retail Uses	Commercial Retail (CR)	C-1/C-P (General Commercial)
South	Vacant	Light Industrial (LI)	R-R (Rural Residential)

East	Single Family Dwellings	Commercial Retail (CR)	R-R (Rural Residential)
West	Vacant / DeJong's Dairy	Light Industrial (LI)	R-R (Rural Residential) & C-1/C-P (General Commercial)

WILDOMAR SHOOTING RANGE / ACADEMY EOT #1

Planning Commission Meeting

November 15, 2022

Agenda Item 3.3



PROJECT LOCATION

- **Located at the SEC of Mission Trail and Bundy Canyon Road.**
- **The project site encompasses about 11.62 acres.**
- **Across the street from the future MSJC school site.**

Project Description:

- **The Planning Commission (1/20/20) and City Council (2/12/20) took the following actions on CUP 19-0093:**

1) **Adopted a Mitigated Negative Declaration & MMRP;**

2) **Approved a General Plan Amendment (Circulation Element) to reduce Bundy Canyon Road from 6 lanes to 4 lanes;**

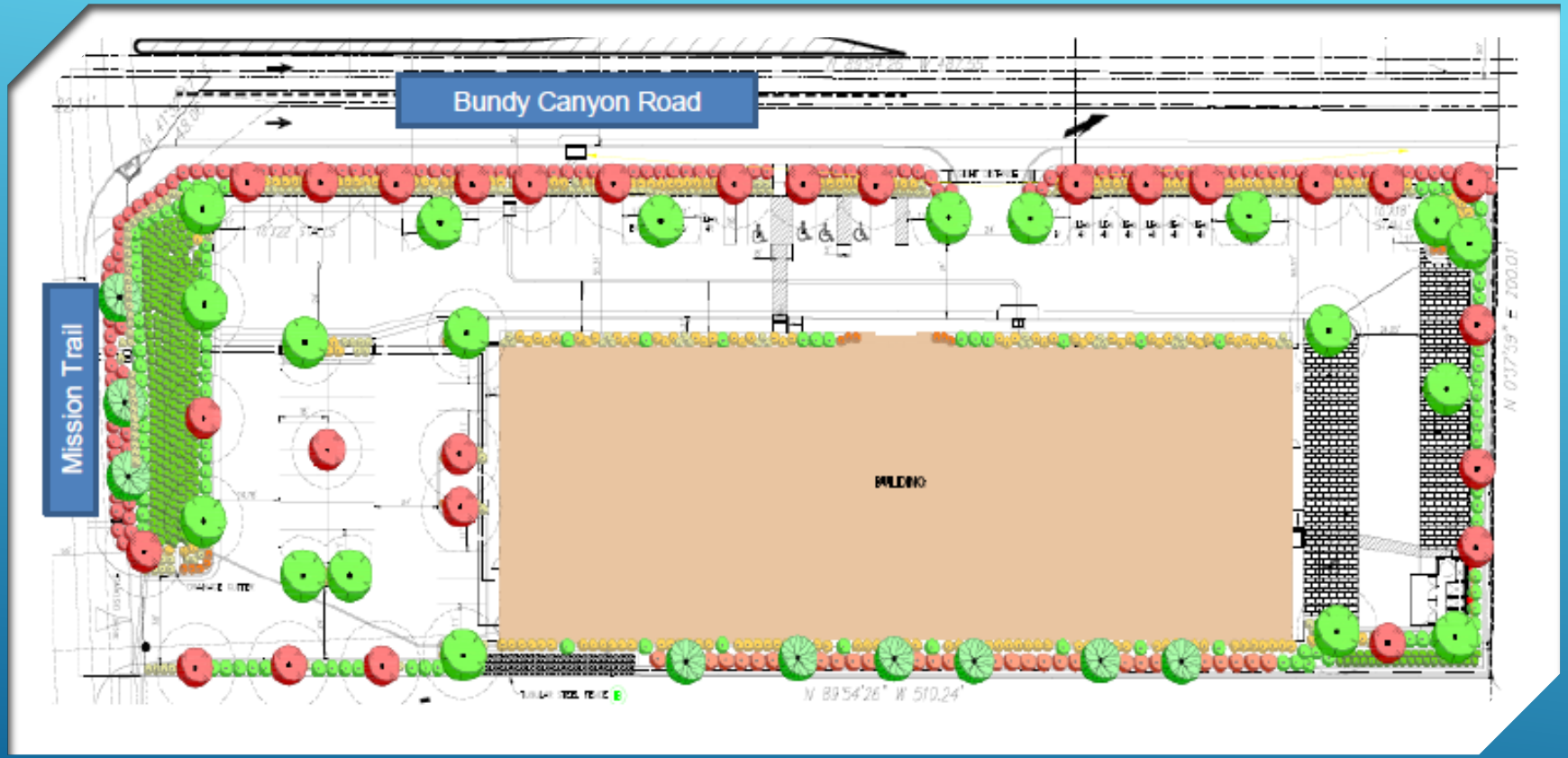
3) **Approved a consistency Change of Zone from R-R to M-SC;**

4) **Approved a Setback Variance; and**

5) **Approved a Conditional Use Permit to construct a 34,789 square-foot shooting range / academy.**

EOT #1 Description:

- The applicant is requesting their 1st EOT to allow for more time to prep for grading and building permits……the applicant has conveyed they should start construction before the end of 2022.
- The Applicant is requesting a 3-year extension of time as permitted by Chapter 17.200.080 of the WMC.
- With Commission approval of EOT #1, the new expiration date to for CUP No. 19-0093 will be February 12, 2026.
- The Applicant is permitted 2 additional time extensions if needed with the ultimate deadline to begin construction ending on February 12, 2029.


Bundy Canyon Road
Mission Trail
BUILDING
N 89°54'26" W 510.24'

Proposed Building Elevation Exhibits



PERSPECTIVE 1



PERSPECTIVE 2

EOT #1 Findings:

- **The proposed EOT #1 meets the required findings for approval in that:**
- **The approved CUP 19-0093 remains consistent with the General Plan goals and policies….**
- **The approved CUP 19-0093 remains in conformance with the M-SC zoning for the site;**
- **The approved CUP 19-0093 remains compatible with the area and does not adversely affect the general health, safety, and welfare of the public….all conditions remain in full force & effect.**
- **The EOT application & fee were filed on Oct.. 14, 2022 well in advance of the Feb. 12, 2023, expiration date….**

STAFF RECOMMENDATIONS:

Staff recommends the Planning Commission adopt PC Resolution No. 2022-31 taking the following actions:

1. **Make a determination that no further Environmental Review is needed in accordance with Section 15162 of CEQA; and**

2. **Approve a 3-year Extension of Time to February 12, 2026, for CUP 19-0093.**

Note: All original conditions of approval and EIR mitigation measures will remain in full force and effect for this project.

ATTACHMENT A

Council Resolution
For
Initial Study/Mitigated Negative Declaration

RESOLUTION NO. 2020-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (SCH #2019109095) FOR THE WILDOMAR SHOOTING RANGE/ACADEMY PROJECT (PA NO. 19-0093) CONSISTING OF A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, VARIANCE AND CONDITIONAL USE PERMIT LOCATED AT 34020 MISSION TRAIL (APN: 367-020-038).

WHEREAS, the Planning Department has received a development application from:

Applicant/Owner:	KCG Blue, LLC (Mr. Donny MacLean)
Project Location:	34020 Mission Trail
APN:	367-020-038
Project Area:	2.33+ acres

WHEREAS, the proposed Wildomar Shooting Range/Academy project (PA No. 19-0093) consists of the following applications for review and consideration by the Planning Commission and City Council:

1) **Initial Study/Mitigated Negative Declaration:** The project will require the adoption of an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program (SCH# 2019109095) in accordance with Article 6, Section 15070 of CEQA.

2) **General Plan Amendment (GPA) No. 19-0093**: The project will require approval of a GPA to amend the City's Circulation Element to reduce the size of Bundy Canyon Road from six (6) lanes to four (4) lanes to accommodate the proposed project;

3) **Change of Zone (ZC) No. 19-0093:** The project will require approval of a consistency zone change from the existing zoning designation of R-R (Rural Residential) to M-SC (Manufacturing Service Commercial) to accommodate the proposed project;

4) **Variance No. 19-0093:** - The project will require approval of a variance to reduce the required side yard setback along the southerly property line from 25 feet to 12.5-feet to accommodate the proposed building location; and

5) **Conditional Use Permit (CUP) No. 19-0093:** The project will require approval of a CUP to construct a 2-story, 34,789 square-foot indoor shooting range/academy on a 2.33 acre-site, including on-site and off-site improvements, subject to conditions.

WHEREAS, the City Council has the authority to review the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Wildomar Shooting Range/Academy project; and

WHEREAS, the proposed Wildomar Shooting Range/Academy project 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 Wildomar Shooting Range/Academy project may have one or more significant effects on the environment and that preparation of a Mitigated Negative Declaration ("MND") was therefore warranted under Public Resources Code § 21080(c); and,

WHEREAS, in accordance with CEQA Guidelines Section 15072, the Planning Department on November 5, 2019 provided a Notice of Intent (NOI) to the State Clearinghouse, Riverside County Clerk, Press Enterprise, a local newspaper of general circulation, and the City's local distribution list regarding the preparation and public review of the draft Initial Study/Mitigated Negative Declaration for the proposed Wildomar Shooting Range/Academy project; and

WHEREAS, in accordance with CEQA Guidelines §15073 and §15105, the draft Initial Study/Mitigated Negative Declaration was released for the required for a 30-day public review period commencing on November 5, 2019 and concluding on December 4, 2019. Said document was also provided to the State Clearinghouse, Responsible Agencies, City's Local Distribution list and other interested parties requesting a copy of the IS/MND for review and comment; and

WHEREAS, in accordance with the City's Local CEQA Guidelines, the draft Initial Study/Mitigated Negative Declaration was uploaded to the City's website for public review at the City's Environmental Documents Center webpage (http://www.cityofwildomar.org/environmental-documents.asp) from November 5, 2019 to December 4, 2019, and a hard copy of the IS/MND was also made available for public review at the Wildomar Planning Department; and

WHEREAS, during the 30-day public review period, the City received a total of forty-one (41) written comment letters concerning the draft Initial Study/Mitigated Negative Declaration for the proposed Wildomar Shooting Range/Academy project; and

WHEREAS, in accordance with the City's Local CEQA Guidelines, the Planning Department has prepared responses to each of the forty-one (41) public review comment letters received. Said comments were also made part of the final IS/MND, including preparation of a Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, the final IS/MND with responses to each commenter was provided to each of the forty-one (41) commenters prior to the December 18, 20129 Planning Commission meeting in accordance with the City's Local CEQA Guidelines; and

WHEREAS, the Wildomar Shooting Range/Academy project IS/MND consists of the following documents as Exhibits to this Resolution (under separate cover):

- Exhibit 1 - Wildomar Shooting Range/Academy project draft Initial Study/Mitigated Negative Declaration (SCH# 2019109095);
- Exhibit 2 - Wildomar Shooting Range/Academy project IS/MND Technical Appendices;
- Exhibit 3 - Wildomar Shooting Range/Academy Response to Comments/ Final IS/MND package; and
- Exhibit 4 - Wildomar Shooting Range/Academy project Mitigation Monitoring and Reporting Program (MMRP).

WHEREAS, on January 22, 2020, the Planning Commission conducted a duly noticed public hearing, at which time interested persons had an opportunity to testify in support of or, opposition to, the proposed Wildomar Shooting Range/Academy project IS/MND and MMRP, and at which time the Planning Commission received public testimony adopted PC Resolution No. 2020-03 (4-0-1, Strong Absent) recommending City Council adoption of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Wildomar Shooting Range/Academy project; and

WHEREAS, on January 28, 2020, the Planning Department mailed a public hearing notice to all property owners within a 1,000-foot radius of the project boundary notifying said property owners of the February 12, 2020 City Council meeting at which time the City Council would review and consider the Planning Commission's recommendation to adopt the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Wildomar Shooting Range/Academy project; and

WHEREAS, in accordance with Ordinance No. 135, the Planning Department on January 31, 2020 posted two (2) public hearing notice "sign boards" along Mission Trial and Bundy Canyon Road street frontages notifying the general public of the February 12, 2020 City Council meeting at which time the City Council would review and consider the Planning Commission's recommendation to adopt the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Wildomar Shooting Range/Academy project; and

WHEREAS, on January 31, 2020, the Planning Department published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the February 12, 2020 City Council meeting at which time the City Council would review and consider the Planning Commission's recommendation to adopt the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the Wildomar Shooting Range/Academy project; and

WHEREAS, on February 12, 2020, the City Council conducted the duly noticed public hearing, at which time interested persons had an opportunity to testify in support of or, opposition to, the proposed Mitigated Negative Declaration (MND) and Mitigation

Monitoring and Reporting Program (MMRP) for the Wildomar Shooting Range/Academy project, and at which time the City Council received public testimony concerning the proposed project.

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

SECTION 1 CEQA FINDINGS.

The City Council, in light of the whole record before it, including but not limited to, the draft IS/MND, Technical Appendices, Response to Comments/Final MND, and Mitigation Monitoring and Reporting Program (Exhibits 1 - 4) and all documents incorporated by reference therein, any comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, hereby finds and determines as follows:

A. Review Period: That the City has provided a 30-day public review period for the draft Initial Study/Mitigated Negative Declaration as required by CEQA Guidelines §15073 and §15105.

B. Compliance with Law: That the draft Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program were prepared, processed, and noticed in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.).

C. Independent Judgment: That the draft Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program reflect the independent judgment and analysis of the City.

D. Mitigation Monitoring and Reporting Program: That the Mitigation Monitoring and Reporting Program is designed to ensure compliance during project implementation in that changes to the project and/or mitigation measures have been incorporated into the project and are fully enforceable through permit conditions, agreements, or other measures as required by Public Resources Code Section 21081.6.

E. No Significant Effect: That revisions made to the project as agreed to by the applicant, and mitigation measures imposed as conditions of approval on the project, avoid or mitigate any potential significant effects on the environment identified in the Initial Study to a point below the threshold of significance. Furthermore, after taking into consideration the revisions to the project and the mitigation measures imposed, the Planning Commission finds that there is no substantial evidence, in light of the whole record, from which it could be fairly argued that the project may have a significant effect on the environment. Therefore, the Planning Commission concludes that the project will not have a

significant effect on the environment with adoption of the proposed mitigation measures as outlined in the Mitigation Monitoring and Reporting Program.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The City Council hereby finds the project 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.

The City Council, in light of the whole record before it, including but not limited to, the draft IS/MND, Technical Appendices, Response to Comments/Final MND, and Mitigation Monitoring and Reporting Program (Exhibits 1 - 4) and all documents incorporated by reference therein, any comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing hereby takes the following actions:

1. Adoption of a Mitigated Negative Declaration/MMRP:
   The City Council hereby adopt the Initial Study/Mitigated Negative Declaration (with technical appendices) and Mitigation Monitoring and Reporting Program (MMRP) for the Wildomar Shooting Range/Academy project (PA No. 19-0093) attached hereto this Resolution as Exhibits 1 - 4.

2. Filing a Notice of Determination (NOD):
   In compliance with Public Resources Code Section 21152 and CEQA Guidelines Section 15075, the City Council hereby directs the Planning Director to file a Notice of Determination (NOD) with the Riverside County Clerk and State Clearinghouse within five (5) working days of City Council approval of the Wildomar Shooting Range/Academy project and adoption of the Initial Study/Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program.

3. Location:
   The City Council hereby directs the Planning Director to keep the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Wildomar Shooting Range/Academy project (PA No. 19-0093), and all documents incorporated therein or forming the record of decision therefore, on file with the Wildomar Planning Department, located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595 and shall be made available for public review upon request in accordance with state law.

PASSED, APPROVED AND ADOPTED this 12th day of February, 2020.

_____
Dustin Nigg
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Janet Morales
Acting City Clerk

EXHIBIT 1

Wildomar Shooting Range/Academy Project IS/MND Document

(Under Separate Cover)

EXHIBIT 2

Wildomar Shooting Range/Academy Project Technical Appendices
(Under Separate Cover)

- Appendix 1 - Project Development Plans
- Appendix 2 - Air Quality Report and Memo
- Appendix 3 - Biological Resource Assessment
- Appendix 4 - MSHCP Consistency Analysis
- Appendix 5 - Phase I Cultural Assessment
- Appendix 6 - Geotech-Prelim
- Appendix 7 - Green House Gas Report
- Appendix 8 - Phase I ESA
- Appendix 9 - Preliminary Hydrology Report
- Appendix 10 - Preliminary WQMP Study
- Appendix 11 - Geotech Infiltration Report
- Appendix 12 - Noise Study
- Appendix 13 - TIA and Memo

SUBJECT: Tentative Tract Map No. 36388 - Extension of Time #2 (Oak Creek Canyon Project)

SUBMITTED BY: Jandi Aguilar, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
The Planning Department recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2022-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 2-YEAR EXTENSION OF TIME (EOT #2) TO NOVEMBER 22, 2024 FOR TENTATIVE TRACT MAP NO. 36388 (OAK CREEK CANYON) TO SUBDIVIDE APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE-FAMILY RESIDENTIAL AND COMMERCIAL/RETAIL DEVELOPMENT LOCATED WITHIN THE FARM SPECIFIC PLAN COMMUNITY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

PROJECT DESCRIPTION:
The Applicant (Ambient Pacific OCC, LLC, Don Mitchell) is requesting a 2-year extension of time (#2 of 3) to November 22, 2024, for Tentative Tract Map No. 36388. Approval of EOT #2 would leave the Applicant with one/final time extension in the event that the final map has not been approved by City Council and recorded with the County Clerk by the new deadline. The project site encompasses approximately 151+ acres and is located within the Farm Specific Plan community. In general, the project is bisected by Bundy Canyon Road and extends from Farm Road/Harvest Way (on the west) to Sunset Avenue (on the east).

PROJECT ANALYSIS:
The original Tentative Tract Map was reviewed by the Planning Commission on March 6, 2013, and recommended City Council approval. The City Council approved Tentative Tract Map No. 36388 to subdivide 151+/- acres into 275 lots for future single-family residential development. Council's approval also included certification of an Environmental Impact

Report (EIR, SCH# 2012-031-064) and Mitigation Monitoring and Reporting Program (MMRP), General Plan Amendment (GPA), Zone Change and Specific Plan Amendment (SPA or Oak Creek Canyon SPA). A minor change to the approved tract and conditions of approval (resulting from 2 lawsuit settlements) was approved by the Planning Commission on May 6, 2015.

A copy of the Oak Creek Canyon EIR Package (dated 5/22/13), original Council staff report (dated 5/22/13), Oak Creek Canyon specific plan amendment, Minor Change Commission staff report (dated 5/6/15), original/approved TTM No. 36388 exhibit and minor change/TTM 36388 exhibit is provided for Commission consideration (Attachment B – F). The Commission will find detailed background information, project analysis, and exhibits within these attachments.

The approved tentative tract map was given an initial 3 years to record (11/22/16), but the project was litigated for nearly 18 months and was subject to state automatic 2-year time extension under AB 116 (approve in July 2013). Given these facts, the tentative map is currently due to expire on November 22, 2022. Section 16.12.240.A of the city's subdivision ordinance allows an Applicant to request a 3-year extension of time (EOT #1) with a total number of years equaling six (6). The final deadline to record the tentative tract map will be November 22, 2025. This 2nd extension of time request and fee was submitted to the Planning Department on July 28, 2022 well in advance of the November 22, 2019 expiration date.

The applicant is currently working with the Engineering department on the final map and street improvement plans which are not yet complete. The Applicant is also in a due diligence period with a potential developer, so the final map process is moving forward. However, additional time is needed to complete this process; hence, the request for a time extension. In reviewing the extension of time request, the Planning and Engineering departments have determined that the approved tract map via the minor change has not been modified nor has the Applicant requested any changes to the map or conditions of approval. Thus, it is staff's opinion the request for a 3-year extension of time is reasonable. A copy of the approved tract map is provided on the following page and in Attachment C.

Based on a review of the extension of time request #2, the Tentative Tract Map remains in compliance with the Farm Specific Plan, Amendment #4 (Oak Creek Canyon) development standards, design guidelines, and policies adopted by the City Council on May 22, 2013. Further, the approved tentative tract map remains in conformance with General Plan land uses for the site, and the Subdivision (Title 16) / Zoning Ordinances (Title 17). Refer to Attachment H for an exhibit of the approved tract map.

CEQA DISCUSSION:

In accordance with the requirements of the California Environmental Quality Act (Public

Resources Code § 21000, et seq. ("CEQA")), an EIR and MMRP were prepared, considered, and certified by the City Council on May 22, 2013, as part of its approval of Tentative Tract Map No. 36388. The accompanying GPA, Zone Change, and SPA were also approved by City Council. A Notice of Determination was filed with the State Clearinghouse and Riverside County Clerk's office on May 23, 2013, within the prescribed time frame in accordance with CEQA. As part of the EIR for the project, City Council determined that approval of the Oak Creek Canyon project did not result in significant effects on the environment because all impacts identified in the DEIR/FEIR have been mitigated through changes, alterations and mitigation measures to a less than the significant level in accordance Section 15092 of the CEQA Guidelines.

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

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

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

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

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

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

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be

feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

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

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

1) Substantial changes are not proposed in the project:
The Applicant is not proposing any technical or physical changes to Tentative Tract Map No. 36388 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) No Substantial Changes to the Project's Circumstances:
No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 3-year extension of time request being considered Tentative Tract Map No. 36388 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved Tentative Tract Map. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

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

substantially decrease the project's environmental impacts.

EXTENSION OF TIME FINDINGS OF FACT:
Pursuant to Chapter 16.12.240.C of the Wildomar Municipal Code and in light of the record before it, including the staff report dated November 2, 2022, and all evidence and testimony heard at the public meeting for this 2nd extension of time for Tentative Tract Map No. 36388, staff recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed Extension of Time for TTM No. 36388 is consistent with the City of Wildomar General Plan.

Evidence: The approved/existing MHDR land use designation for Phase/Planning Area No. 9 and 18 within the Oak Creek Canyon project site remains consistent with the intent of the MHDR designation which allows for single-family development on parcels that range in size from 4,000 to 6,500 square feet and a density range of 5 – 8 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres remains consistent with the overall density. The approved tentative tract map to subdivide Phase/Planning Area No. 18 into 88 single family lots with on 20+/- acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. The approved/existing CR land use designation for Phase/Planning Area No. 19 within the Oak Creek Canyon project site remains consistent with the intent of the CR designation which allows for a variety of commercial land uses.

Further, the approved/existing MDR land use designation for Phase/Planning Area No. 17A within the Oak Creek Canyon project site remains consistent with the intent of the MDR designation which allows for single family residential development on parcels of 7,200 square feet and a density range of 2 – 5 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No 17A into 103 single family residential lots on 66.2 acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. Further, the Land Use Element of the General Plan encourages the development of a variety of housing types, styles, and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels. The approved tentative tract map and future residential development remains consistent with this policy as it will provide single-family residential homeownership opportunities for Wildomar residents. Considering these facts, the proposed request for a 3-year extension of time to November 22, 2022, for Tentative Tract Map No. 36388 continues to be consistent with the General Plan.

Finding 2: The proposed Extension of Time for TTM No. 36388 is consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Evidence:

The approved zoning for Phase/Planning Area 9 and 18 of R-4 (Planned Residential Zone) allows for single family residential development with a minimum lot size of 6,000 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 84 single family residential lots on 68.3. Further, the approved zoning for Phase/Planning Area 17A of R-1 allows for single family residential development with a minimum lot size of 7,200 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 103+/- lots on 66.2 acres with an allowable density of about 1.6 units per acre. This density does not exceed the maximum density allowed by the specific plan. The approved zoning for Phase 19 Planning area of C-1/C-P (General Commercial) remains consistent with the Oak Creek Canyon SPA in that commercial uses will be developed on the site in the future. As there are no changes to the approved tentative tract map, the proposed request for a 3-year extension of time to November 22, 2022, for Tentative Tract Map No. 36388 continues to be consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Finding 3: The proposed Extension of Time for TTM No. 36388 does not adversely affect the general health, safety, and welfare of the public.

Evidence: The proposed Extension of Time does not adversely affect the general health, safety, and welfare of the public because the originally approved tract map and minor change amendment remain in compliance with all the required design and development standards of the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon). Further, all mitigation measures adopted for the project remain in full force and effect and are reflected in the conditions of approval matrix. As there have been no amendments to the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon) or any request to modify the current tentative tract map, the project maintains its original conclusion that it not adversely affect the general health, safety, and welfare of the public. Further, the design of the subdivision remains in conformance with the City's Subdivision Ordinance (Title 16) in that the design and construction of all improvements related to the proposed project remain as originally conditioned, which are intended to protect the general health, safety, and welfare of the public. Considering these facts, the proposed request for a 2-year extension of time to November 22, 2024 for Tentative Tract Map No. 36388 continues to protect the general health, safety, and welfare of the public.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 36388.

Evidence: The Applicant submitted the EOT application and paid the required fees on July 28, 2022 well in advance of the November 22, 2022 expiration date. Considering this fact, the proposed request for a 2-year extension of time to November 22, 2024, meets this finding.

ATTACHMENTS:

A. PC Resolution No. 2022-29
   Exhibit 1 – TTM 36388 / EOT #2 Updated Conditions of Approval
B. Adopted Oak Creek Canyon EIR Document
C. Original City Council Report (5/22/13)
D. TTM 36388 Minor Change PC Report (5/6/15)
E. Approved TTM No 36388 (5/22/13)
F. TM 36388 Minor Change Exhibit (5/6/15)
G. Aerial Photos-Exhibits
H. PowerPoint Presentation

ATTACHMENTS:

Attach A - PC Resolution No 2022-29-final.pdf
Attach B - Adopted Oak Creek Canyon EIR Doc.pdf
Attach C - Original City Council Report 5-22-13.pdf
Attach D - TTM 36388 Minor Change PC Rept 5-6-15.pdf
Attach E - Approved TTM No 36388 5-22-13.pdf
Attach F - TM 36388 Minor Change Exhibit 5-6-15.pdf
Attach G - Aerial Photo-Exhibits.pdf
Attach H - TTM 36388 EOT #2 power point.pdf

ATTACHMENT A

PC Resolution No. 2022-29

PC RESOLUTION NO. 2022-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 2-YEAR EXTENSION OF TIME (EOT #2 OF 3) TO NOVEMBER 22, 2024 FOR TENTATIVE TRACT MAP NO. 36388 TO SUBDIVIDE APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL AND COMMERCIAL/RETAIL DEVELOPMENT LOCATED WITHIN THE FARM SPECIFIC PLAN COMMUNITY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, an application for an Extension of Time #2 for Tentative Tract Map No. 36388 (Planning Application No. 22-0142) to November 22, 2024 has been filed by:

Applicant / Owner:	Ambient Pacific, OCC, LLC
Authorized Agent:	Don Mitchell
Project Location:	The project is bisected by Bundy Canyon Road and extends from Farm Road/Harvest Way (on the west) to Sunset Avenue (on the east).

WHEREAS, the Wildomar Planning Commission has the authority to review the proposed 2-year extension of time in accordance with Chapter 16.12.240 of the Wildomar Municipal Code; and

WHEREAS, the City Council approved Tentative Tract Map No. 36388 on May 22, 2013, and in connection with said approval, also certified an Environmental Impact Report and adopted a Mitigation Monitoring and Reporting Program in accordance with CEQA Guidelines; and

WHEREAS, the Planning Commission, at a duly noticed public meeting on May 6, 2015 approved a Minor Change to Tentative Tract Map No. 36388 which included minor revisions to the tentative tract map, conditions of approval (including incorporation of the settlement agreement conditions); and

WHEREAS, Tentative Tract Map No. 36388 met the state requirement for an automatic 2-year extension of time as outlined in AB 116; and

WHEREAS, in accordance with Title 17, Chapter 17.04.050 of the Wildomar Municipal Code, the Planning Department on November 2, 2022 mailed a public meeting notice to all adjacent property owners within a 600-foot radius of the project site notifying them of the November 15, 2022 Planning Commission meeting at which time the Commission would discuss the proposed extension of time #2 for Tentative Tract Map No. 36388; and

WHEREAS, in accordance with Title 16, Chapter 16.12.240 of the Wildomar Municipal Code, the Planning Commission conducted the public meeting on November 15, 2022, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed extension of time #2 for Tentative Tract Map No. 36388, and at which time the Planning Commission received public testimony concerning the proposed Extension of Time.

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

SECTION 1. CEQA FINDINGS.

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), an Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program (MMRP) was prepared, considered, and certified by the City Council on May 22, 2013, as part of its approval of Tentative Tract Map No. 36388. The accompanying General Plan Amendment, Zone Change and Specific Plan Amendment was also approved by City Council. A Notice of Determination was filed with the State Clearinghouse and Riverside County Clerk's office on May 23 , 2013 within the prescribed time frame in accordance with CEQA. As part of the EIR for the project, City Council been determined that approval of the Oak Creek Canyon project did not result in significant effects on the environment because all impacts identified in the DEIR/FEIR have been mitigated through changes, alterations and mitigation measures to a less than significant level in accordance Section 15092 of the CEQA Guidelines.

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

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

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

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

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

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

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

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

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

1) *Substantial changes are not proposed in the project:*
The Applicant is not proposing any technical or physical changes to Tentative Tract Map No. 36388 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) *No Substantial Changes to the Project's Circumstances:*
No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 2-year extension of time request being considered Tentative Tract Map No. 36388 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved Tentative Tract Map. Further,

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

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

SECTION 2. EXTENSION OF TIME FINDINGS OF FACT.

Pursuant to Chapter 16.12.240.C of the Wildomar Municipal Code and in light of the record before it, including the staff report dated November 15, 2022, and all evidence and testimony heard at the public meeting for this 1st extension of time for Tentative Tract Map No. 36388, staff recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed Extension of Time for TTM No. 36388 is consistent with the City of Wildomar General Plan.

Evidence: The approved/existing MHDR land use designation for Phase/Planning Area No. 9 and 18 within the Oak Creek Canyon project site remains consistent with the intent of the MHDR designation which allows for single family development on parcels that range in size from 4,000 to 6,500 square feet and a density range of 5 – 8 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres remains consistent with the overall density. The approved tentative tract map to subdivide Phase/Planning Area No. 18 into 88 single family lots with on 20+/- acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. The approved/existing CR land use designation for Phase/Planning Area No. 19 within the Oak Creek Canyon project site remains consistent with the intent of the CR designation which allows for a variety of commercial land uses.

Further, the approved/existing MDR land use designation for Phase/Planning Area No. 17A within the Oak Creek Canyon project site remains consistent with the intent of the MDR designation which allows for single family residential development on parcels of 7,200 square feet and a density range of 2 – 5 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No 17A into 103 single family residential lots on 66.2 acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. Further, the Land Use Element of the General Plan encourages the development of a variety of housing types, styles, and densities that are accessible to and meet the

needs of a range of lifestyles, physical abilities, and income levels. The approved tentative tract map and future residential development remains consistent with this policy as it will provide single family residential homeownership opportunities for Wildomar residents. Considering these facts, the proposed request for a 2-year extension of time to November 22, 2023 for Tentative Tract Map No. 36388 continues to be consistent with the General Plan.

Finding 2: The proposed Extension of Time for TTM No. 36388 is consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Evidence:
The approved zoning for Phase/Planning Area 9 and 18 of R-4 (Planned Residential Zone) allows for single family residential development with a minimum lot size of 6,000 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 84 single family residential lots on 68.3. Further, the approved zoning for Phase/Planning Area 17A of R-1 allows for single family residential development with a minimum lot size of 7,200 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 103+/- lots on 66.2 acres with an allowable density of about 1.6 units per acre. This density does not exceed the maximum density allowed by the specific plan. The approved zoning for Phase 19 Planning area of C-1/C-P (General Commercial) remains consistent with the Oak Creek Canyon SPA in that commercial uses will be developed on the site in the future. As there are no changes to the approved tentative tract map, the proposed request for a 2-year extension of time to November 22, 2023 for Tentative Tract Map No. 36388 continues to be consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Finding 3: The proposed Extension of Time for TTM No. 36388 does not adversely affect the general health, safety, and welfare of the public.

Evidence: The proposed Extension of Time does not adversely affect the general health, safety, and welfare of the public because the originally approved tract map and minor change amendment remain in compliance with all the required design and development standards of the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon). Further, all mitigation measures adopted for the project remain in full force and effect and are reflected in the conditions of approval matrix. As there have been no amendments to the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon) or any request to modify the current tentative tract map, the project maintains its original conclusion that it not adversely affect the general health, safety, and welfare of the public. Further, the design of the subdivision remains in conformance with the City's Subdivision Ordinance (Title 16) in that the design and construction of all improvements related to the proposed project remain as originally conditioned, which are intended to protect the general health, safety, and welfare of the public. Considering these facts, the proposed request for a 2-year extension of time to November 22, 2023 for Tentative Tract Map No. 36388 continues to protect the general health, safety, and welfare of the public.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 36388.

Evidence: The Applicant submitted the EOT application and paid the required fees on July 28, 2022 well in advance of the November 22, 2022 expiration date. Considering this fact, the proposed request for a 2-year extension of time to November 22, 2024 meets this finding

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby adopts PC Resolution No. 2022-29 approving a 2-year extension of time to November 22, 2024 for Tentative Tract Map No. 36388, subject to the conditions of approval attached hereto as Exhibit 1 to this Resolution.

PASSED, APPROVED AND ADOPTED this 15th day of November, 2022 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Kim L. Strong
Planning Commission Chair

ATTEST:

_____
Matthew C. Bassi
Planning Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

EXHIBIT 1 - CONDITIONS OF APPROVAL
Tentative Tract Map No. 36388 / EOT #2 - Oak Creek Canyon Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

~~*Original City Council Approval Date: May 22, 2013*~~ ~~*Minor Change/Litigation Stay Date: May 6, 2015*~~ ~~*AB 116/State Automatic Extension Date: July 11, 2013*~~ ~~*TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019*~~ ***TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022***	~~Original Expiration Date: May 22, 2016 (3 years per code)~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ***TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024***

Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
PLANNING DEPARTMENT CONDITIONS				
General Conditions				
1. ~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Completion shall be filed with the Riverside County Clerk within five (5) days of project approval by the City Council. The Notice shall include the required California Department of Fish and Game (Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to the Riverside County Clerk in the amount of **$3,045.25** no later than **May 23, 2013**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c).~~	~~May 23, 2013 (already paid)~~	Planning Department	N/A	Matthew Bassi
2. *The applicant shall review and sign below verifying the "Acceptance of the "Updated/Revised Conditions of Approval" and return the signed conditions to the Planning Department no later than November 29, 2022.* *Applicant Signature:* *Date:*	*Nov. 29, 2022*	*Planning Department*	*N/A*	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #2 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~*Original City Council Approval Date: May 22, 2013*~~ ~~*Minor Change/Litigation Stay Date: May 6, 2015*~~ ~~*AB 116/State Automatic Extension Date: July 11, 2013*~~ ~~*TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019*~~ ***TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022***	~~Original Expiration Date: May 22, 2016 (3 years per code)~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ***TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024***			
Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
3. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall	On-Going	Planning Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #2 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~*Original City Council Approval Date: May 22, 2013*~~ ~~*Minor Change/Litigation Stay Date: May 6, 2015*~~ ~~*AB 116/State Automatic Extension Date: July 11, 2013*~~ ~~*TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019*~~ ***TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022***	~~Original Expiration Date: May 22, 2016 (3 years per code)~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ***TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024***			
Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
	reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.				
4.	*Approval of Extension of Time #2 (PA 22-0142) for Tentative Tract Map No. 36388 shall now expire on November 22, 2024 if the final tract map has not been recorded. If the tract map is not approved by City Council and recorded by this expiration date, TTM No. 36388 will expire. The applicant may file for a 3rd/Final One-Year Extension of Time, if needed, in accordance with the City's Subdivision Ordinance provided a written request and fee is made with the Planning Department prior to the new expiration date. In accordance with the State of California Subdivision Map Act, the applicant may record multiple final maps for TTM 36388.*	*Nov. 22, 2024*	*Planning Department*	*ALL PHASES*	
5.	~~Within 35 days of approval of Tentative Tract Map No. 36388 (Project No. 11-0261) by the City Council, any outstanding deposit account balance shall be paid in full by the applicant.~~	~~June 26, 2013~~	Planning Department		Matthew Bassi
6.	~~In accordance with the procedures set forth in Government Code Section 66020, the applicant has 90 days from the approval date by City Council to protest the imposition of any and all fees, dedications, reservations and/or other exactions~~	~~Aug. 22, 2013~~	Planning Department		Matthew Bassi

	~~imposed on this project as a result of this approval or conditional approval.~~				
7.	The project shall be subdivided and developed in accordance with the tentative tract map approved by the City Council on May 22, 2013. The applicant may request a minor modification/revision to the final tract map(s) as permitted in the City's Subdivision Ordinance and Zoning Ordinance and State of California Subdivision Map Act. In addition, and in accordance with the Oak Creek Canyon residential development standards and design guidelines, the residential lots within Phase/Planning Area No. 18 shall be restricted to single-story dwelling units only. *Added Conditions Per Sunbelt/Citizens for Quality Development Settlement Agreement:* *a). To the extent and in the location required by the City of Wildomar, and as shown on the tract map, the ten (10) foot wide trail, without fencing, will also accommodate equestrian usage. Sunbelt will fund one (1) crossing button at equestrian height at the signal following signalized intersection located at Harvest Way West and Bundy Canyon Road. If there is no signal at the intersection, the requirement for crossing buttons shall be waived. (Item 2.b of settlement agreement)*	On-Going	Planning Department	ALL PHASES	

	b). The twenty (20) foot wide landscaped open space areas to the rear of lots 173-184 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's. (Item 2.c of settlement agreement) *c). The ten (10) foot wide landscaped area to the rear of lots 213-224 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's (Item 2.d of settlement agreement). Approved by the Planning Commission on May 6, 2015*				
8.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe.	On-Going	Planning Department	ALL PHASES	

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

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #2 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~*Original City Council Approval Date: May 22, 2013*~~ ~~*Minor Change/Litigation Stay Date: May 6, 2015*~~ ~~*AB 116/State Automatic Extension Date: July 11, 2013*~~ ~~*TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019*~~ ***TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022***	~~Original Expiration Date: May 22, 2016 (3 years per code)~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ***TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024***			
Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
until an agreement has been reached by all parties as to the appropriate mitigation.				
Environmental Impact Report (EIR) Mitigation Measures:				
10. **MM 3.3.1** The project applicant shall be required to implement the following traffic improvements: *Sellers Road/Bundy Canyon Road* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road* • Install a traffic signal. *Harvest Way West/Bundy Canyon Road* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal.	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	• Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. <u>*Sunset Avenue/Bundy Canyon Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. • Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.				
11.	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	property. Two-way traffic through the construction zone will be maintained throughout the construction period.				
12.	**MM 3.3.5** The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: <u>*Murrieta Road/Scott Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. <u>*I-215 Southbound Ramps/Scott Road*</u> • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.	Prior to the Issuance of Building Permits	Planning and Public Works Depts.	ALL PHASES	

	It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. <u>*I-215 Northbound Ramps/Scott Road*</u> • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.				

13.	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph). • The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.	During Ground-disturbing Activities	Public Works and Building Departments	ALL PHASES	
14.	**MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks	Prior to the Issuance of a Grading Permit	Public Works and Building Departments	ALL PHASES	

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	accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.				
15.	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot. 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot. 4. Earthen berm. 5. Any combination of these construction materials	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
16.	**MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
17.	**MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
18.	**MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
19.	**MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	

20.	**MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	Prior to Issuance of a Building Permit	Planning and Building Departments	ALL PHASES	
21.	**MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning are	Planning and Building Departments	UNIT 5/PHASE 19 PLANNING AREA	
22.	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.	During grading and building activities	Public Works and Building Departments	ALL PHASES	

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APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
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23. **MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated	Prior to the issuance of a Grading Permit	Public Works Department	ALL PHASES	

	areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.				
24.	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established	Prior to any ground disturbing activities	Planning and Public Works Department	ALL PHASES	

	through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.				
25.	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If	30-days prior to any vegetation removal or ground-disturbing activities	Planning Department.	ALL PHASES	

	construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.				
26.	**MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist. • If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer	Prior to any vegetation removal or ground-disturbing activities	Planning Department	ALL PHASES	

	occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012). • The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: – The location of the nest and owls proposed for relocation. – The location of the proposed relocation site. – The number of owls involved and the time of year when the relocation is proposed to take place. – The name and credentials of the biologist who will be retained to supervise the relocation. – The proposed method of capture and transport for the owls to the new site. – A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of				

	artificial burrows, one-time or long-term vegetation control). – A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).				
27.	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Prior to project vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
28.	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	Prior to any vegetation removal or	Planning and Public Works Departments	ALL PHASES	

		ground-disturbing activities			
29.	**MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
30.	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.				
31.	**MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
32.	**MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.	Prior to the Issuance of Building Permits	Planning and Building Departments	ALL PHASES	
33.	**MM 3.9.2a** At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of	Prior to ground-disturbing activities	Planning and Building Departments	ALL PHASES	

	compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.				
34.	**MM 3.9.2b** Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.	During all grading and construction activities	During all grading and construction activities	ALL PHASES	
35.	**MM 3.9.2c** Prior to beginning project construction, the project applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any	During all grading and construction activities	During all grading and construction activities		

	newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.				
36.	**MM 3.9.2d** Prior to beginning project construction, the project applicant shall file an archaeological monitoring report with the City to document the proposed methodology for grading activity observation, which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading,	During all grading and construction activities	During all grading and construction activities		

	excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.				
37.	**MM 3.9.2e** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.	During all grading and construction activities	During all grading and construction activities		
38.	**MM 3.9.2f** Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.	During all grading and construction activities	During all grading and construction activities		

39.	**MM 3.9.2g** Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	During all grading and construction activities	During all grading and construction activities		
40.	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist,	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.				
41.	**MM 3.9.4** In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours.	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Department	ALL PHASES	

	ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;				

	b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
42.	**MM 3.11.4** Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1. A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2. The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size ~~*(or other appropriate tree species as determined by the*~~	Prior to any ground disturbance activities	Planning and Public Works Department	ALL PHASES	

	~~*Planning Director, City Landscape Architect and applicant's Arborist)*~~ *(Item 2.a of Sunbelt/Citizens for Quality Development settlement agreement)* shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. *Approved by the Planning Commission on May 6, 2015* 3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be				

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surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.				
Prior to Issuance of a Grading Permit				
43. Prior to the issuance of the 1st first grading permit for Tentative Tract Map No. 36388, the" applicant shall enter into a Tribal Monitoring Agreement" with the Pechanga Band of Luiseno Indians. The agreement shall, include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions/requirements during all on-site ground disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the 1st grading permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	

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

	"If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director."				
46.	Prior to the issuance of a the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	

	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.				
47.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: “All existing native, oak or riparian trees on the property identified for preservation in the “Oak Creek Canyon Tree Preservation Plan” shall also be identified on the grading plan for preservation. No grading or grubbing activities shall be allowed within the protected area for any preserved native, oak or riparian tree. The protected areas shown on the grading plan shall be fenced in accordance with city standards to prevent accidental grading activities in these sensitive areas.	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

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48. Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "*No ground disturbing or grubbing activities shall be allowed within the protected drip line of any preserved native, oak or riparian tree identified for preservation. Fencing shall be placed around these protected areas."*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	
Prior to Final Map / Recordation Approval				
49. Prior to the recordation of the first final tract map, the applicant shall *annex into CFD No. 2013-1 (Services) and be subject to the same special tax formula and rates established for existing Tax Zones 1, 2, and 3* to pay for recurring public service *and maintenance* costs *for* this project. The provisions of the CFD shall be reviewed and approved by the Finance, Planning and Engineering departments. *Approved by the Planning Commission on May 6, 2015.*	Prior to 1st Final Map Recordation	Finance, Planning & Engineering Depts.	UNIT/PHASE 1	
50. Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the Applicant shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Final Map Approval	Planning Department	ALL PHASES	

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51. Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the applicant shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Final Map Approval	Planning Department	ALL PHASES	
52. Prior to the recordation of the final map for TTM 36388, a copy of the proposed Covenants, Conditions, and Restrictions (CC&R's) shall be submitted to the Planning Director and City Attorney for review. The CC&R's shall include liability insurance and methods of maintaining landscaping, parking areas, private roads, exterior of all buildings (if applicable), and all landscaped and open areas including parkways, as well as a provisions indicating that the homeowners association may not be terminated or dissolved with the permission of the City. The CC&R's shall be in the form and content approved by the planning director and city attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents.	Prior to Final Map Approval	Planning Department	UNIT/PHASE 1	
Prior to Issuance of Building Permits				
53. Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall pay all applicable Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments.	Prior to Issuance of Building Permits	Building and Engineering Departments	ALL PHASES	

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54. Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit for review and approval by the Planning Department a "Final Site Plan of Development" package (including the required application and deposit fee) for review and approval. All development plans under Tentative Tract Map No. 36388 shall be consistent with the residential site/architectural design guidelines approved under Specific Plan No. 116, Amendment No. 4 (Planning Application No. 11-0261).	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	
55. Prior to the issuance of the 1st building permit for phase/planning area No. 9, 17A and 18, the applicant shall submit for review and approval by the Planning Department a Minor Plot Plan application for development of each park site. The park development plan shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	
56. Prior to the issuance of the of the 42nd building permit within planning/phase area No 9, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 42nd Building Permit.	Planning Department	UNIT/PHASE 4	

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57. Prior to the issuance of the of the 52nd building permit within planning/phase area No 17A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 52nd Building Permit.	Planning Department	UNIT/PHASE 4	
58. Prior to the issuance of the of the 44th building permit within planning/phase area No 18A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 44th Building Permit.	Planning Department	UNIT/PHASE 4	
59. Prior to the issuance of the 1st building permit to construct any signs, the applicant shall submit a Minor Plot Plan application for review and approval by the Planning Director, a master sign program. The proposed sign program shall be consistent with the location and design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit	Planning Department	UNIT/PHASE 1	
60. Prior to the issuance of a building permit for development of the commercial parcel, the applicant shall submit a Plot Plan application to the Planning Department for review and approval.	Prior to Issuance of a Building Permit	Planning Department	PHASE 1 OF THE	

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	The proposed commercial/retail project shall comply with the design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).			COMMERCIAL SITE	
Special Landscaping Conditions					
61.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit two (2) sets of detailed landscape and irrigation plans (drawn at a scale of 20 feet to 1 inch - any other scale shall be first approved by the Planning Director and City Landscape Architect) for review and approval by the Planning Director and City Landscape Architect. The landscape and irrigation plans shall be prepared by a registered landscape architect and be designed to be consistent with the landscape design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of a Building Permit	Planning Department	ALL PHASES	
62.	All landscape and irrigation plans shall also meet the standards outlined in Title 17.276 of the Wildomar Zoning Ordinance (Water Efficient Landscapes and Water Efficient Irrigation Guidelines).	On-Going	Planning Department	ALL PHASES	
63.	All existing California Native Oak trees (*Quercus species*) designated to be relocated and/or preserved on-site, which are damaged during construction, shall be replaced at the direction of the Planning Director and City Landscape Architect.	On-Going	Planning Department	ALL PHASES	

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64.	No trees shall be removed during the bird migratory season, if it is determined and verified that live nests exist in the trees.	On-Going	Planning Department	ALL PHASES	
65.	No light fixture, electric transformer, fire detector check or fire hydrant shall be designed for any location in a planting area, which would make it necessary to eliminate a tree.	On-Going	Planning Department	ALL PHASES	
66.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 2 years of the installation.	On-Going	Planning Department	ALL PHASES	
67.	Decorative rock and crushed rock areas shall be allowed in limited quantity, where approved by the Planning Director and City Landscape Architect for maintenance, pathways, or particular use.	On-Going	Planning Department	ALL PHASES	
68.	Cool-season turf grass is discouraged, except as necessary for recreational use areas. Warm season turf grass is allowed. An approved concrete mow strip shall separate all turf and shrub beds, except at individual residences.	On-Going	Planning Department	ALL PHASES	
69.	Planting areas adjacent to streets shall have approved species of trees provided at the rate of one-24" box planted at 30 feet on center.	On-Going	Planning Department	ALL PHASES	
70.	All subdivision individual lots shall have one approved species street tree per lot installed from a 24" box container. Lots with 10 feet or greater planter area between lots shall have an	On-Going	Planning Department	ALL PHASES	

	additional street tree installed. Street trees shall be installed one-foot outside the right-of-way within the private area of the residential front yard; at least 5 feet from side property lines, structures, utilities, and driveways; at least 3 feet from water meters and water mainline. No trees shall be planted in drainage swales.				
71.	Individual front yard typical landscaping shall be designed to provide a complete and finished looking landscape installation, including yard trees, shrubs and ground covers, without large areas of bark mulch.	On-Going	Planning Department	ALL PHASES	
72.	Mature specimen trees in 36-inch and 48-inch boxes shall be supplied in sufficient quantity to provide variety and emphasis at main focal areas, monument signs, and project entries.	On-Going	Planning Department	ALL PHASES	
73.	All trees shall be double staked with vinyl/rubber type ties nailed to the lodge pole stakes in at least two vertical locations. Trunk protection devices shall be provided to all trees located in turf grass areas and a 24-inch diameter grass cut-out at the trunk shall be filled with 3 inches of approved bark mulch kept 3 inches away from the tree trunk.	On-Going	Planning Department	ALL PHASES	
74.	All irrigation design shall conform to the ETo requirements set forth by Elsinore Valley Municipal Water District (60% ETo). No irrigation design shall force the owner into a tier greater than one upon initial design calculation.	On-Going	Planning Department	ALL PHASES	

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75.	All irrigation in shrub areas shall be designed and installed using drip irrigation or irrigation measured in gallons per hour.	On-Going	Planning Department	ALL PHASES	
76.	The irrigation systems shall be installed using pipe and equipment for reclaimed water.	On-Going	Planning Department	ALL PHASES	
77.	A weather-based irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed connected with the irrigation controller.	On-Going	Planning Department	ALL PHASES	
78.	Plant materials within shrub areas shall incorporate low water use species as a general rule, be water-efficient, and hydro-zoned. California native plants are encouraged.	On-Going	Planning Department	ALL PHASES	
79.	Root barriers ("Bio-barrier"™), shall be installed for all trees planted within 10 feet of paving along public streets. Within the project, root barriers of a type approved by the City Landscape Architect (continuous and non-paneled), shall be installed for all trees located within 5 feet of paving.	On-Going	Planning Department	ALL PHASES	
80.	No Eucalyptus or plant materials that could freeze shall be utilized in the design.	On-Going	Planning Department	ALL PHASES	
81.	All grass shall be installed from sod in individual residences, if applicable.	On-Going	Planning Department	ALL PHASES	
82.	Bio-swales, drainage areas, detention basins, and open spaces shall incorporate California native plants (ground cover, shrubs,	On-Going	Planning Department	ALL PHASES	

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	and trees). Un-mowed California native low-water usage perennial grasses and other approved low growing ground covers, may be designed, as approved by the City Landscape Architect as required for the minimum expected soil moisture in the bio-swales, drainage areas, detention basins, and open spaces as a best management practice for water and energy conservation.				
83.	The landscape plans required as part of the Final Site Plan of Development for each planning/phase area shall reflect the following standards for slopes: a) All slopes over 3 feet in vertical height, must be landscaped. A minimum of 4 inches of medium grind bark mulch shall be applied to control erosion and weed growth. Trees shall be located at least 10 feet below the top of the slope, if another residential property is located above the other property. Trees located at the top of the slope should be installed towards the side property lines to preserve the homeowners' views. Shrubs shall be designed in a clustered and massed layout to appear natural. Ground cover shall be planted at a spacing to fill in 100% within 1 year of installation.	On-Going	Planning Department	ALL PHASES	

84.	The landscape contractor is responsible for providing an agronomic soil report that determines soil fertility and recommendations prior to initiating each major area of work. The report shall be transmitted electronically to the City Landscape Architect, and it shall include recommendations for pre-plant and long-term landscape maintenance. The soil report shall specifically recommend materials and rates representing the area of the project where construction will take place. Soil reports for cut or fill slopes shall be provided separately from areas that require less grading.	On-Going	Planning Department	ALL PHASES	
85.	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic-based materials as a best management practice for storm water source control.	On-Going	Planning Department	ALL PHASES	
86.	All landscaping that drains into existing creeks or drainage areas shall be installed using California native plants.	On-Going	Planning Department	ALL PHASES	
87.	The landscape concept for fuel modification zones/areas shall be included and shown in the required landscape plans required herein.	On-Going	Planning Department	ALL PHASES	
88.	All areas of the project on or off-site, which are graded, shall be planted and irrigated at the direction of the City Landscape Architect, whether shown as a part of this project or not.	On-Going	Planning Department	ALL PHASES	

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89.	Specific long-term landscape maintenance specifications shall be provided by the project landscape architect to ensure proper landscape maintenance for the homeowners' association.	On-Going	Planning Department	ALL PHASES	
90.	The City Landscape Architect shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. A copy of the soil fertility recommendations shall be presented prior to the meeting. No landscaping or site work in the public right-of-way or privately maintained areas shall occur prior to the meeting.	On-Going	Planning Department	ALL PHASES	
91.	All required landscaping and irrigation systems shall be installed in a condition acceptable to the City and in accordance with the approved landscape construction plans. The City will conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Prior to Occupancy Permits for each Unit/Phase Area	Planning Department	ALL PHASES	
Prior to Issuance of a Certificate of Occupancy					
92.	Prior to the issuance of a certificate of occupancy for any dwelling unit within each phase/planning area, all conditions of approval for that phase/planning area shall be satisfied.	Prior to Issuance of a Certificate of Occupancy	Planning and Building Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL
Tentative Tract Map No. 36388 / EOT #2 - Oak Creek Canyon Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

~~*Original City Council Approval Date: May 22, 2013*~~ ~~*Minor Change/Litigation Stay Date: May 6, 2015*~~ ~~*AB 116/State Automatic Extension Date: July 11, 2013*~~ ~~*TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019*~~ ***TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022***	~~Original Expiration Date: May 22, 2016 (3 years per code)~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ***TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024***

Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS				
General Conditions				
1. All above-ground utilities, including but not limited to communication and power that are 33KV in size or less within the Oak Creek Canyon project area, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Public Works Dept.	ALL PHASES	
2. The developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.	On-Going	Public Works Dept.	ALL PHASES	
3. All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	ALL PHASES	
4. The proposed access to the basins from Bundy Canyon Road shall be designed in a safe manner and designed and constructed to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
5. The Bundy Canyon driveway for the commercial parcel (Lot 313), shall be restricted and designed as a right-in / right-out.	On-Going	Public Works Dept.	ALL PHASES	

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	Said design shall be reflected on the future Plot Plan when this site develops.				
6.	All nonstandard features, such as stamped concrete and/or pavers shall be outside of the public right of way and the maintenance shall be the responsibility of the Oak Creek Canyon homeowners association. This condition shall be included in the CC&R's required for this project.	On-Going	Public Works Dept.	ALL PHASES	
7.	All proposed gates within any of the phase/planning areas shall be reviewed and approved by the Planning and Public Works Directors prior to installation.	On-Going	Engineering & Planning Depts.	ALL PHASES	
8.	No grading shall be performed within the Oak Creek Canyon project area without first applying for a grading permit from the Public Works Department.	On-Going	Public Works Dept.	ALL PHASES	
9.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works Dept.	ALL PHASES	
10.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall	On-Going	Public Works Dept.	ALL PHASES	

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	be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.				
11.	The Developer shall dedicate, design and construct all improvements in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
12.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Public Works Dept.	ALL PHASES	
13.	All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Public Works & Building Depts.	ALL PHASES	
14.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued, as determined by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	

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15. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer and Planning Director.	On-Going	Engineering & Planning Depts.	ALL PHASES	
16. Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works Dept.	ALL PHASES	
17. Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
18. Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred.	On-Going	Public Works Dept.	ALL PHASES	

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19. The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	ALL PHASES	
20. The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
21. All flood control plans to be reviewed shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
22. The HOA shall maintain the connecting lots (Detention Basins) for the 72" RCP's connecting Lots 315 to 316 and Lots 316 to 320. The 72" RCP shall be placed outside of the paved improvements for Bundy Canyon to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	UNIT/PHASE 3	
23. The HOA shall obtain an easement for the RCP within Lot 163 and 199.	On-Going	Public Works Dept.	UNIT/PHASE 4	
24. The HOA and/or a maintenance district shall maintain the drainage facilities, water quality basins and areas within the project boundaries including but not limited to the areas north of Lot 269; between Lot 105 and 106; within Lot 163, 199, 310, 322; between Lot 124 and 125; and the RCP connecting Lots 312 to 321.	On-Going	Public Works Dept.	ALL PHASES	

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25. The HOA shall maintain all open space areas including but not limited to trails, slopes, terrace drains, interceptor drains, walls, drainage pipes, headwalls, outfalls, detention basins and their access drives and other associated facilities.	On-Going	Public Works Dept.	ALL PHASES	
26. The 36" culvert under Beverly Street shall be resized and constructed to handle additional flows from this project to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit				
27. Prior to the issuance of the first grading permit in any phase/planning area, the developer shall submit final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of the first Grading Permit	Public Works Dept.	UNIT/PHASE 1	
28. Prior to the issuance of a grading permit, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

29.	Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
30.	Prior to issuance of grading permits, the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
31.	Prior to the issuance of a grading permit, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Engineering & Planning Depts.	ALL PHASES	
32.	Prior to the issuance of a grading permit, the developer shall submit a Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flows and volumes do not exceed pre-	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.				
33.	Prior to the issuance of a grading permit, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Applicant needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise, volume has to be addressed.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
34.	Prior to the issuance of grading permit, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	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. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.				

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35. Prior to issuance of a grading permit for Unit/Phase 1, the developer is to vacate easement #8, 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If easement #8 cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
36. Prior to issuance of a grading permit, the developer is to vacate easement #7, within Unit/Phase 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If easement #7 cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	UNIT/PHASE 3	
Prior to Improvement Plan Approval				
37. Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflicts with existing easements shall result in the site being redesigned and potentially going back to Planning Commission and City Council.	Prior to 1st Improvement Plan Submittal	Public Works Dept.	ALL PHASES	
Prior to Final Map Approval				
38. Prior to final map approval, improvement plans shall be prepared, processed, approved and complete the	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

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	improvements; or execute an Improvement Agreement and Improvement Security. This condition shall be in conformance with local regulations and the Subdivision Map Act, and applies to the conditions of approval Nos. 39 – 75. *Prior to final map approval, the construction of all sewer infrastructure required by the EVMWD will serve letter issued as a result of Public Works/Engineering Condition No. 77 shall be secured by a faithful performance bond in the amount of 100% of the construction cost of the project and a labor and materials bond in the amount of 100% of the construction cost. (Item 3.1.2 of Sunbelt/Bridges/Burkett settlement agreement) Approved by the Planning Commission on May 6, 2015*				
39.	Prior to Final Map approval, the developer, for the entire project frontage of Bundy Canyon Road from Unit 1 to Unit 5, shall dedicate, design and construct Bundy Canyon Road based upon a 152 foot urban arterial highway, Standard No. 91, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. *The developer shall construct 86' curb to curb where project frontage is on both sides of the street. Where the project only has frontage on one side of the street, half street improvements shall apply. Standard 91, Sheet 1 of 2 shall be modified to eliminate the 12' frontage lanes. Compensation for the frontage*	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

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	lanes shall be satisfied by payment of Road and Bridge Benefit District Fee or Development Impact Fee. (added per Minor Change No. 14-0052 as approved by the Planning Commission on May 6, 2015				
40.	Prior to Final Map approval, all appropriate offsite transition on Bundy Canyon Road in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
41.	Prior to Final Map approval, the developer shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue based on the expanded intersection Standard No. 91 and modified Standard 111, in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer. A modified expanded intersection may be approved by the City Engineer prior to the development of Unit 5. *The developer shall construct Standard 91, Sheet 2 of 2 as modified for half street improvements and to eliminate the 12' southern frontage lane. Compensation for the frontage lanes shall be satisfied by payment of Road and Bridge Benefit District Fee or Development Impact Fee. (added*	Prior to Final Map Approval & Unit 5	Public Works Dept.	ALL PHASES	

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	per Minor Change No. 14-0052 as approved by the Planning Commission on May 6, 2015				
42.	Prior to Final Map approval, the developer shall dedicate, design and construct streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
43.	Prior to Final Map approval, the developer shall dedicate a public utility easement adjacent to all public and private streets for overhead and/or underground facilities and appurtenances to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
44.	Prior to Final Map approval, the developer shall submit landscaping and irrigation plans within the public right-of-way to the Planning Department. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain. All plans and calculations shall be designed and calculated per the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Codes and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works & Planning Depts.	ALL PHASES	

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45.	Prior to Final Map approval, the developer shall submit to the City Engineer traffic control plans along Bundy Canyon Road to ensure the continued flow of traffic during construction.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
46.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the stormwater quality control treatment device to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
47.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the maintenance of the detention basins and 72" RCP to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
48.	Prior to issuance of any permit or final map, the developer is to vacate easement #8 on the plot plan (#46 in the title report), 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If this easement cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
49.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	

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Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
50. Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
51. Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way West based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. Prior to the installation of the traffic signal access restrictions may be imposed at this intersection.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
52. Written permission shall be obtained from the affected property owners allowing the proposed drainage leaving the project boundaries from Lot 300 and 323.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
53. Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
54. Prior to Final Map approval, the developer, shall design and construct Beverly Street, modified Standard 105-A, and associated drainage facilities as identified on the tentative map,	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	

	in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
55.	Prior to Final Map approval, the developer, shall design and modify the intersection of Bundy Canyon Road / Harvest Way West to incorporate the north leg of the intersection (L Street), as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
56.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way West, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
57.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / I Street, consistent with the tentative map widths, as a right-in/out and left-in intersection, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
58.	Prior to issuance of any permit or final map approval, the developer is to vacate easement #7 on the plot plan (#45 in the title report), within Unit 3, 'An easement for street, ingress,	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

	Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If this easement cannot be vacated, amended entitlement approvals may be necessary as a result.				
59.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
60.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
61.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
62. Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
63. Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
64. Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
65. Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	

66.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
67.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
68.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
69.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

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70. Prior to Final Map approval, the developer, shall dedicate, design and construct Sunset Avenue based upon a 78 foot industrial collector street, Standard No. 111, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
71. Prior to Final Map approval, the developer, shall dedicate, design and construct 14 foot trail adjacent to Sunset Avenue, as shown on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
72. Prior to Final Map approval, the developer shall dedicate, design and construct all appropriate offsite transition on Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
73. Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
74. Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Sunset Avenue, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #2 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
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	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
Prior to Issuance of a Building Permit				
75.	Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
76.	Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
77.	*Prior to issuance of a building permit, SUNBELT shall provide will serve letters form the appropriate water and sewer agencies and shall construct the RP-23 sewer line identified in the PROJECT EIR, which is also identified in the EVMWD 2008 Wastewater Master Plan. EVMWD shall provide sewer service to the PROJECT and The Farm Mutual Water Company shall not provide PROJECT sewer service. (Item 3.1.1 of Sunbelt/Bridges/Burkett settlement agreement) Approved by the Planning Commission on May 6, 2015*	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
78.	Prior to issuance of a building permit, the developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.				
79.	Prior to issuance of a building permit, the developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
80.	Prior to issuance of a building permit the developer shall annex into all applicable Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
81.	Prior to issuance of a building permit the developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, Riverside County Flood Control and Water Conservation District, Southwest Road and Bridge Benefit District (R&BBD) and City Development Impact Fees.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
82.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.				
RIVERSIDE COUNTY FIRE DEPT.					
General Conditions					
1.	10.FIRE.999 MAP #50-BLUE DOT REFLECTORS Blue retro-reflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Dept..	On-Going	County Fire Dept.	ALL PHASES	
2.	10.FIRE.999 MAP-#16-HYDRANT/SPACING Schedule A fire protection approved standard fire hydrants, (6"x 4"x 2 ½") locate one at each street intersection and space no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from hydrant. Minimum fire flow shall be 1000 GPM for 2 hours duration at 20 PSI, and shall include perimeter streets at each intersection and spaced 1000 feet apart.	On-Going	County Fire Dept.	ALL PHASES	

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Prior to Recordation of Final Map				
3. 50.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Nonflammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
4. 50.FIRE.999 MAPS-#46-WATER PLANS. The applicant or developer shall furnish one copy of the water system plans to the County Fire Dept. for review. Plans shall be signed by a registered civil engineer, containing a County Fire Dept. approval signature block, and shall conform to hydrant	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	

Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
type, location, spacing and minimum fire flow. Once plans are signed by local water company, the originals shall be presented to the County Fire Dept. for signature.				
5. 50.FIRE.999 MAP-#53-ECS-WTR PRIOR/COMBUSTION. ECS map must be stamped by Riverside County Surveyor with the following Note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit				
6. 60.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non-flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION	Prior to Issuance of a Grading Permit	County Fire Dept.	ALL PHASES	

	Conditions of Approval *Text in blue font/italics relates to EOT #2 (10/2/19)* *Text in red font/italics relates to Minor Change edits (5/6/15)*	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.				
Prior to Issuance of Building Permits					
7.	80.FIRE.999 MAP-#50-TRACT WATER VERIFICATION. The required water system, including all fire hydrant (s), shall be installed and accepted by the appropriate water agency and the Riverside County Fire Dept. prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Dept. to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary. Approved water plans must be at the job site.	Prior to Issuance of a Building Permit	County Fire Dept.	ALL PHASES	
Prior to Issuance of Occupancy Permits/Final Inspection					
8.	80.FIRE.999 MAP – MAP INSPECTION OF PRIOR TO BUILD ISSUES: The applicant or developer shall request Fire Dept. Inspection for all items listed as prior to building permit issuance.	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	
9.	80.FIRE.999 MAP – RESIDENTIAL FIRE SPRINKLER Residential fire sprinklers are required in all one and two family dwellings per the California Residential code, California Building Code and the California Fire Code. See NFPA 13D,	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	

	2010 Edition or contact the Riverside County Fire Dept. for the Residential Fire Sprinkler Standard. All sprinkler plans must be reviewed and approved prior to installation. West County – Riverside Office 951 955-4777				

END

CITY OF WILDOMAR

OAK CREEK CANYON DEVELOPMENT

ADMINISTRATIVE DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2012031064
SPECIFIC PLAN NO. 116, AMENDMENT NO. 4
CHANGE OF ZONE AND TENTATIVE TRACT MAP NO. 36388
(PLANNING APPLICATION NO. 11-0261)

Lead Agency:

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

NOVEMBER 2012

CITY OF WILDOMAR
OAK CREEK CANYON DEVELOPMENT
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NOVEMBER 2012

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ES - Executive Summary

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

ES1 PURPOSE AND SCOPE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This DEIR will provide, to the greatest extent possible, an analysis of the potential environmental effects associated with the implementation of the proposed Oak Creek Canyon Residential Development (Planning Application No. 11-0261), pursuant to CEQA.

This DEIR analysis focuses on potential environmental impacts that could arise from implementation of the proposed project, as regulated and guided by the large number of federal, state, and local regulations, including ordinances, General Plan policies, and local resource plans. The DEIR also evaluates the proposed changes to The Farm Specific Plan and proposed rezoning of the project site. The DEIR is intended to provide a credible worst-case scenario of the impacts resulting from project implementation.

ES2 PROJECT SUMMARY

The following applications are the requested City entitlements:

1. **General Plan Amendment** – A proposal to amend the General Plan land use designation for 20.11 acres within Phase/Planning Area No. 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) to accommodate single-family lots with a minimum lot size of 4,500 square feet and to increase the size of the Phase/Planning Area 19 land use designation of Commercial Retail (CR) from 1.1 acres to 5.21 acres, including relocation of the phase/planning area to the southwest corner of the intersection of Bundy Canyon Road and Sunset Avenue.

2. **Specific Plan Amendment No. 116 (Amendment 4) to The Farm Specific Plan** – The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The remaining 576.7 acres are dedicated to open space and recreation areas consisting of a clubhouse/swimming pool, private park, and lake. Additionally, there are 37.7 acres set aside for school uses, 4.1 acres for a sewage treatment plant, 21.6 acres for commercial use, and 10.3 acres for street purposes. The proposed modification to the Specific Plan (Amendment No. 4) seeks to change the approved land uses for the planning areas identified as Phases 9, 17A, 18, and 19. These changes include the conversion of 1.1 acres from commercial use to residential/open space use, establishment of lot sizes for each residential unit of the subdivision, and creation of a 5.21-acre commercial site (see **Figure 2.0-1**).

3. **Zone Change** – The proposed project site is currently zoned R-1 (One-Family Dwelling – Phase 9, 17A, and 18) and C-P-S (Scenic Highway Commercial). The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

    a. Rezone all of the Phase 9 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet;

b. Rezone all of the Phase 18 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet; and

c. Rezone all of the Phase 19 Planning area from the current Specific Plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and Rezone all of the Phase 19 Planning area from the current Specific Plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. (See **Figure 2.0-2**, Existing Zoning, and **Figure 2.0-3**, Proposed Zoning.)

4. **Approval of Tentative Tract Map No. 36388** – Tentative Tract Map (TTM) 36388 includes the subdivision of the 151.23-acre proposed project site into 275 single-family lots and 17 total open space lots. The 275 single-family lots will have a minimum lot size of 4,500 square feet to 7,200 square feet. The overall unit density of the proposed project area will be 1.8 units per acre, with a developable density of 3.5 units per acre. As proposed, the map divides the property into five development units, with units 1–4 providing for residential uses and unit 5 allowing for commercial development. (See **Figure 2.0-4**, Proposed Subdivision and Phasing Map.)

5. **Grading Permit** – A grading permit will be needed to prepare the property for development consistent with the approved tentative map. As noted on the tentative map, the proposed project estimates approximately 700,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

6. **Building Permit** – Building permits will be needed to allow construction.

7. **Encroachment Permit** – Encroachment permits will be needed for any construction that must occur on public property or within publicly held easements.

The proposed project also includes construction of public improvements necessary to support the subdivision, including two 500,000-gallon water tanks and an access road, a realigned portion of Bundy Canyon Road, and internal and external roadway improvements to City of Wildomar standards. The DEIR does not address the future development of the contained commercial property except in a conceptual manner, as there are no proposed land uses or specific development plans for the commercial portion of the site at this time.

ES3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR. The Draft EIR evaluates the following alternatives:

- **Alternative 1 – No Project Alternative.** This alternative represents the no action alternative on the part of the City and assumes no development of the property at all. This alternative does acknowledge that the property is both designated and zoned for

development by The Farm Specific Plan (No. 116-C/W) and has been identified for residential development for over 38 years. For purposes of this analysis, however, the no project alternative assumes no development of the site.

- **Alternative 2 – Reduced Density Alternative.** As noted in Alternative 1, the proposed project area has been designated and zoned for residential development for over 38 years. This alternative evaluates the unit potential associated with the existing Specific Plan and zoning and does not allow for minimum lot sizes of 4,500 square feet.

ES4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City of Wildomar was identified as the lead agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City of Wildomar prepared and distributed a Notice of Preparation (NOP) for the proposed project that was circulated for public review on March 19, 2012 (SCH 2012031064). Written comments received in response to the NOP were considered in the preparation of the DEIR. The issues identified in response letters to the NOP included biological, cultural, traffic and transportation, recreation, public services, energy use, noise, and safety concerns. Section 1.0, Introduction, provides a summary of issues and areas of concern related to the proposed project, as presented to the City by agencies and the public during the NOP review period. The complete text of the NOP and NOP comments are included as **Appendix 1.0-1** and **Appendix 1.0-2** to this Draft EIR.

ES5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 displays a summary of impacts for the proposed project and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure. For detailed discussions of all mitigation measures that would provide mitigation for each type of environmental impact addressed in this Draft EIR, refer to the appropriate environmental topic section (i.e., Sections 3.1 through 3.12).

This EIR identifies impacts that require mitigation in the following topic areas:

- Traffic and Circulation
- Air Quality
- Noise
- Geology and Soils
- Hydrology and Water Quality
- Biological and Natural Resources
- Cultural and Paleontological Resources
- Aesthetics and Visual Resources

None of the impacts in the DEIR remain significant after mitigation is applied. There are no cumulatively considerable or significant and unavoidable impacts.

Areas of No Impact

The potential for the proposed project to result in certain impacts was not included in Table ES-1 because the City of Wildomar determined that the proposed project could not result in an impact in these environmental areas for the following reasons. Impacts not included in Table ES-1 include those pertaining to:

- **Mineral Resources** – The proposed project site is located within Mineral Zone MRZ-3, indicating that there no current determination regarding the significance of mineral resources present.

- **Agricultural Resources** – The proposed project site does not contain, and is not adjacent to, Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any land subject to a Williamson Act contract.

- **Hazards and Hazardous Materials** – The proposed project will not impact a designated evacuation plan or produce hazardous materials or emissions. The proposed project site is not included on any list of hazardous materials sites, and it is located approximately 4 miles from the nearest airport, Skylark Field.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Land Use				
Impact 3.1.1	The proposed project will occur within an area that is currently vacant and surrounded by separate single-family communities. The proposed project will be an infill project and will not physically divide an established community.	NI	None required.	NI
Impact 3.1.2	The proposed project has been prepared to be consistent with the Wildomar General Plan and Zoning Ordinance as well as with The Farm Specific Plan.	LS	None required.	LS
Impact 3.1.3	The proposed project will occur within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).	NI	None required.	NI
Impact 3.1.4	Development of the proposed project will be consistent with the planning policies of the City of Wildomar General Plan while also being consistent with the surrounding land uses.	NI	None required.	NI
Population/Housing /Employment				
Impact 3.2.1	Buildout of the proposed project would result in population growth and the generation of employment.	LS	None required.	LS
Impact 3.2.2	Development of the proposed project would result in a slight increase in the population of the City of Wildomar.	LCC	None required.	LCC

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Traffic and Circulation					
Impact 3.3.1	Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.	PS	**MM 3.3.1**	The project applicant shall be required to implement the following traffic improvements: *Sellers Road/Bundy Canyon Road* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road* • Install a traffic signal. *Harvest Way West/Bundy Canyon Road* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. *Sunset Avenue/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. *Timing/Implementation: Prior to issuance of Final Map, a*	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			subdivision improvement agreement will be executed that will establish the precise timing for the improvements. All improvements shall be in place prior to full buildout of the project. *Enforcement/Monitoring:* *City of Wildomar Public Works Department*	
Impact 3.3.2	Implementation of the proposed project will not conflict with adopted policies, plans or programs supporting alternative transportation.	LS	None required.	LS
Impact 3.3.3	Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses.	LS	None required.	LS
Impact 3.3.4	Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access.	LSM	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period. *Timing/Implementation:* *Prior to fling of a final map* *Enforcement/Monitoring:* *City of Wildomar Public Works and Planning Departments*	LS

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Impact 3.3.5	When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.	CC	**MM 3.3.5**	The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road* • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. *I-215 Northbound Ramps/Scott Road* • Construct a second northbound right turn lane	LCC

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation. *Timing/Implementation:* *Prior to issuance of building permits* *Enforcement/Monitoring:* *City of Wildomar Public Works and Building Departments*	
Air Quality				
Impact 3.4.1	Land use activities associated with the proposed project will not conflict with or obstruct implementation of regional air quality management planning.	LS	None required.	LS
Impact 3.4.2	Construction-generated emissions could result in an air quality violation concerning localized significance.	PS	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).	LS

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		• The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent. *Timing/Implementation:* *As a condition of project approval, and implemented during ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic. *Timing/Implementation:* *As a condition of project approval, and implemented during ground-disturbing activities*	

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Enforcement/Monitoring: City of Wildomar Planning and Building Departments	
Impact 3.4.3	Construction-generated emissions will not contribute substantially to an existing or projected air quality violation.	LS	None required.	LS
Impact 3.4.4	Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter.	LS	None required.	LS
Impact 3.4.5	The proposed project will not contribute to localized concentrations of CO that would exceed applicable ambient air quality standards.	LS	None required.	LS
Impact 3.4.6	The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions.	LS	None required.	LS
Impact 3.4.7	Development of the proposed project will not result in exposure of sensitive receptors to substantial odorous emissions.	LS	None required.	LS
Impact 3.4.8	Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment.	LCC	None required.	LCC

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Noise				
Impact 3.5.1	The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	LSM	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking. *Timing/Implementation:* *Prior to a Certificate of Occupancy for lots 33–50 (Phase 18 planning area)* *Enforcement/Monitoring:* *City of Wildomar Planning and*	LS

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Building Departments **MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking. *Timing/Implementation:* *Prior to a Certificate of Occupancy for lots 89–96, 131–144, 150–164 (Phase 9 planning area) and 198–222 (Phase 17A planning area)*	

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Enforcement/Monitoring: *City of Wildomar Planning and Building Departments* **MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222. *Timing/Implementation:* *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 33–50, 89–96, 131–144, 152–164, and 198–222* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224. *Timing/Implementation:* *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 1–3, 145–151, 173, 197, and 223–224* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements)* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City. *Timing/Implementation:* *As a part of building permit requirements* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments*	
Impact 3.5.2	The implementation of proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels.	LS	None required.	LS
Impact 3.5.3	Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity.	LSM	**MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Timing/Implementation: *Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning area* *Enforcement/Monitoring:* *City of Wildomar Planning Department*	
Impact 3.5.4 Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity.	LSM	**MM 3.5.4a** Pursuant to Section 9.48.020 of the City of Wildomar Municipal Code establishing noise regulations, from June through September, construction can occur from 6:00 AM through 6:00 PM. During the period of October through May, construction activities can occur from 7:00 AM through 6:00 PM (Municipal Code Section 9.48.020I(1)(2)). Hours of construction during these seasons shall be limited to these time frames. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.4b** During all project site excavation and grading, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.4c** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible,	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			haul routes shall not pass sensitive land uses or residential dwellings. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.4d** Homeowners adjacent to project construction areas shall be notified via US mail and postings on the construction site at least 24 hours prior to the commencement of major construction-related noise impacts, such as grading, which may affect them. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	
Impact 3.5.5	Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels.	LCC	None required.	LCC
Geology and Soils				
Impact 3.6.1	The potential for the project site to be exposed to hazards associated with fault rupture or strong seismic ground shaking is considered unlikely.	LS	None required.	LS
Impact 3.6.2	The project site does not include soils which may be subject to seismic-related ground failure, including liquefaction and landslide.	LS	None required.	LS
Impact 3.6.3	Within the project site, areas of undocumented artificial fills, alluvium, and portions of the old alluvium may become unstable as a result of the project.	LSM	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or	LS

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			improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface. *Timing/Implementation:* *During grading and building activities* *Enforcement/Monitoring:* *City of Wildomar City Public Works and Building Departments*	
Impact 3.6.4	Soils testing indicates that non-expansive and expansive soils are present within the proposed project site.	LSM	Implement mitigation measure **MM 3.6.3**.	LS
Impact 3.6.5	Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the City of Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts.	LCC	None required.	LCC
Hydrology and Water Quality				
Impact 3.7.1	Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources.	LSM	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the	LS

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		project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins. Timing/*Implementation:* *Prior to the issuance of a grading permit* *Enforcement/Monitoring:* *City of Wildomar Engineering Department*	
Impact 3.7.2 The proposed project would introduce impervious surfaces in the form of structures and parking lots to a previously undeveloped piece of land. This would result in an incremental reduction in recharge of the local groundwater aquifer.	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.7.3	Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions.	LS	None required.	LS
Impact 3.7.4	The project site is not within the 100-year floodplain or in an area designated by FEMA as a special flood hazard area. In addition, the project includes a storm drain system that will provide flood protection to the project site.	LS	None required.	LS
Impact 3.7.5	The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds.	LCC	None required.	LCC
Biological and Natural Resources				
Impact 3.8.1	Implementation of the proposed project will not result in impacts to endangered, threatened, and other listed species.	LS	None required.	LS
Impact 3.8.2	Implementation of the proposed project could result in the direct mortality or loss of habitat for raptors and migratory birds.	PS	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the	LS

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		activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required. *Timing/Implementation:* *The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.* *Enforcement/Monitoring:* *City of Wildomar Planning and Public Works Departments*	
Impact 3.8.3 Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs.	PS	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to	LS

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		disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. *Timing/Implementation:* *30-days prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department* **MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.	

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		• If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012). • If relocation of the owls is approved for the site by the CDFG, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: – The location of the nest and owls proposed for relocation. – The location of the proposed relocation site. – The number of owls involved and the time of year when the relocation is proposed to take place. – The name and credentials of the biologist who will be retained to supervise the relocation. – The proposed method of capture and transport for the owls to the new site. – A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term	

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		vegetation control). – A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young). *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department*	
Impact 3.8.4 Implementation of the proposed project could result in disturbance and degradation of riparian habitat identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS.	PS	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project. *Timing/Implementation:* *Prior to project vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	LS

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Impact 3.8.5	Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State.	PS	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and submitted to the City for review. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department* **MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	LS

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Impact 3.8.6	Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species.	LS	None required.	NI
Impact 3.8.7	Implementation of the proposed project may result in a conflict with a local policy or ordinance protecting biological resources.	LS	None required.	LS
Impact 3.8.8	Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP.	PS	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department* **MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	LS

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		Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department* **MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department*	
Impact 3.8.9 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources.	LCC	None required.	LCC
Cultural and Paleontological Resources			
Impact 3.9.1 Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource.	NI	None required.	NI
Impact 3.9.2 Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) and	PS	**MM 3.9.2a** Prior to the issuance of the first grading permit, the project applicant shall enter into a Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians and/or the Cahuilla Band of Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
human remains.		and/or requirements during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit. *Timing/Implementation:* *Prior to ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Department* **MM 3.9.2b** Should any culturally significant resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while a qualified archeologist and tribal representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place. *Timing/Implementation:* *During all grading and construction activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department* and *Public Works Department*	
Impact 3.9.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	PS	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial	LS

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		ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures. *Timing/Implementation:* *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	

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Impact 3.9.4	No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.	PS	**MM 3.9.4**	In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or	LS

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		(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. *Timing/Implementation:* *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	
Impact 3.9.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources, i.e., prehistoric sites, historic sites, and isolated artifacts and features).	LCC	None required.	LCC

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Public Services and Utilities				
Impact 3.10.1a	Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services.	LS	None required.	LS
Impact 3.10.1b	While the proposed project is located within an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services.	LS	None required.	LS
Impact 3.10.1c	While the proposed project will result in an additional need for water supply, this additional need will not require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts.	LS	None required.	LS
Impact 3.10.1d	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts.	LCC	None required.	LCC

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.10.2a	Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts.	LS	None required.	LS
Impact 3.10.2b	The proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services.	LCC	None required.	LCC
Impact 3.10.3a	The proposed project will not result in significant increased enrollment in the local school district ultimately resulting in the need for construction of additional school facilities.	LS	None required.	LS
Impact 3.10.3b	Population growth associated with implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, will not result in a significant cumulative increase in student enrollment.	LCC	None required.	LS
Impact 3.10.4a	Implementation of the proposed project will slightly increase demand for water supply, which could result in significant effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions, would ensure adequate water service.	LS	None required.	LS

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Impact 3.10.4b	Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment.	LS	None required.	LS
Impact 3.10.4c	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure..	LCC	None required.	LS
Impact 3.10.5a	Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board.	LS	None required.	LS
Impact 3.10.5b	The proposed project will slightly increase wastewater flows. However, the increase represented by the proposed project will not require any additional infrastructure or treatment capacity.	LS	None required.	LS
Impact 3.10.5c	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided.	LCC	None required.	LCC

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Impact 3.10.6a	Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled.	LS	None required.	LS
Impact 3.10.6b	Implementation of the proposed project could fail to comply with federal, state, and local statutes and regulations related to solid waste.	LS	None required.	LS
Impact 3.10.6c	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services.	LCC	None required.	LCC
Impact 3.10.7a	Implementation of the proposed project would accommodate a slight increase in population that will be served by the park and recreation facilities to be built as part of the proposed project.	LS	None required.	LS
Impact 3.10.7b	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment.	LCC	None required.	LCC
Aesthetics and Visual Resources				
Impact 3.11.1	The proposed project will not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings.	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.11.2	While the potential project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area.	LS	None required.	LS
Impact 3.11.3	The proposed project will not result in any new significant sources of glare or light that would adversely affect the day or nighttime views of the area.	LS	None required.	LS
Impact 3.11.4	Implementation of the proposed project, in combination with the planned Bundy Canyon–Scott Road widening project, would contribute to the alteration of the visual character of the region.	LCCM	**MM 3.11.4** Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2) The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three native oak trees of 5 gallons or larger size shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and	LCC

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.	

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Timing/Implementation: *Prior to any ground disturbance activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	
Energy Use and Greenhouse Gases				
Impact 3.12.1	The construction and operation of the proposed project will not result in inefficient, wasteful, and unnecessary consumption of energy.	LS	None required.	LS
Impact 3.12.2	The proposed project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	LS	None required.	LS
Impact 3.12.3	Implementation of the proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LS	None required.	LS

1.0 – Introduction

This Draft Environmental Impact Report (Draft EIR or DEIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. As described in CEQA Guidelines Section 15121(a), an environmental impact report (EIR) is a public informational document that assesses the potential environmental impacts of a project. CEQA requires that an EIR be prepared by the agency with primary responsibility over the approval of a project (the lead agency). The City of Wildomar (City) is the lead agency for the proposed Oak Creek Canyon Residential Development (project).

1.1 PROJECT SUMMARY

The proposed project, known as the Oak Creek Canyon Subdivision, includes an amendment to the Farm Specific Plan and adoption of supporting zoning to allow for a 275-parcel residential development that will include a range of property sizes from a minimum of 4,500 square feet on 137.82 acres of land. The development also includes three parks, trails, drainage basins, one million gallons of water storage, and roadways. As part of the project, Bundy Canyon Road will be realigned consistent with existing City of Wildomar and Riverside County general plans. Approximately 5.2 acres of the site will be designated and zoned for future neighborhood commercial development.

1.2 REGIONAL LOCATION

The project site is located in the City of Wildomar within Riverside County. Bounded by San Bernardino County to the north, Imperial and San Diego counties to the south, and Orange County to the west, Riverside County is located in the Inland Empire region of Southern California.

The City of Wildomar is located in the southwestern portion of Riverside County along Interstate 15 (I-15) southeast of Lake Elsinore. I-15 is a major north–south highway that runs through Southern California. The proposed 137.82-acre project site is located entirely within the City of Wildomar. **Figure 1.0-1** depicts the regional location of the project site, and **Figure 1.0-2** depicts the proposed project site. **Figure 1.0-3** shows views on and near the proposed project site.

1.3 PURPOSE OF THE DEIR

The City of Wildomar has determined that a Draft EIR is the appropriate CEQA-required documentation due to the potential for significant environmental impacts that could result from implementation of the proposed project. This DEIR evaluates the existing environmental resources in the vicinity of the project site and within its boundaries, analyzes potential impacts on those resources due to the proposed project, and if necessary, identifies mitigation measures to reduce those impacts to less than significant levels. This DEIR provides a review of the environmental effects of new development at the project site based on the existing local and regional environmental conditions. This DEIR will be used to evaluate the direct and indirect environmental effects of the proposed project. This DEIR also evaluates reasonable alternatives to the proposed project as well as the cumulative impacts of the project when viewed in the context of the effects of past, current, and probable future projects.

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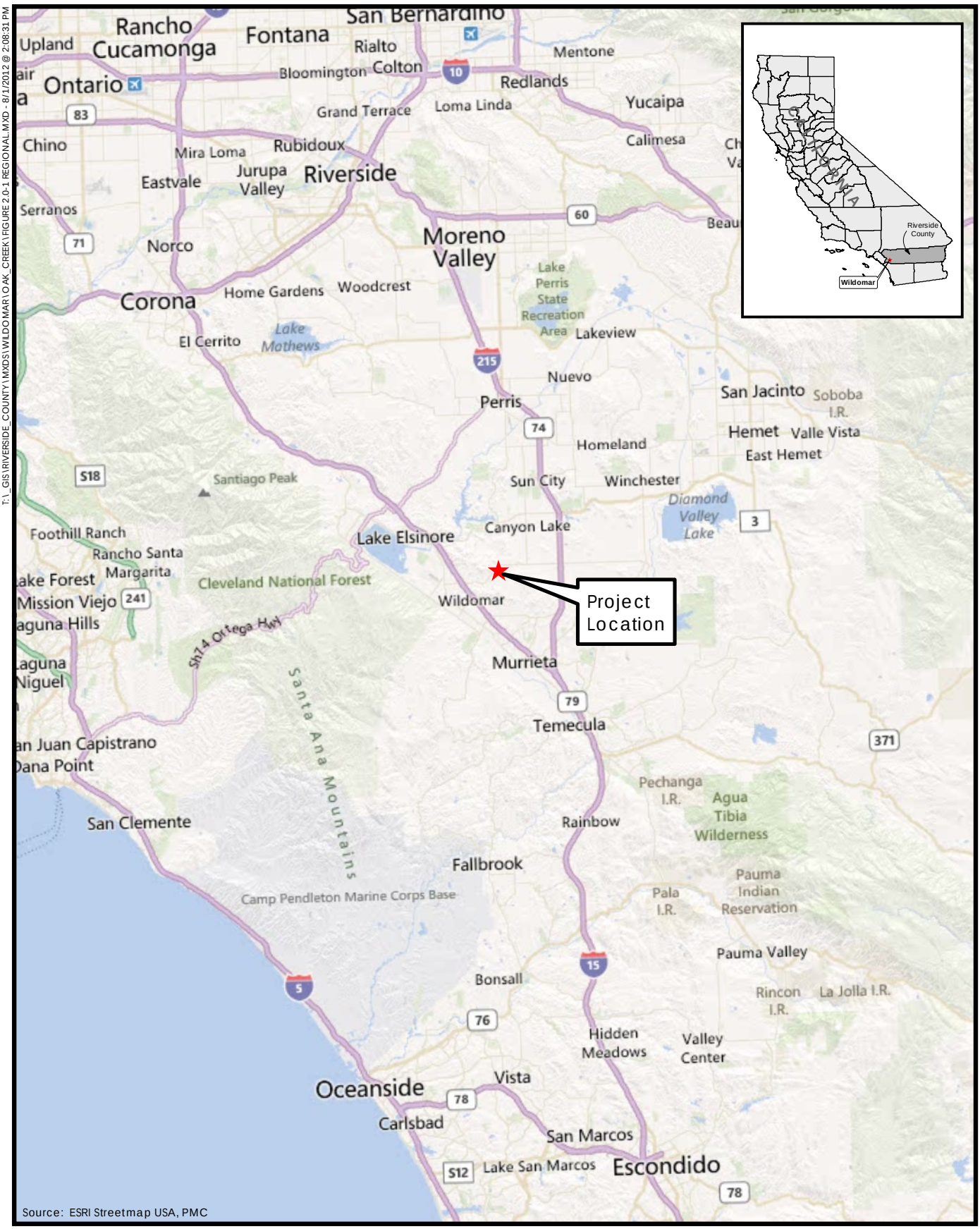


Figure 1.0-1
Regional Vicinity Map

T:_GIS\RIVERSIDE_COUNTY\MXDS\WILDOMAR\OAK_CREEK\FIGURE 2.0-1 REGIONAL.MXD - 8/1/2012 @ 2:08:31 PM

T:_GIS\RIVERSIDE_COUNTY\MXDS\WILDOMAR\OAK_CREEK\FIGURE 2.0-2 PROJECT LOCATION.MXD - 8/1/2012 @ 1:47:59 PM



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Figure 1.0-2
Project Location Map

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Entrance Monument to the Farm Community at Bundy Canyon Road and Harvest Way West



Bundy Canyon Road Eastbound through wooded drainage



Eastern portion of Phase 9 seen from Harvest Way East



Phase 19 seen from Sunset Avenue



Phase 17A looking East



Western portion of Phase 9 seen from intersection of Bundy Canyon Rd and Harvest Way East

Source: City of Wildomar

Figure 1.0-3
Site Photos

PMC®

1.4 KNOWN TRUSTEE AND RESPONSIBLE AGENCIES

For the purpose of CEQA, the term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. Specifically, the following trustee agencies may have an interest in the proposed project and its implementation and were provided notice of the City's preparation of this DEIR:

- California Department of Fish and Game, Region 6 (CDFG)
- California Department of Transportation, District 8 (Caltrans)
- California Office of Historic Preservation (OHP)
- California Native American Heritage Commission (NAHC)
- San Diego Regional Water Quality Control Board, Region 9 (SDRWQCB)

In CEQA, the term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the proposed project or an aspect of subsequent implementation of the Oak Creek Canyon Residential Development. It is anticipated that the following agencies may have a role in implementing the proposed project and have been identified as potential responsible agencies and notified of the preparation of this DEIR:

- Lake Elsinore Unified School District (LEUSD)
- Elsinore Valley Municipal Water District (EVMWD)
- Riverside County Flood Control and Water Conservation District (RCFCWCD)
- South Coast Air Quality Management District (SCAQMD)
- US Army Corps of Engineers (USACE)

1.5 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines Section 15161. The analysis associated with a Project EIR focuses primarily on the changes in the environment that would occur as a result of project implementation and examines all phases of the project (i.e., planning, construction, and operation). This document will not analyze the potential impacts of any future use of the 5.21-acre commercial area of the proposed project due to a lack of specific plans for the area. A subsequent programmatic environmental analysis will be performed once the future use of the commercial area of the proposed project has been developed and proposed.

1.6 INTENDED USE OF THE EIR

This Draft EIR is intended to evaluate the environmental impacts of the development of the proposed Oak Creek Canyon Residential Development.

1.7 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify content requirements for EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The environmental issues addressed in this Draft EIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and public comments and public agency responses to the Notice of Preparation (NOP). This Draft EIR is organized in the following sections:

EXECUTIVE SUMMARY

This section provides a project narrative and identifies environmental impacts and mitigation measures through a summary matrix consistent with CEQA Guidelines Section 15123.

SECTION 1.0 – INTRODUCTION

This section provides an overview that describes the intended use of the EIR, as well as the review and certification process.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project and project objectives, along with background information and physical characteristics consistent with CEQA Guidelines Section 15124.

SECTION 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This section contains technical analyses relative to each environmental topic. Included in this section is a comprehensive analysis related to impacts and mitigations that correspond to project implementation. Each subsection contains a description of the existing setting of the project area. The environmental topics are summarized as follows:

- Land Use
- Population, Housing, and Employment
- Traffic and Circulation
- Air Quality
- Noise
- Geology and Soils
- Hydrology and Water Quality
- Biological and Natural Resources
- Cultural and Paleontological Resources
- Public Services and Utilities
- Aesthetics and Visual Resources
- Energy Use and Greenhouse Gases

SECTION 4.0 – CUMULATIVE IMPACTS

This section discusses the cumulative impacts associated with the proposed project that, when combined with past, present, and reasonably anticipated future events, may have a cumulative impact.

SECTION 5.0 – PROJECT ALTERNATIVES

This section discusses alternatives to the proposed project, including the CEQA mandatory "No Project" alternative, that are intended to avoid or reduce significant environmental impacts of the proposed project.

SECTION 6.0 – LONG-TERM IMPLICATIONS

This section contains discussions of significant irreversible environmental changes which would be involved in the proposed project should it be implemented, as well as unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance.

SECTION 7.0 – REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

VOLUME II – TECHNICAL APPENDICES

This volume includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis. All technical appendices are provided on CD-ROM.

1.8 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the Oak Creek Canyon Residential project EIR will involve the following general procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project on March 19, 2012. The City was identified as the lead agency for the proposed project. The notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. A scoping meeting was held on March 13, 2012, and a community workshop was held on May 17, 2012, to receive additional comments. Concerns raised in response to the scoping meeting and community workshop were considered during preparation of the Draft EIR. The NOP and comments by interested parties are presented in **Appendix 1.0-1** and **Appendix 1.0-2,** respectively**.**

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon

completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the Governor's Office of Planning and Research to begin the public review period (Public Resources Code Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the Notice of Completion, the City will provide public notice of the availability of the Draft EIR for public review and invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period is 45 days. Public comment on the Draft EIR will be accepted both in written form and orally at public hearings. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the Draft EIR should be addressed to:

City of Wildomar
OAK CREEK CANYON EIR COMMENT
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Attention: Matthew Bassi, Planning Director
mbassi@cityofwildomar.org

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR (FEIR) will be prepared. The FEIR will respond to written comments received during the public review period and to oral comments made at any public hearing.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City will independently review and consider the FEIR. If the City finds that the FEIR is "adequate and complete," the City may certify the FEIR. Upon certification of the FEIR, the City may act upon the proposed project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and, if applicable, Section 15093. The City would also adopt a Mitigation Monitoring and Reporting Program, as described below, for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment.

MITIGATION MONITORING

CEQA requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures which have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment (California Public Resources Code Section 21081.6[a]). The specific "reporting or monitoring" program required by CEQA is not required to be included in the EIR; however, it will be presented to the City Council for adoption and incorporation into any action on the proposed project. The mitigation measures outlined in the DEIR will be proposed as conditions of approval for Tentative Tract Map (TTM) 36388.

1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received several comment letters on the Notice of Preparation for the proposed project. A copy of the Notice of Preparation is provided in **Appendix 1.0-1** and a copy of each

comment letter is provided in **Appendix 1.0-2** of this DEIR. The City received letters from the following federal, state, and local agencies and other interested parties.

- California Department of Fish and Game
- California Native American Heritage Commission
- City of Lake Elsinore
- City of Menifee
- Farm Property Owners Association
- Pechanga Indian Reservation
- Residents Gary Andre, Nancy Brown, Robert Cashman, Cheryl and Ray Parrish, Elizabeth Ross, Alan and Leda Sack, Arlene Stovall, George Taylor, and Emil Vukasovic; Thompson and Associates on behalf of Penny Umbrell
- Riverside County Transportation and Land Management Agency
- Riverside Transit Agency
- South Coast Air Quality Management District
- US Fish and Wildlife Service

The following summarizes issues raised in the comment letters as well as the author of the letter.

JEFF BRANDT, CALIFORNIA DEPARTMENT OF FISH AND GAME

- A summary of the structure, purpose, and obligations of the lead agency under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and an analysis of the project in relation to the Elsinore Area Plan and Criteria Cell biographical goals and objectives should be included in any focused biological report or supplemental environmental report.
- A complete assessment should be provided of the flora and fauna within and adjacent to the project area, with particular emphasis on identifying endangered, threatened, and locally unique species and sensitive habitats.
- A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included.
- A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

- A California Endangered Species Act (CESA) Permit must be obtained if there are impacts to state or federally listed species and the applicant chooses not to process the project through the Resources Conservation Agency of the MSHCP.

- Although the proposed project is within the Western Riverside Multiple Species Habitat Conservation Plan and could be subject to Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, a Lake and Streambed Alteration Agreement Notification is required by the CDFG should the site contain jurisdictional waters. The CDFG's criteria for determining the presence of jurisdictional waters are generally more comprehensive than the MSHCP criteria in Section 6.1.2. The CEQA document should include a jurisdictional delineation if there are impacts to riparian vegetation or State waters.

DAVE SINGLETON, CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION

- Early consultation with Native American tribes in the area of the proposed project will be the best way to avoid unanticipated discoveries of cultural resources or burial sites once the project is under way.

- Native American consulting parties should be provided pertinent project information as pursuant to California Public Resources Code Section 5097.35.

- Confidentiality of historic properties of religious and cultural significance should be considered as protected by California Government Code Section 6254(r).

- Processes mandated by Public Resources Code Section 507.98 regarding the accidental discovery of any human remains at the project location should be followed.

RICHARD J. MACHOTT, CITY OF LAKE ELSINORE

- No comments at this time.

LISA GORDON, CITY OF MENIFEE

- The DEIR shall identify the road improvements for Bundy Canyon Road. Bundy Canyon Road needs to be designed to the roadway width, ultimate vertical and ultimate horizontal alignment for the Bundy Canyon/Scott Road Improvement Project currently under environmental review by Riverside County Transportation.

- The following categories are requested to be assessed in terms of their impact on the City of Menifee: aesthetics, air quality, geology and soils, greenhouse gas emissions, hazardous waste and materials, hydrology and water quality, land use and planning, noise, recreation, and transportation and traffic.

GEORGE W. TAYLOR, FARM PROPERTY OWNERS ASSOCIATION

- Additional recreation facilities should be added to the proposed project's design to prevent expected residents from migrating to recreation facilities owned and operated by the Farm Property Owners Association (FPOA).

- The proposed project should be walled at its boundaries with the Farm Community to prevent criminal activity and a migration of expected residents to the recreational facilities of the Farm Community.

- As a condition of approval for the proposed project and pursuant to the Quimby Act (California Government Code 66477), the project developer should be required to pay a development impact fee to offset any increase in the expense of active recreation facilities.

- The proposed widening of Bundy Canyon Road should be completed prior to construction of the proposed project as a condition of approval.

- Given that the proposed project will not be a component of the Farm Community, assurances must be made that the project is consistent with the most up-to-date and applicable Specific Plan for the project area.

- The development of the proposed project's commercial area will serve to reduce fuel consumption by reducing travel times to obtain sundry and minor grocery items.

- Banners and ornamentation demonstrating the entrance to the Farm Community should remain intact and consistent with the community's entrance points following improvements to Bundy Canyon Road.

- Traffic safety issues at all entrances to Bundy Canyon Road should be considered and addressed.

MICHELE FAHLEY, PECHANGA INDIAN RESERVATION

- The Pechanga Band of Luiseno Indians (the Tribe) should be included on the project's distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to the project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning the project.

- The environmental document should adequately address the safekeeping of both known cultural resources sites and any inadvertent finds.

- The village identified by the project's archeological study as CA-RIV-1024 may be incorrectly identified or located.

- The Tribe would like to meet with the City and the developer to discuss possible measures for avoiding and preserving two identified and previously recorded cultural areas within the project boundaries.

- If human remains are discovered, California Public Resources Code Section 5097.98 would apply and the mitigation measures for the permit must account for this.

- The Tribe would like to participate with the City, the developer, and the project archeologist to develop avoidance and preservation measures for the existing sites, including a culturally sensitive archeological excavation plan if determined to be appropriate and necessary.

GARY ANDRE, RESIDENT

- Within the proposed project site, current zoning northwest and southeast of Bundy Canyon Road is not consistent with the proposed project.
- Step-down zoning and buffering should be utilized to ensure that the proposed project is compatible with existing land uses.
- The project should be reviewed to ensure consistency with the local applicable urban water management plan.
- Recreational hiking trails developed for the project should be public and should connect to the regional trail on Sunset Road.
- Current water and sewer services to the site are inadequate to support the proposed project.
- Soils testing should ensure that the proposed project site is not contaminated from the nearby sewage treatment facility.
- Current design of Bundy Canyon Road leads to traffic delays. All proposed improvements to Bundy Canyon Road should be completed prior to construction.
- Existing flood control plans and community visioning plans should be adhered to.

NANCY BROWN, RESIDENT

- The DEIR should analyze the need for a bus stop on Bundy Canyon Road. This analysis should be coordinated with the Riverside Transit Authority.

ROBERT CASHMAN, RESIDENT

- The proposed improvements to Bundy Canyon Road do not adequately address the current and projected demands on the road.
- There are no transition points from the high-density portions of the project to those featuring lower densities.
- Small lot sizes do not appear to be compatible with existing development patterns in the City of Wildomar.
- Impacts of the project on wildlife crossing Bundy Canyon Road should be analyzed.
- The Farm Property Owners Association should be permitted to be part of the project's approval process.
- Water and sewer services should be identified to ensure that existing services to the Farm Community are not disrupted.
- The commercial development portion of the project should be larger so as to better serve the area.

CHERYL AND RAY PARRISH, RESIDENTS

- Bundy Canyon Road is inadequate to support increased traffic demand.

ELIZABETH ROSS, RESIDENT

- The increase in local population resulting from the proposed project will result in more traffic and trespassing on the recreational facilities of the Farm Community.
- Barriers which would either restrict access to the farm or limit pedestrian access from the proposed project should be erected.
- The proposed project should be required to include solar energy systems for electrical needs and greywater systems for irrigation needs. In addition, the proposed project should be required more trees per lot than what is currently planned.
- Rainwater catchment basins should be located throughout the project site.
- The efficiency of emergency evacuation routes from the area will be severely degraded by the increased population.

ALAN AND LEDA SACK, RESIDENTS

- The increase in local population resulting from the proposed project will result in more traffic and crime.
- The proposed project will adversely affect air quality due to increased vehicular traffic and construction activities.
- The proposed project represents significant impacts to local biological resources.

ARLENE STOVALL, RESIDENT

- The increase in local population resulting from the proposed project will result in more traffic, noise, crime, and trespassing on the recreational facilities of the Farm Community.
- Increased vehicular traffic will lead to increased emergency response times and air quality impacts.

GEORGE TAYLOR, RESIDENT

- The DEIR should reflect the differences between what was originally intended as a commercial area for residential shopping and the residential use proposed by the project.
- Local roadways in their current configuration will be unable to meet the traffic demands of the proposed project.
- The proposed project's entrance monuments should not compete with, or replace, the pre-existing monuments demonstrating the entrances to the Farm Community.

EMIL VUKASOVIC, RESIDENT

- The increase in local population resulting from the proposed project will result in more traffic and dangerous conditions on Bundy Canyon Road.

FARAH KHORASHADI, RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT

- The City of Wildomar should coordinate with Riverside County during the development of the proposed project and the planned Bundy Canyon Road widening project to address road alignments, environmental document content, etc., to reduce duplication of effort and avoid any inconsistencies that may arise from the two projects.

GORDON ROBINSON, RIVERSIDE TRANSIT AUTHORITY

- Short-range planning being completed by the Riverside Transit Authority (RTA) of bus service to the project area does not include any additional service.

- The RTA will soon be conducting an economic analysis of transit services throughout its service area, which will lead to improved efficiency and a better understanding of consumer needs.

- The project as currently proposed may not feature high enough densities to support additional transit facilities by itself. However, the implementation of park-and-ride facilities and mixed-use development may mitigate for the lower-density design of the project.

- The City of Wildomar should consider the following guidelines in the design of the project's roads and streets: road grade, bus turnouts, intersection radii, location of future transit stops, and accessibility.

IAN MACMILLAN, SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

- The DEIR, all appendices or technical documents related to the air quality and greenhouse gas analysis, and electronic versions of all air quality modeling and health risk assessment files should be forwarded to the South Coast Air Quality Management District (SCAQMD).

- The lead agency should use the 1993 CEQA Air Quality Handbook as guidance when preparing the project's air quality analysis.

- The lead agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project.

- The SCAQMD requests that the lead agency quantify $PM_{2.5}$ emissions and $PM_{2.5}$ significance thresholds.

- When preparing the air quality analysis for the proposed project, the SCAQMD recommends that that the lead agency perform a localized significance analysis by either using the localized significance thresholds developed by the SCAQMD or by performing dispersion modeling as necessary.

- In the event the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile health risk assessment. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

ROBERT THOMPSON, THOMPSON AND ASSOCIATES

- The Planning Application does not appear to adequately take into account the effect that the potential downstream flow of waters will have on the properties located north of Bundy Canyon Road. The Planning Application is based on improper map assumptions, which ultimately and improperly makes the property located at 24550 Bundy Canyon Road, Wildomar, CA 92595 (APN 361-224-008) a catch basin itself. If the plan is approved in its current stage, the property in question will necessarily be damaged and become unusable. For this reason, changes to the flow of water at and from the project site must be reconsidered.

KENNON A. COREY, US FISH AND WILDLIFE SERVICE

- Project implementation relevant to the Multiple Species Habitat Conservation Program (MSHCP) should be addressed in the DEIR.

- The project is located in the Additional Survey Area for burrowing owl. The results of a habitat assessment and, if needed, focused protocol surveys for burrowing owl should also be included in the DEIR.

- Survey results, vegetation mapping, and analysis required under the MSHCP, including a Determination of Biologically Equivalent or Superior Preservation, as appropriate, should also be included in the DEIR.

2.0 – Project Description

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes the entirety of the project, including all anticipated development and infrastructure needed to serve the project. See **Appendix 2.0-1**, Major Planning Project Application.

2.1 PROJECT SUMMARY

The proposed project, known as the Oak Creek Canyon Subdivision, includes an amendment to The Farm Specific Plan and adoption of supporting zoning to allow for a 275-parcel residential development that will include a range of property sizes down to a minimum of 4,500 square feet on approximately 168 acres of land. The development also includes three parks, trails, drainage basins, one million gallons of water storage, and roadways. As part of the project, Bundy Canyon Road will be realigned consistent with existing Riverside County plans. Approximately 5.2 acres of the site will be designated and zoned for future neighborhood commercial development.

Development of the project will be phased, with the project divided into at least five development units. While numbered sequentially, the development units might not be developed in numerical sequence and could be developed simultaneously.

2.2 PROJECT OBJECTIVES

The proposed project includes the following project objectives:

- Provide a residential development that would assist the City in meeting its existing and future housing needs;
- Provide a project that minimizes its impact on site resources and existing residents through site design;
- Create the opportunity for future commercial/retail services to become established in the area and serve local residents;
- Provide private park and recreational amenities for the future Oak Creek Canyon residents; and
- Improve existing public access through the site by improving Bundy Canyon Road.

2.3 PROJECT CHARACTERISTICS

REQUESTED ENTITLEMENTS

The following applications are the requested City entitlements:

1. **General Plan Amendment** – A proposal to amend the General Plan land use designation for 20.11 acres within Phase/Planning Area No. 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) to accommodate single-family lots with a minimum lot size of 4,500 square feet and to increase the size of the Phase/Planning Area 19 land use designation of Commercial Retail (CR) from 1.0 acres to 5.21 acres, including relocation of the phase/planning area to the southwest corner of the intersection of Bundy Canyon Road and Sunset Avenue.

2. **Specific Plan Amendment No. 116 (Amendment 4) to The Farm Specific Plan** – The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The remaining 576.7 acres are dedicated to open space and recreation areas consisting of a clubhouse/swimming pool, private park, and lake. Additionally, there are 37.7 acres set aside for school uses, 4.1 acres for a sewage treatment plant, 21.6 acres for commercial use, and 10.3 acres for street purposes. The proposed modification to the Specific Plan (Amendment No. 4) seeks to change the existing approved land uses shown in **Figure 2.0-1**, for the planning areas identified as Phases 9, 17A, 18, and 19. These changes include the conversion of 1.1 acres from commercial use to residential/open space use, establishment of lot sizes for each residential unit of the subdivision, and creation of a 5.21-acre commercial site. (See **Appendix 2.0-2.**

3. **Zone Change** – The proposed project site is currently zoned R-1 (One-Family Dwelling – Phase 9, 17A, and 18) and C-P-S (Scenic Highway Commercial. The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

   a. Rezone all of the Phase 9 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet;

   b. Rezone all of the Phase 18 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet; and

   c. Rezone all of the Phase 19 Planning area from the current Specific Plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. (See **Figure 2.0-2**, Existing Zoning, and **Figure 2.0-3**, Proposed Zoning.)

4. **Approval of Tentative Tract Map No. 36388** – Tentative Tract Map (TTM) 36388 includes the subdivision of the 151.23-acre proposed project site into 275 single-family lots and 17 total open space lots. The 275 single-family lots will have a minimum lot size of 4,500 square feet to 7,200 square feet. The overall unit density of the proposed project area will be 1.8 units per acre, with a developable density of 3.5 units per acre. As proposed, the map divides the property into five development units, with units 1–4 providing for residential uses and unit 5 allowing for commercial development. (See **Figure 2.0-4a** through **Figure 2.0-4f**, Proposed Subdivision and Phasing Map.) **Figure 2.0-5** shows the proposed site plan and access points.

5. **Grading Permit** – A grading permit will be needed to prepare the property for development consistent with the approved tentative map. As noted on the tentative map, the proposed project estimates approximately 700,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

6. **Building Permit** – Building permits will be needed to allow construction.

7. **Encroachment Permit** – Encroachment permits will be needed for any construction that must occur on public property or within publicly held easements.

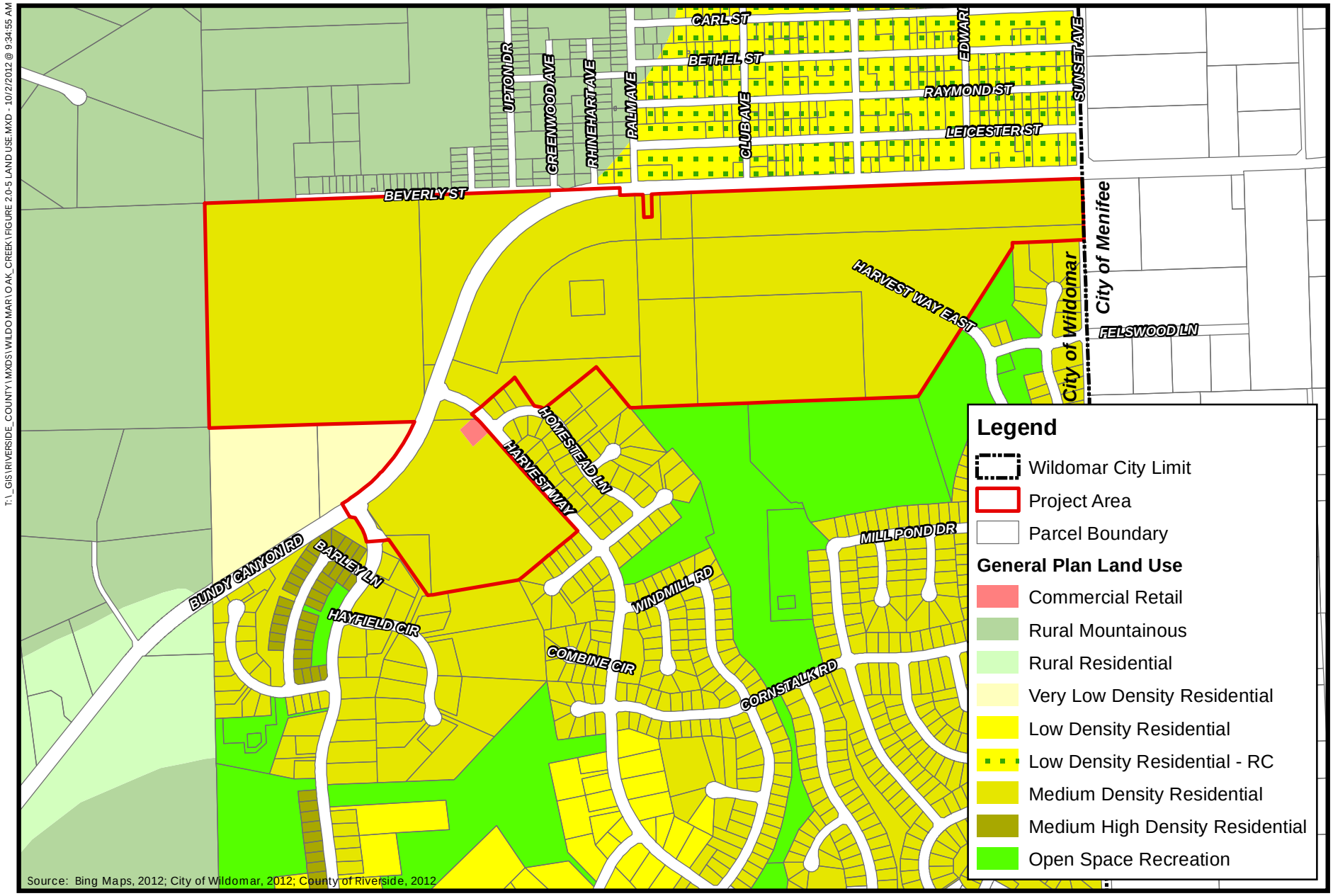


Figure 2.0-1
Land Use Designations

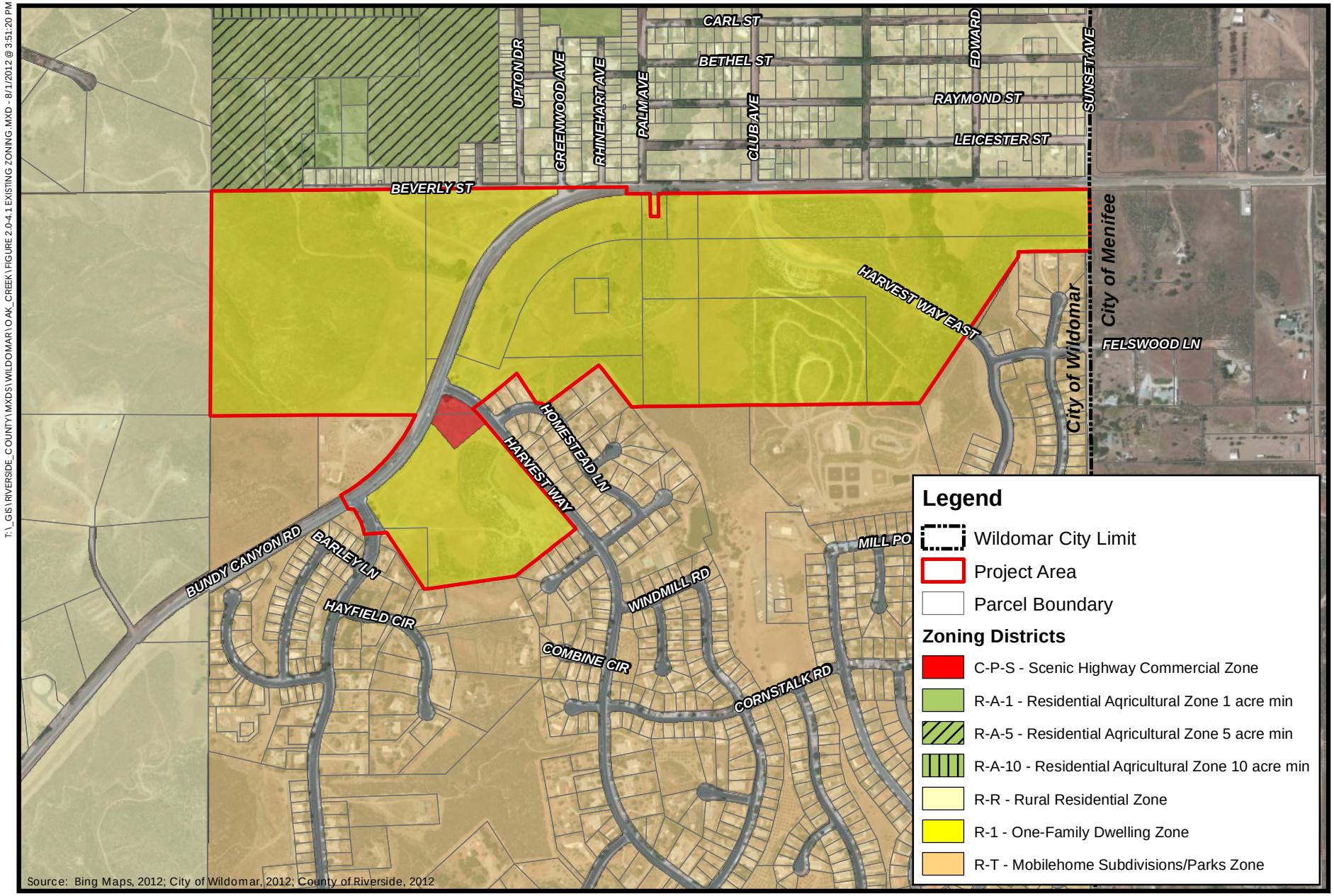


Figure 2.0-**2**
Existing Zoning

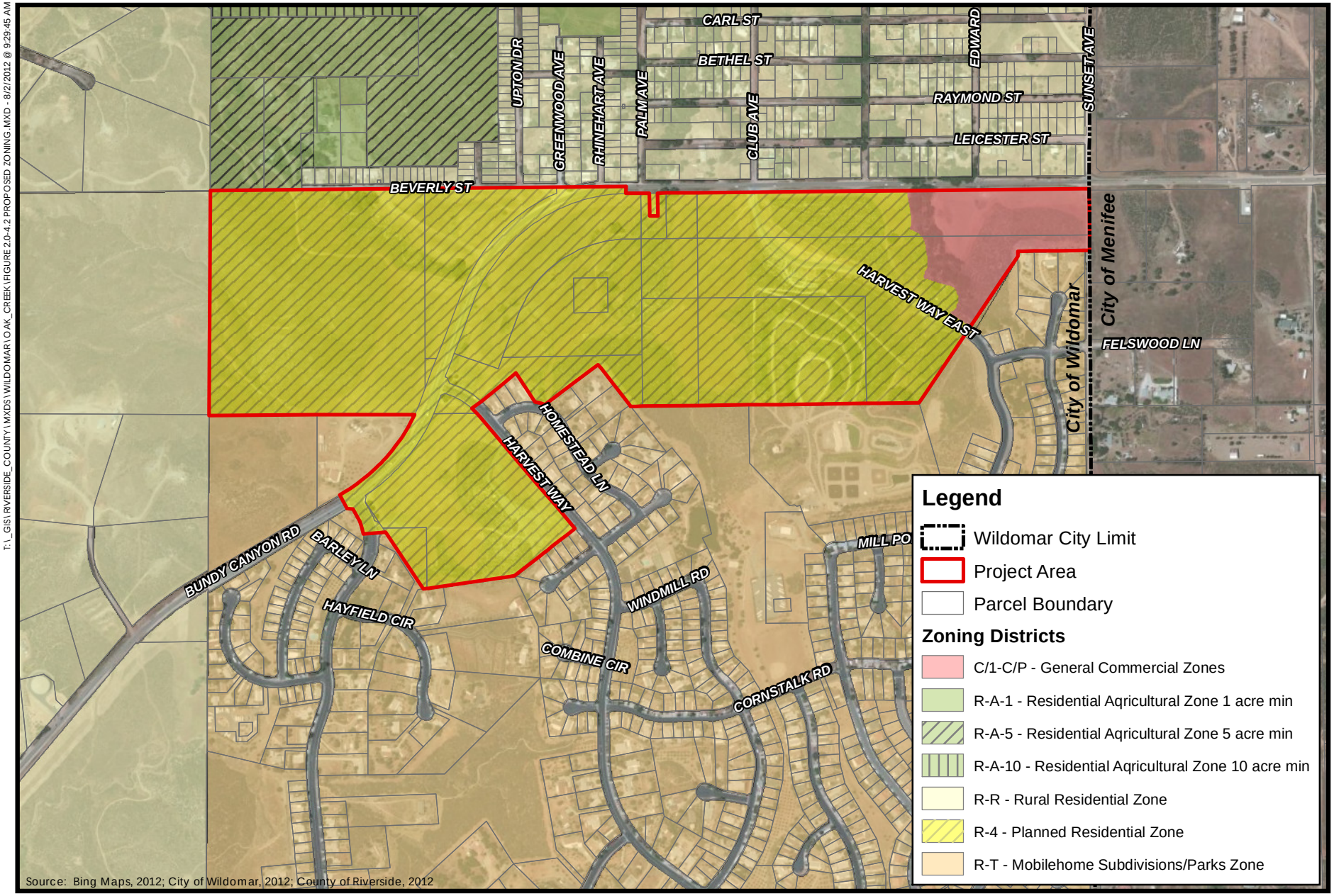
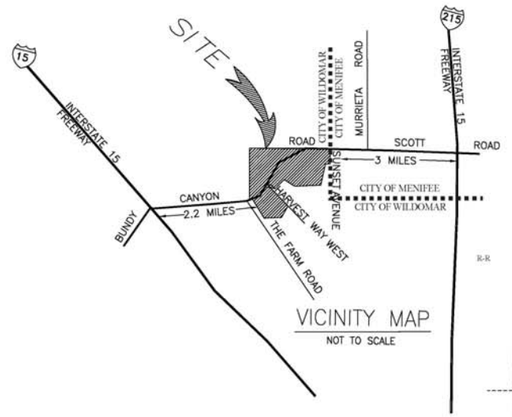


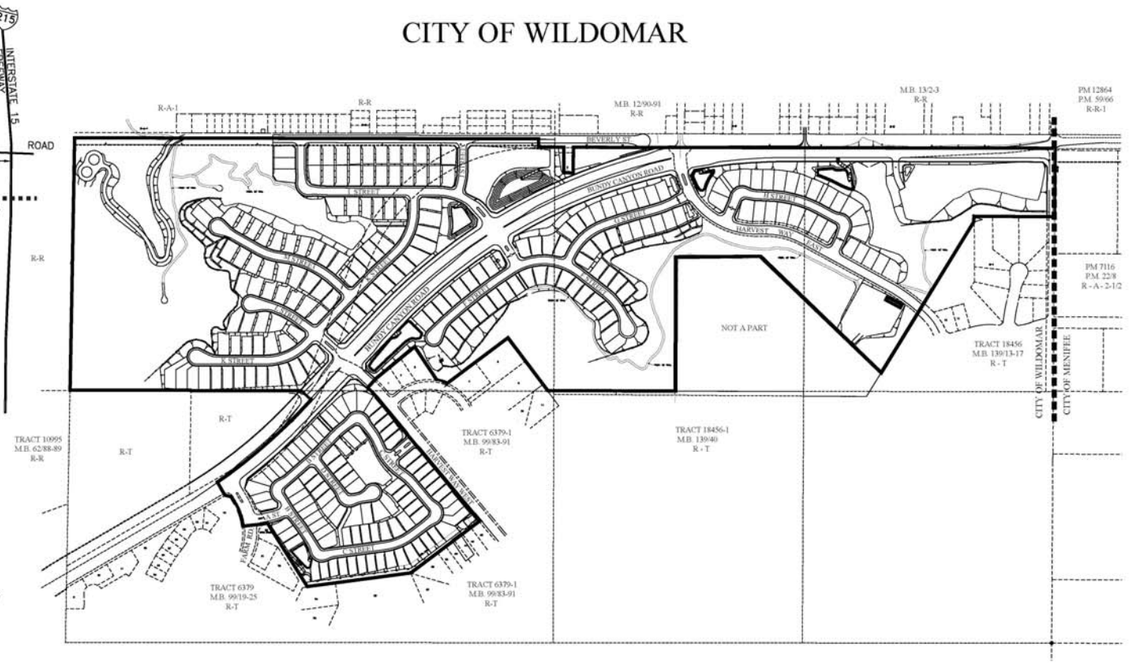
Figure 2.0-**3**
Proposed Zoning

T:_CS\Work\Wildomar. City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

CITY OF WILDOMAR



VICINITY MAP
NOT TO SCALE



INDEX MAP
SCALE: 1" = 300'

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159570 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (ASSESSOR'S PARCEL NO'S: 362-070-021-1; 362-080-008-0; 362-080-08-1; 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTHWEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2); THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THE EAST HALF OF THE NORTHEAST QUARTER; ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THERTHEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECEORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN BUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMNET NO. 79615 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE FOLLOWING; THAT PORTION OF THE NORTHEAST QUEARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19. 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AN ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THE DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 131 PAGES 40 THROUGH 46, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 139 PAGES 13 THROUGH 17, INCLUSIVE OF MAPS RECORS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO.'S 362-070-001-3; 362-070-013-4; 362-070-018-9; 362-070-023-3; 362-080-004-7; 362-080-012-4; 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AND ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°112'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-003-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN MY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 96, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMNET RECORDED JUNE 26, 1975 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTHWEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN RIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.57 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 69°07'80", A DISTANCE OF 1206.45 FEET; THENCE SOUTH 20°25' WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 38°45', A DISTANCE OF 676.31 FEET; THENCE SOUTH 59°10' WEST, A DISTANCE OF 1356.05 FEET TO A POINT WHICH BEARS NORTH 59°15' WEST, A DISTANCE OF 341.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 26, 1975 AS INSTRUMNET NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN BUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID BUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-3)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH BUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8; 362-070-010-1; 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2.
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C".
6) SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT BLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUTNY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
    - MINIMUM 30' LOT FRONTAGE LOTS 47, 48, 222, 223, 224.
    - MINIMUM 55' LOT FRONTAGE LOTS 212, 213, 214.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 25.0 — PROPOSED PAD ELEVATION
- PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- 1170 — EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

GENERAL NOTES

THOMAS BROS. COORD'S:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	275
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA.	3
TOTAL ACRES:	137.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE:	4500 S.F.
AVERAGE LOT SIZE:	6,730 S.F.
DENSITY:	1.8 UNIT/AC. (OVERALL) 3.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-023, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA 92590-5614
PHONE: (951) 296-3466
FAX: (951) 296-3476

EXHIBIT PREPARED BY

VSL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-3930

SITE DATA & DENSITY CALCULATIONS

SEE SHEET 6

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT:	700,000 CUBIC YARDS
FILL:	700,000 CUBIC YARDS

NOTE

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468-10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT HEREON.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388

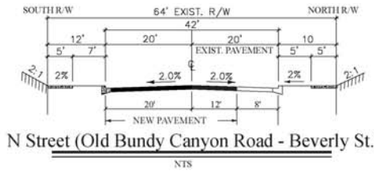
DATE PREPARED: NOVEMBER, 2011
SHEET 1 OF 6

Source: City of Wildomar

Figure 2.0-4a

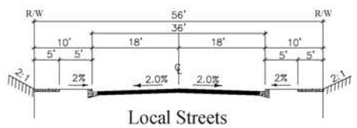
PMC

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261



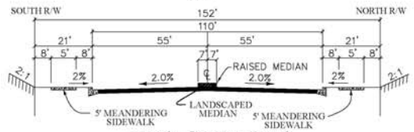
N Street (Old Bundy Canyon Road - Beverly St.)

NTS



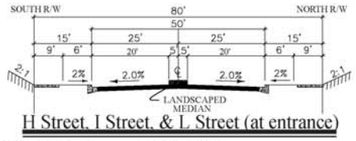
Local Streets

B ST., C ST., D ST., F ST., G ST., H ST., I ST., J ST., K ST., L ST., & M ST.
STD. NO. 105
NTS



Bundy Canyon Road

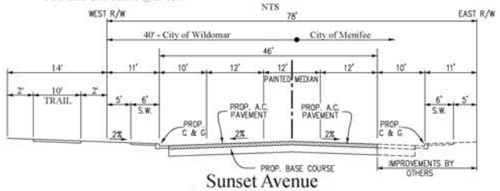
STD. NO. 91
NTS



H Street, I Street, & L Street (at entrance)

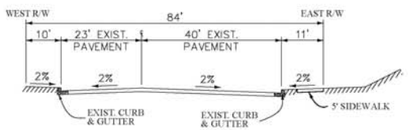
NOTE:
STAMPED CONCRETE @ ENTRY

ENTRANCE ROAD
NTS



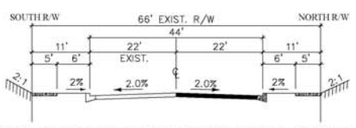
Sunset Avenue

STD. NO. 111
NTS



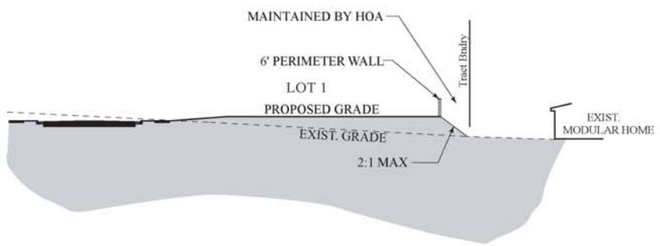
The Farm Road

NTS
NO IMPROVEMENTS PROPOSED



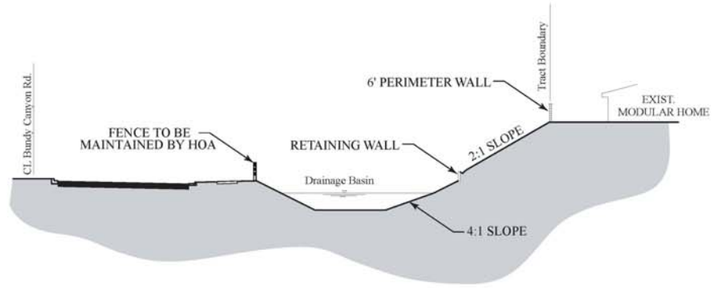
Harvest Way East, Harvest Way West, O Street

STD. NO. 104
NTS



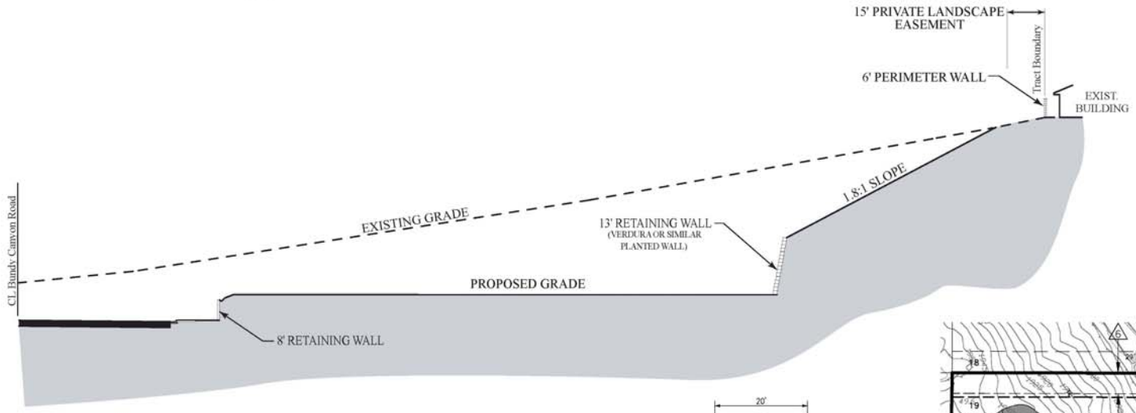
Site Cross Section No. 1

SEE SHEET 3
1" = 20'



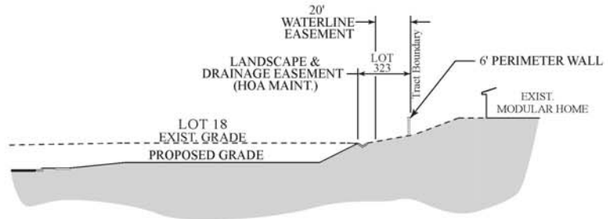
Site Cross Section No. 3

SEE SHEET 4
1" = 20'



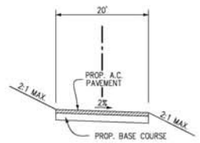
Site Cross Section No. 4

SEE SHEET 5
1" = 20'



Site Cross Section No. 2

SEE SHEET 3
1" = 20'



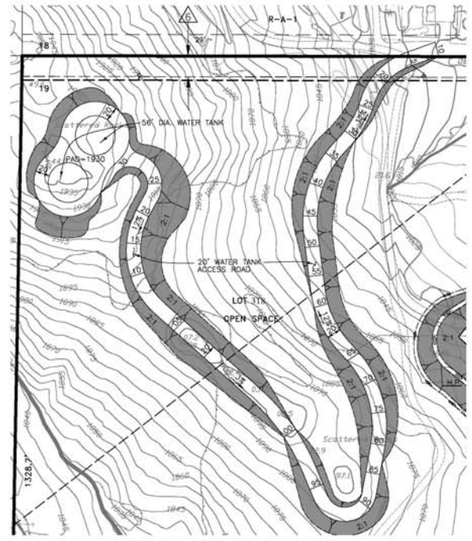
EMWD Access Road

NTS



TRAIL DETAIL

NTS



Water Tank Detail

1" = 80'

Source: City of Wildomar

Figure 2.0-4b

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

SEE SHEET NO. 4



SEE SHEET NO. 5

LOT DEDICATION AREA TABLE

Lot Letter	Lot Area	Maintained by	Lot Use	Lot Letter	Lot Area	Maintained by	Lot Use
300	17050	HOA	DET. BASIN	313	212147	OWNER	COMMERCIAL SITE
301	5450	FMWC	PUMP STA.	314	5300	EVMWD	PUMP STA.
302	47100	HOA	PARK	315	24781	HOA	O.S.
304	4881	HOA	O.S	316	60003	HOA	DET. BASIN, O.S.
305	69600	HOA	DET. BASIN, O.S.	317	70900	HOA	PARK
306	8841	HOA	O.S	318	1179200	HOA	O.S.
307	34861	HOA	O.S	319	13271	HOA	O.S.
308	118731	HOA	O.S	320	36900	HOA	DET. BASIN, O.S.
309	31700	HOA	DET. BASIN, O.S.	321	113282	HOA	PARK
310	2320	HOA/EVMWD	SD/SEW. ESTM.	322	2940	HOA	S.D. EASEMENT
311	5367	FMWC	WELL	323	21766	HOA	O.S./MAT. EASEMENT
312	278380	HOA	DET. BASIN, O.S.	324	4425	HOA	PASEO

LOT AREA TABLE– PHASE 18 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
1	6947	4500	11	5270	4500	21	4940	4500	31	5214	4500	41	4616	4500	51	6147	4500	61	5000	4500	71	4500	4500	81	6673	4500
2	5625	4500	12	6139	4500	22	5386	4500	32	5785	4500	42	4658	4500	52	5052	4500	62	5000	4500	72	4501	4500	82	7730	4500
3	5734	4500	13	6850	4500	23	5603	4500	33	6802	4500	43	4809	4500	53	5289	4500	63	5910	4500	73	5089	4500	83	6643	4500
4	5079	4500	14	6741	4500	24	5600	4500	34	6334	4500	44	4903	4500	54	5189	4500	64	6442	4500	74	6219	4500	84	5479	4500
5	4740	4500	15	5927	4500	25	5659	4500	35	5166	4500	45	4867	4500	55	4960	4500	65	5631	4500	75	5000	4500	85	5240	4500
6	5194	4500	16	5489	4500	26	5933	4500	36	4677	4500	46	4504	4500	56	5139	4500	66	5396	4500	76	5000	4500	86	5057	4500
7	5271	4500	17	5447	4500	27	6896	4500	37	6421	4500	47	5870	4500	57	5441	4500	67	5000	4500	77	5000	4500	87	5007	4500
8	5271	4500	18	7515	4500	28	6770	4500	38	4651	4500	48	7317	4500	58	7991	4500	68	5000	4500	78	5862	4500	88	5383	4500
9	5269	4500	19	7940	4500	29	5712	4500	39	4632	4500	49	4825	4500	59	4898	4500	69	4978	4500	79	8437	4500			
10	5271	4500	20	5592	4500	30	5343	4500	40	4627	4500	50	5769	4500	60	5000	4500	70	5003	4500	80	8892	4500			

INDICATES SLOPE

INDICATES EXISTING PAVEMENT

INDICATES JURISDICTIONAL DELINEATION.

EASEMENT NOTES:

(8) AN EASEMENT FOR SEWER AND INCIDENTAL PURPOSES, GRANTED TO THE FARM, A CALIFORNIA CORPORATION, RECORDED SEPTEMBER 18, 1978 AS INSTRUMENT NO. 196924 OF O.R.

(12) AN EASEMENT FOR PIPELINE OR PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00-156981 OF O.R.

(13) AN EASEMENT FOR PIPELINES, EASEMENT ROADS AND APPURTENANCES WITHIN THE EASEMENT AND FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00-156982 OF O.R.

SHEET 3 OF 6

Source: City of Wildomar

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Figure 2.0-4c

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261



LOT AREA TABLE
PHASE 9 – PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	6442	6000	103	6118	6000
90	6408	6000	104	6121	6000
91	6412	6000	105	6029	6000
92	6408	6000	106	8307	6000
93	6415	6000	107	6577	6000
94	6408	6000	108	6659	6000
95	6408	6000	109	6778	6000
96	6654	6000	110	6000	6000
97	6216	6000	111	6322	6000
98	6845	6000	112	6576	6000
99	6986	6000	113	6017	6000
100	6312	6000	114	6538	6000
101	6001	6000	115	6668	6000
102	6224	6000	116	6414	6000

LOT AREA TABLE – PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	9280	7200	186	9049	7200	199	9655	7200	212	9125	7200	225	7200	7200	238	7340	7200	251	7350	7200	264	7300	7200
174	7350	7200	187	7276	7200	200	8060	7200	213	10749	7200	226	7607	7200	239	7891	7200	252	8400	7200	265	7200	7200
175	7350	7200	188	7700	7200	201	8888	7200	214	9949	7200	227	7200	7200	240	7822	7200	253	8281	7200	266	7200	7200
176	7350	7200	189	7700	7200	202	8786	7200	215	7800	7200	228	7200	7200	241	7899	7200	254	7603	7200	267	7200	7200
177	7350	7200	190	7700	7200	203	7200	7200	216	7800	7200	229	8519	7200	242	7799	7200	255	7200	7200	268	7200	7200
178	7350	7200	191	7700	7200	204	7200	7200	217	7800	7200	230	8254	7200	243	7550	7200	256	7200	7200	269	9375	7200
179	7350	7200	192	7700	7200	205	7200	7200	218	7800	7200	231	8140	7200	244	8773	7200	257	7484	7200	270	8281	7200
180	7350	7200	193	7700	7200	206	7200	7200	219	7800	7200	232	7920	7200	245	8813	7200	258	7522	7200	271	7800	7200
181	7350	7200	194	7700	7200	207	7200	7200	220	7800	7200	233	8311	7200	246	8350	7200	259	7523	7200	272	7562	7200
182	7350	7200	195	7706	7200	208	7200	7200	221	7800	7200	234	7607	7200	247	8655	7200	260	7600	7200	273	7500	7200
183	7962	7200	196	7700	7200	209	7200	7200	222	7860	7200	235	7711	7200	248	7800	7200	261	7608	7200	274	7500	7200
184	7962	7200	197	9406	7200	210	7671	7200	223	8335	7200	236	8606	7200	249	7900	7200	262	7685	7200	275	7680	7200
185	7500	7200	198	9011	7200	211	8056	7200	224	9945	7200	237	7437	7200	250	7350	7200	263	7688	7200			

SEE SHEET NO. 3

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1948, BOOK 891 PAGE 387, OF O.R.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
5. AN EASEMENT FOR ROAD PURPOSED, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
7. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
9. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587, BOTH OF O.R.

SHEET 4 OF 6

Source: City of Wildomar

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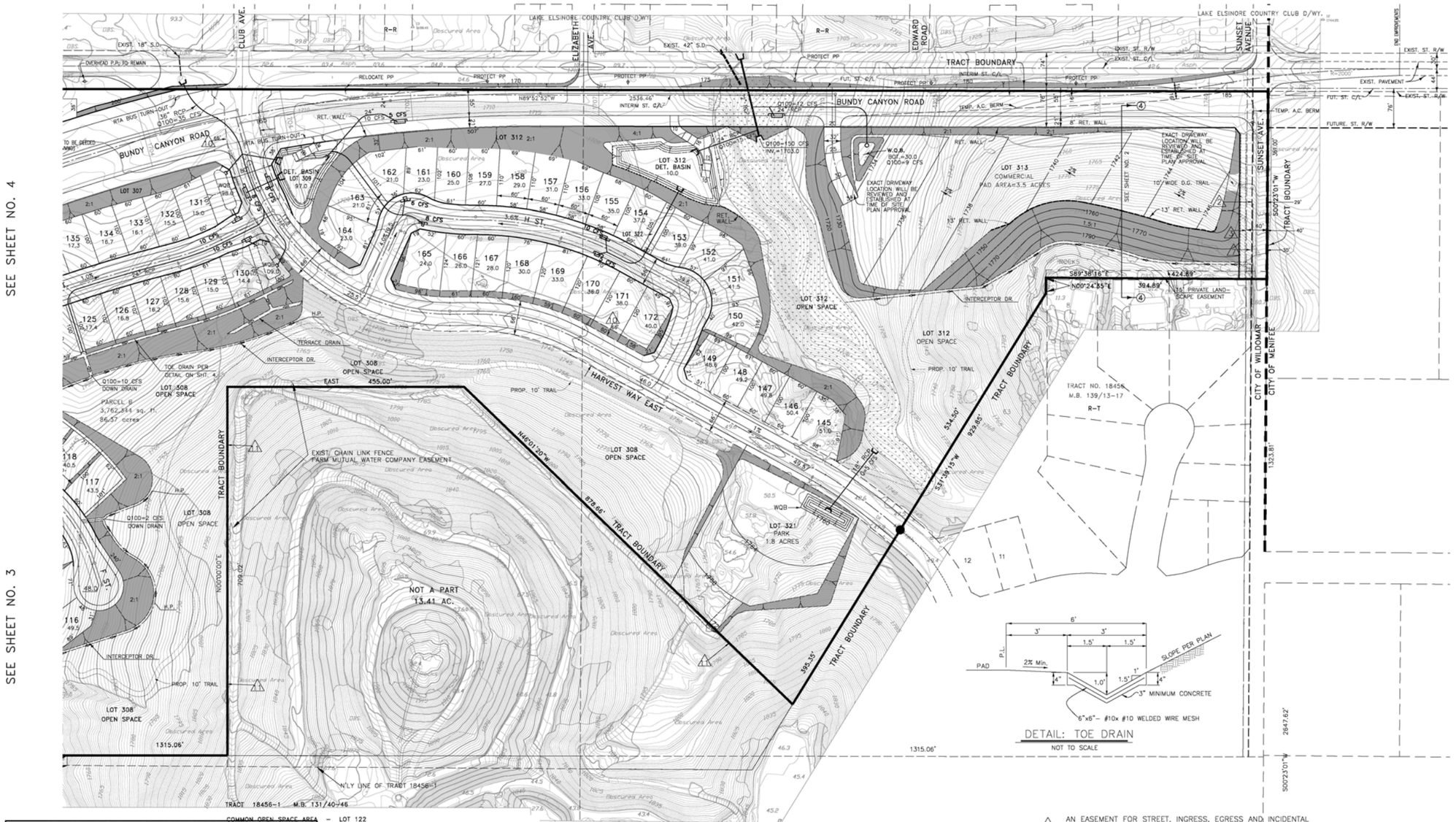
Figure 2.0-4d

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SEE SHEET NO. 4

SEE SHEET NO. 3



LOT AREA TABLE – PHASE 9 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
117	6081	6000	129	6093	6000	141	6529	6000	153	6143	6000	165	10100	6000
118	6387	6000	130	6063	6000	142	8212	6000	154	6271	6000	166	7302	6000
119	6000	6000	131	6014	6000	143	6363	6000	155	6604	6000	167	7226	6000
120	6155	6000	132	6013	6000	144	7243	6000	156	6807	6000	168	8120	6000
121	7061	6000	133	6014	6000	145	8002	6000	157	6934	6000	169	8401	6000
122	7677	6000	134	6003	6000	146	6000	6000	158	6995	6000	170	7757	6000
123	7176	6000	135	6000	6000	147	6000	6000	159	6585	6000	171	7200	6000
124	6219	6000	136	6000	6000	148	6000	6000	160	6422	6000	172	8204	6000
125	6101	6000	137	6161	6000	149	6467	6000	161	5538	6000			
126	6102	6000	138	6166	6000	150	8135	6000	162	6357	6000			
127	6125	6000	139	6172	6000	151	6698	6000	163	7730	6000			
128	6139	6000	140	6389	6000	152	7251	6000	164	7161	6000			

INDICATES SLOPE
INDICATES EXISTING PAVEMENT
INDICATES RIPARIAN HABITAT
INDICATES JURISDICTIONAL DELINEATION.

EASEMENT NOTES:

2 AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 2342 PAGE 449 OF O.R.

3 AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.H. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.

7 AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.

10 AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 9854 OF O.R.

11 AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1986 AS INSTRUMENT NO. 95022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.

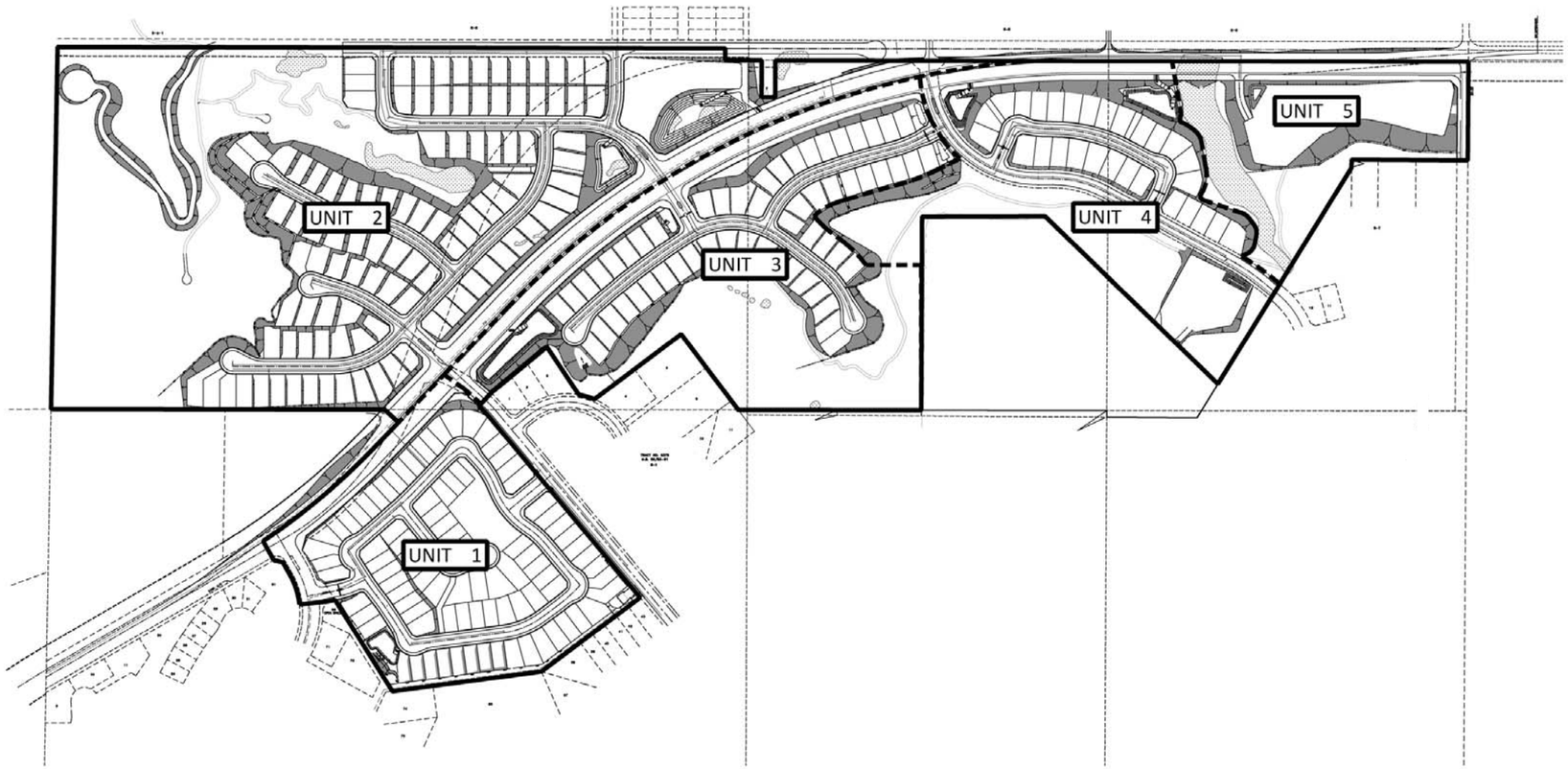
SHEET 5 OF 6

Source: City of Wildomar

Figure 2.0-4e

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PHASING MAP



PHASE NO.	DESCRIPTION	PRODUCT	DU'S	GROSS AREA (AC)	DEVELOPMENT AREA (AC) (Includes Parks, Basins & Parkways)	OPEN SPACE (AC)	DENSITY (DU/AC) (Not Including Open Space)	GROSS DENSITY (DU/AC) (Including Open Space)	AVERAGE LOT SIZE (Square Feet)
18	UNIT 1	4500 SF LOTS (MIN.)	88	20.11	20.11	0	4.38	4.38	5623
17A	UNIT 2	7200 SF LOTS (MIN.)	103	74.34	35.86	38.48	2.87	1.39	7875
9	UNIT 3	6000 SF LOTS (MIN.)	56	21.05	10.84	10.21	5.16	2.66	6641
9	UNIT 4	6000 SF LOTS (MIN.)	28	27.35	19.78	20.98	1.41	0.68	
	TOTAL RESIDENTIAL		275	142.85	86.59	69.67	3.64	2.02	
19	UNIT 5	COMMERCIAL	0	11.69	3.5	6.48	0.00	0.00	
	PROJECT TOTALS			167.95	90.09	76.15			

NOTE: PROJECT PHASE / NOT DEVELOP
IN NUMERICAL (

R-4 OVERALL AREA COMPUTATION UNIT #1		
TOTAL AREA	20.5 ACRES	MIN. OVERALL AREA PER R-4 ZONE 6,000 SF PER DWELLING UNIT
- STREET R/W	6.6 ACRES	
	13.9 ACRES	

13.9 ACRES ÷ 88 DWELLING UNITS = 0.15 ACRES PER DWELLING UNIT
= 6,534 SF PER DWELLING UNIT

R-4 OVERALL AREA COMPUTATION UNITS #3 & #4		
TOTAL AREA	48.4 ACRES	MIN. OVERALL AREA PER R-4 ZONE 6,000 SF PER DWELLING UNIT
- STREET R/W	22.2 ACRES	
	26.2 ACRES	

26.2 ACRES ÷ 84 DWELLING UNITS =0.31 ACRES PER DWELLING UNIT
=13,504 SF PER DWELLING UNIT

SHEET 6 OF 6

Source: City of Wildomar

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Figure 2.0-4f

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Source: City of Wildomar

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Figure 2.0-5
Proposed Site Plan

PMC®

PHASING OF CONSTRUCTION

Development of the proposed project will occur in at least five development units as shown in **Figure 2.0-6.** While the development units are numbered 1 through 5, there is no requirement for them to be developed consecutively or in phases and the entire project could be developed as a single unit. The first phase of construction will focus on Bundy Canyon Road and the extension of utilities (water, sewer, power, etc.) necessary to provide for the entire development. Grading of one or more of the units will likely occur concurrently with or immediately after construction of Bundy Canyon Road. The two 500,000-gallon water tanks and 20-foot-wide access road leading from Scott Road will also be constructed as part of the first phase of construction activity.

Grading

Grading will occur in each development unit to accommodate the roadways, utilities, trails, proposed homes, and other improvements. As shown in **Figure 2.0-4d**, the most substantial change will be grading to accommodate a realignment of Bundy Canyon Road. The realigned roadway will move south from the current alignment and eliminate a curve that occurs in the approximate middle of the property. Grading will also occur to create the roadways, open space, drainage basins, and buildable parcels for each unit. Proposed slopes will be 2:1 or less, and approximately 700,000 cubic yards of material will be moved during the grading process. The maps and application materials indicate that all of the material will remain within the project boundaries and that no import of export of soil is anticipated.

Residential Units

The full buildout of the project proposes to construct 275 residential single-family residential units. The proposed residential units will occur on residential lots that will feature a minimum size of 4,500 square feet and an average size of 6,730 square feet. Development units 1, 3, and 4 are located south of Bundy Canyon Road, and development unit 2 is located north of Bundy Canyon Road. See **Table 2.0-1** for a summary of each residential development unit.

Private Park Sites and Open Space

The project also includes the development of three private parks and the creation of approximately 76 acres of open space. Development units 1, 2, and 4 include parks. Units 2, 3, and 4 also include trails leading from the housing units to the park and development unit 5. While no specific park design is proposed, the intended improvements will include swings, slides, a climbing apparatus, benches, sidewalks, a dog park, and similar amenities suitable for small children and families. The parks are small and designed to serve the neighborhood and do not have ball fields or other amenities designed to encourage community or regional use. In addition to the three park sites, the approximate 76 acres of open space will feature trails for recreational use. While **Figure 2.0-5** shows the approximate location of the trails located in the open space area, the precise location of the trails has not yet been determined.

Commercial/Retail Development

The project has set aside approximately 5.2 acres, shown as development unit 5, for a future commercial/retail development. The intent of this commercial area as described in the specific plan amendment text is to establish a "neighborhood-serving" retail center for local residents living within and around the Farm Community. Site planning and architectural design guidelines that will ensure future development of this site will be compatible with the Farm Community and surrounding area have been included in the specific plan amendment.

TABLE 2.0-1
PROPOSED OAK CREEK CANYON RESIDENTIAL DEVELOPMENT OVERVIEW OF PROGRAM AND PLANNING UNITS

Description	Construction Unit	Product	Dwelling Units	Gross Area (ac)	Development Area (ac)	Open Space (ac)	Density (DU/Ac)	Gross Density (DU/Ac)
Phase 18	1	4,500 sf lots (min.)	88	20.11	20.11	0	4.38	4.38
Phase 17A	2	7,200 sf lots (min.)	103	74.34	35.86	38.48	2.87	1.39
Phase 9	3 & 4	6,000 sf lots (min.)	84	48.40	30.62	31.19	2.74	1.74
Total Residential			275	142.85	86.59	69.67	3.64	2.02
Phase 19	5	Commercial/Retail	0	11.69	3.5	6.48	0.00	0.00
Project Totals				167.95	90.09	76.15		

Source: Project Application Materials and Draft EIR Figure 2.0-6

Notes:

Development area acreage includes parks, basins, and parkways.

Density measures do not include open space.

Project phases may not develop in numerical order.

Infrastructure

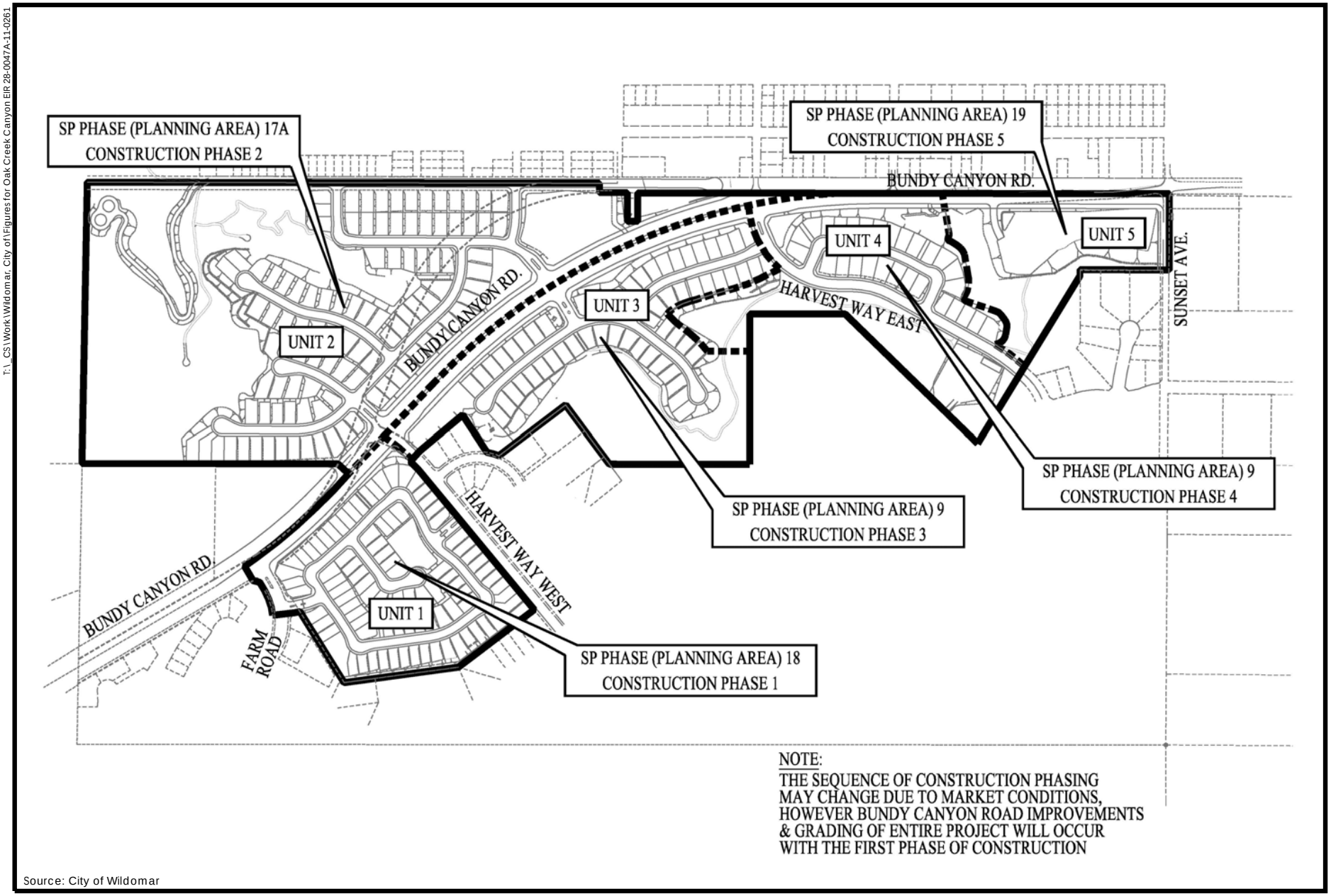
Circulation

The proposed Oak Creek Canyon Residential Development will occur along one principal arterial roadway, three major collector roadways, and one minor collector roadway. The development of the project will include the creation of 12 local roadways. **Figure 2.0-5** demonstrates the location of vehicular entrances to the proposed project and the surrounding roadways, while **Figure 2.0-4b** illustrates the street section proposed for each of the project's roadways.

Development unit 1 will include entrances from the existing Farm Road and Harvest Way West. Unit 2 will be accessed from Bundy Canyon Road at the proposed I and L streets, and from Beverly Street at the proposed J Street. Units 3 and 4 will have an entrance from Bundy Canyon Road at the proposed I Street and entrances from Harvest Way East at the proposed G and H streets. Unit 5, the commercial/retail component of the proposed project, will have entrance points from Bundy Canyon Road and Sunset Avenue.

As the principal arterial roadway providing access to the project location, Bundy Canyon Road will intersect with Harvest Way West, the proposed I Street, Harvest Way East, and Sunset Avenue. The alignment of Bundy Canyon Road will be moved as a result of this project to be consistent with plans for the roadway adopted by the Riverside County Transportation Department (see **Figure 2.0-4d**). Bundy Canyon Road will serve as the overall primary arterial of the proposed project, with all of the project's access points originating from it. At full buildout of Bundy Canyon Road, the roadway will have six lanes travel; however, as part of the proposed project, only four lanes of travel with a center turn lane within the 152 feet of right-of-way will be constructed. Vehicular traffic lanes would be approximately 12.5 feet wide. Traffic signals will be installed at the intersections of Bundy Canyon Road with Harvest Way West, the proposed I Street, Harvest Way East, and Sunset Avenue. **Figure 2.0-7** shows the proposed parkland and open space proposed with the project.

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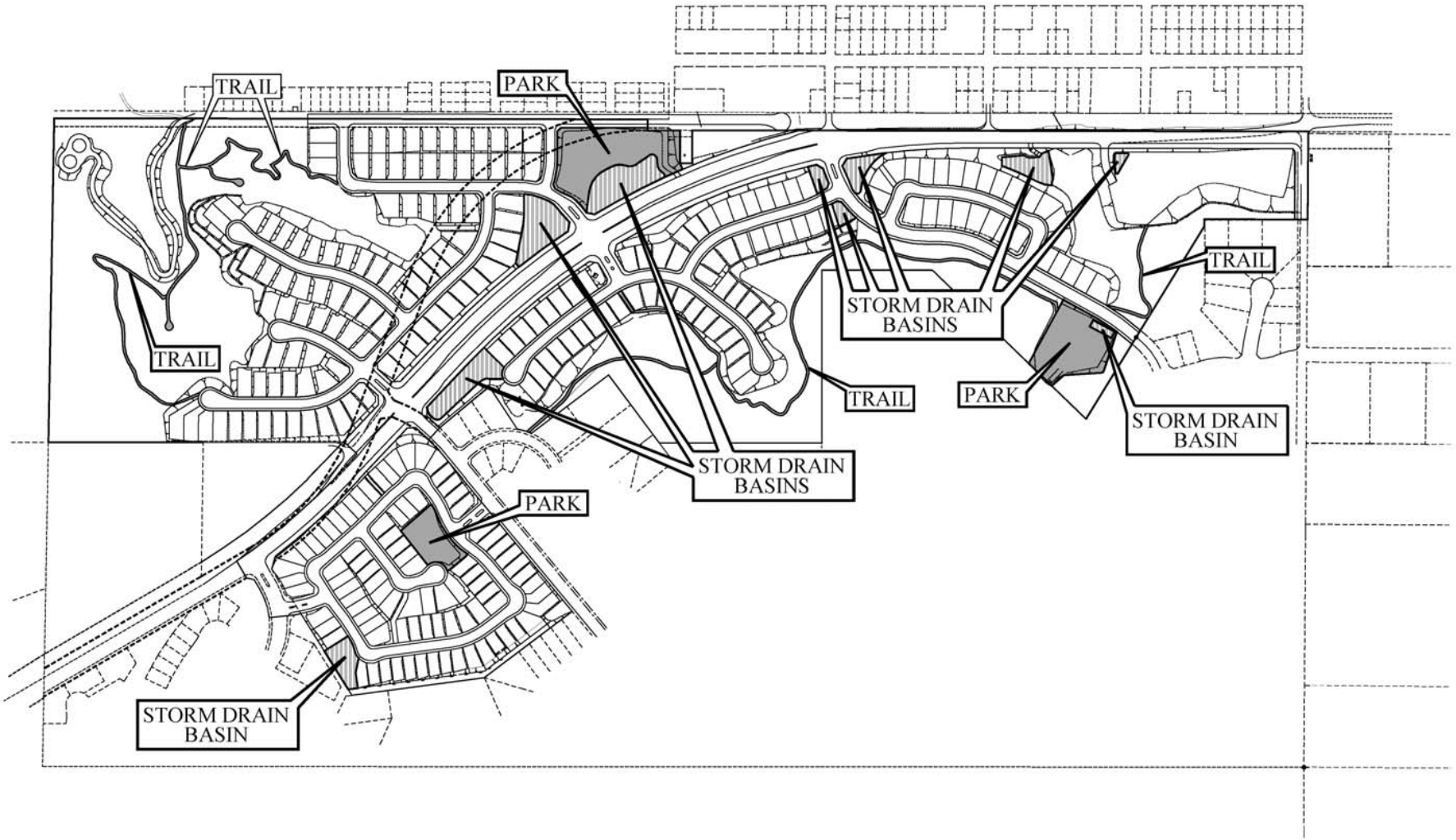


Source: City of Wildomar

Figure 2.0-6
Phasing Map

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PROPOSED PARKS, TRAILS, & STORM DRAIN BASINS

Source: City of Wildomar

Figure 2.0-7
Park Trails and Basins

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On-Site Roadway Facilities

With the exception of the 20-foot maintenance access road to the two 500,000-gallon water storage tanks, all roadways within the project will be public roads. The roadways will be built to City of Wildomar standards, as shown in **Figure 2.0-4b** and **Figure 2.0-5**, and will be publicly maintained. The maintenance access road connecting to Scott Road will be dedicated to the Elsinore Valley Municipal Water District, which will maintain the access roadway as part of the water system. All of the roadways will be paved and will include drainage improvements needed to direct stormwater runoff into the project's stormwater collection system.

Public Utilities

Water and wastewater services will be provided by the Elsinore Valley Municipal Water District (EVMWD). Both water and sewer lines, currently in Bundy Canyon Road, will be extended through the site along the realigned Bundy Canyon Road and will be located both in new roadways and in utility easements as shown in **Figure 2.0-4a** through **2.0-4f**. With the exception of the two 500,000-gallon water tanks at the northwest corner of the project site (See **Figure 2.0-4b**), and the storm drainage basins, the utilities will be belowground and out of view.

To take advantage of gravity, the water storage tanks will be located on a hill in the northwest corner of the site at approximately 1,930 feet. This location places the tanks approximately 200 feet above the rest of the project. The water tanks will be constructed and maintained via a new 20-foot-wide maintenance access road extending from Scott Road.

The proposed project includes eight drainage basins and an above- and belowground collection system. The basins are generally located along the realigned Bundy Canyon Road (see **Figure 2.0-7**).

Grading and Retaining Walls

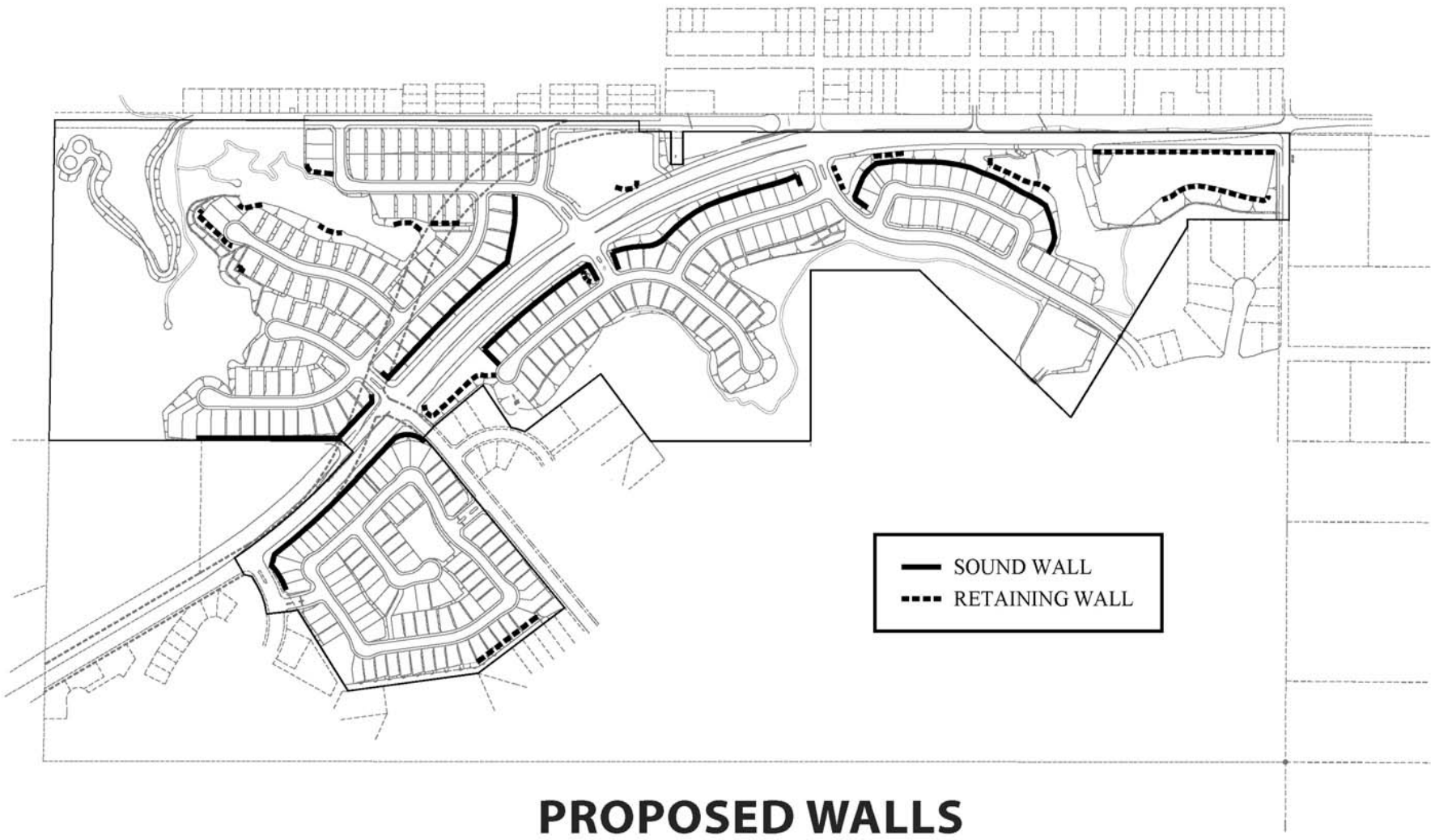
The project site is in a hilly portion of the city and will require grading to support the proposed project. The largest grading activity will be related to the realignment of Bundy Canyon Road consistent with the Riverside County Transportation Commission design for the facility. The realigned Bundy Canyon Road will generally be lower than the surrounding development. Where possible, grading results in slopes that do not require a retaining wall. Along Bundy Canyon, there are locations where retaining walls are necessary to allow for a more productive use of the area occupied by the slope. Retaining walls, and walls needed for mitigation of traffic noise are shown in **Figure 2.0-8**.

CONSTRUCTION

Details regarding the composition of construction crews and equipment will be determined by the construction contractor as well as by market conditions. However, construction equipment is anticipated to include, but is not limited to, dozers, backhoes, dump trucks, graders, service vehicles, and trenchers. The construction of the project, anticipated to start in 2013, will begin with the realignment of Bundy Canyon Road.

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T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261



Source: City of Wildomar

Figure 2.0-8
Sound and Retaining Walls

PMC®

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS POTENTIALLY REQUIRED FROM OTHER PUBLIC AGENCIES

Actions by other public agencies associated with the project include, but are not limited to, the following:

- *US Army Corps of Engineers (USACE):* A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.

- *California Department of Fish and Game (CDFG):* A 1603 Streambed Alteration Agreement may be required.

- *State Water Resources Control Board:* A Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.

- *Regional Water Quality Control Board (RWQCB):* Section 401 Water Quality Certification may be required as well as permitting associated with potential recycled water for irrigation use.

3.0 – Environmental Setting, Impacts, and Mitigation Measures

The following is an introduction to the environmental analysis for the proposed project, including a cumulative analysis and a discussion of general assumptions used in the environmental analysis. The reader is referred to the individual technical sections of the Draft Environmental Impact Report (Draft EIR or DEIR) (Sections 3.1 through 3.12) for further information on the specific assumptions and methodologies used in the analysis for each particular technical subject.

3.1 ANALYSIS ASSUMPTIONS USED TO EVALUATE THE PROPOSED PROJECT

BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT EIR

Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) include a description of the physical environmental conditions in the vicinity of a project as they exist at the time the Notice of Preparation (NOP) is published and the environmental analysis is begun. The CEQA Guidelines also specify that this description of the physical environmental conditions is to normally serve as the baseline physical conditions by which a lead agency determines whether impacts of a project are considered significant.

The environmental setting of the proposed project is described in detail in the individual technical sections of the Draft EIR (see Sections 3.1 through 3.12). In general, these sections describe the setting of the City of Wildomar as it existed when the NOP for the proposed project was filed on March 19, 2012.

STRUCTURE OF THE ENVIRONMENTAL IMPACT ANALYSIS

The individual technical sections of the Draft EIR include the following information:

Existing Setting

This subsection includes a description of the physical environmental conditions associated with the technical area of discussion, consistent with CEQA Guidelines Section 15125. As previously identified, the existing setting is based on conditions as they existed when the NOP for the proposed project was released.

Regulatory Framework

This subsection identifies applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

Impacts and Mitigation Measures

This subsection identifies direct and indirect environmental effects associated with implementation of the proposed project. Thresholds of significance are identified and used to determine whether the environmental effects are considered significant and require the application of mitigation measures. Each environmental impact analysis is identified numerically.

Mitigation measures were developed through a review of the environmental effects of the proposed project by consultants with technical expertise as well as by environmental professionals. When a precise mitigation measure was not possible, or if the extent of the mitigation is dependent upon future action(s), the measure identifies performance standards that identify clear requirements that would avoid or minimize significant environmental effects. The use of performance standard mitigation is allowed under CEQA Guidelines Section 15126.4(a). It is also important to note that mitigation strategy deals only with the impacts associated with the proposed project. Mitigation measures cannot be used to address existing system deficiencies.

APPROACH TO THE CUMULATIVE IMPACT ANALYSIS

CEQA Guidelines Section 15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's effect is considered cumulatively considerable. Each technical section in the Draft EIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines, Section 15065(a)(3)). The determination of whether the project's impact on cumulative conditions is considerable is based on a number of factors, including consideration of applicable public agency standards, consultation with public agencies, and expert opinion. The environmental effects of the proposed project are incorporated in the cumulative impact analysis contained within each technical section. In addition, Section 4.0, Cumulative Impacts Summary, provides a summary of the cumulative impacts.

Definition of Cumulative Setting

The cumulative setting conditions considered in this Draft EIR are based on:

- **Local Adopted General Plans.** These are the existing land use plans in the region, consisting of the cities of Wildomar and Menifee and Riverside County.
- **Large-Scale Development Projects.** This includes current large-scale proposed and approved development projects in the region.
- **Effect of Regional Conditions.** The cumulative setting considers background traffic volumes and patterns on regional and state roadways.

Each technical section of the Draft EIR includes a description of the cumulative setting's geographic extent based on the characteristics of the environmental issue under consideration as set forth in Section 15130(b) of the CEQA Guidelines.

3.2 COMMON TERMINOLOGY USED IN THE DRAFT EIR

This Draft EIR uses the following terminology to describe the environmental effects of the proposed Project:

Less Than Significant Impact: A less than significant impact would cause no substantial change in the physical condition of the environment (no mitigation would be required for project effects found to be less than significant).

Significant Impact and Potentially Significant Impact: A significant impact would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment. Significant impacts are identified through the evaluation of project effects using specified standards of significance provided in each technical section of the DEIR. Identified significant impacts are those where the project would result in an impact that can be measured or quantified, while identified potentially significant impacts are those impacts where an exact measurement of the project's effects cannot be made but substantial evidence indicates that the impact would exceed applicable standards of significance. A potentially significant impact may also be an impact that may or may not occur and where a definite determination cannot be foreseen. Mitigation measures and/or project alternatives are identified to avoid or reduce project effects to the environment to a less than significant level.

Significant and Unavoidable Impact: A significant and unavoidable impact would result in a substantial negative change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would cause no substantial change in the physical condition of the environment under cumulative conditions.

Cumulatively Considerable Impact: A cumulatively considerable impact would result when the incremental effects of an individual project result in a significant adverse physical impact on the environment under cumulative conditions.

Project Site: The proposed project boundaries as shown in **Figure 1.0-2** constitute the project site.

Project Area: The project area includes the project site and off-site improvements necessary to for the proposed project as shown in **Figure 2.0-5**.

Planning Area: The planning area may vary, depending on the topic being discussed. For example, a traffic planning area may include the City of Wildomar, Interstate 15 (I-15) and adjacent cities and unincorporated areas. Other planning areas may include existing upstream or downstream water or wastewater distribution, collection, or treatment systems. The boundaries of the planning area will be described in the context of each topic.

Standards of Significance: A set of significance criteria to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this DEIR include the CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; and City goals, objectives, and policies. These are noted in each section and referred to in the analysis.

3.3 ENVIRONMENTAL IMPACT REPORTS UTILIZED IN THIS DRAFT EIR

This Draft EIR utilizes technical information and analyses from previously prepared EIRs that are relevant to the consideration of environmental effects of the proposed project, which is supported by the CEQA Guidelines (see Sections 15148 [Citation] and 15150 [Incorporation by Reference]). In addition to materials cited, the following EIRs have been utilized in this Draft EIR:

- Riverside County Integrated Project Final Program Environmental Impact Report (EIR) (State Clearinghouse No. 2002051143)

By utilizing provisions of the CEQA Guidelines, the City, in preparing this Draft EIR, has been able to make maximum feasible and appropriate use of the technical information in the EIR. This Draft EIR and other referenced materials are available for review upon request at the City Wildomar Planning Department:

23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Phone: 951-677-7751
Fax: 951-698-1463

Business hours: Monday – Thursday, 8:00 a.m. – 5:00 p.m.
(closed Fridays)

3.1 LAND USE

This section discusses the potential environmental impacts of the proposed project associated with land use. Existing land uses in the proposed Oak Creek Canyon Development project area are characterized in the context of the City of Wildomar General Plan and The Farm Specific Plan, as well as other adopted plans and policies. This analysis focuses on land use compatibility, General Plan consistency, and the implications of the proposed project on existing and surrounding land uses. Information for this section was obtained primarily from public documents, public and agency contacts, site reconnaissance, and the proposed Oak Creek Canyon Development project.

3.1.1 EXISTING SETTING

OAK CREEK CANYON PROJECT SITE

While the proposed project area is within The Farm Specific Plan adopted by Riverside County in 1974, the project site was not developed with the remainder of the Farm project and is currently vacant. The elevation at the project site ranges from approximately 1,700 feet (518 meters) to 1,950 feet (594 meters) above sea level. The project area has moderate to steeply sloping terrain, with natural drainage channels in the canyon areas. The site contains a sparse cover of annual weeds and grasses, some small to large trees, and moderate to dense brush areas.

Access to the site is available from Bundy Canyon Road, which runs through the center of the site. Interstate 15 and Interstate 215 connect to Bundy Canyon Road, allowing regional access to the project site.

SURROUNDING EXISTING LAND USES

Land use in the project area has historically been rural, with single-family residential and commercial uses gradually developing over time. New development trends in the area have led to higher-density single-family residences with smaller lot sizes in the vicinity of the proposed project site.

GENERAL PLAN DESIGNATIONS

Figure 2.0-1 presents the land use designations within and surrounding the proposed project site according to the Wildomar General Plan. The General Plan designates the proposed project site for predominantly Medium Density Residential (MDR) use, with a small area designated for Commercial Retail (CR) use as shown in **Figure 2.0-1**. Surrounding land use designations include Rural Mountainous and Low Density Residential to the north and west, Medium Density Residential and Open Space and Recreation to the south, and a small area of High Density Residential to the southwest. The portion of land to the east of the proposed project that is in the City of Menifee is designated Low Density Residential (LDR).

ZONING DESIGNATIONS

Figure 2.0-2 shows the existing zoning for the project site, which is governed by the City of Wildomar Zoning Ordinance and Zoning Map. The existing zoning for the project area includes R-1 (Section 17.24, One-Family Dwelling Zone, of the Wildomar Municipal Code) and C-P-S (Section 17.76, Scenic Highway Commercial Zone, of the Wildomar Municipal Code).

Of the land surrounding the project site that is in the City of Wildomar, lands are zoned R-A-1 (Residential Agricultural 1-acre minimum) to the west, R-A-5 (Residential Agricultural 5-acre minimum) and R-R (Rural Residential) to the north, and R-T (Mobile Home Subdivisions and

Mobile Home Park) to the south (the existing Farm community). The portion of land adjacent to the proposed project site that is in the City of Menifee is zoned Residential Agricultural (R-A-2½). Zoning designations are shown in **Figure 2.0-2**.

3.1.2 REGULATORY FRAMEWORK

The land use designations and policies for the proposed project site are provided in the applicable land use plans, including the City of Wildomar General Plan and Zoning Ordinance, the Western Riverside County Multiple Species Habitat Conservation Plan, and The Farm Specific Plan. These plans and their relevant policy provisions are described below.

LOCAL

City of Wildomar General Plan

Upon incorporation in 2008, the City of Wildomar adopted the Riverside County General Plan. The adopted General Plan, which was drafted in 2003, is a unit of the Riverside County Integrated Project and aims to manage the overall pattern of development in the county. In 2012, the City updated the Housing Element of the General Plan by identifying and establishing Wildomar's policies with respect to meeting the needs of existing and future residents in the city.

The first goal of the recently adopted Housing Element of the Wildomar General Plan is to assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population. The Housing Element identifies the following policies that are relevant to the proposed project:

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

- Policy H-2: Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

The General Plan focuses on community development to concentrate development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, create a transit-friendly and walkable environment, and offer a broader mix of housing choices for implementing its vision.

Western Riverside County Multiple Species Habitat Conservation Plan

The entire project area is located within the planning area covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which was formally adopted in 2003 as part of the Riverside County Integrated Project. The planning area encompasses all of western Riverside County. The MSHCP has the overall goal of maintaining biological and ecological diversity within the rapidly urbanizing western portion of the county. The MSHCP is intended to serve as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as well as a natural community conservation plan (NCCP) under the NCCP Act of 1991. It allows the incidental "take" of plant and animal species identified within the proposed MSHCP for deemed "covered activities." The proposed MSHCP allows wildlife agencies to grant "take authorization" for otherwise lawful actions that may incidentally take or harm individuals of a species outside of preserve areas in exchange for supporting assembly of a coordinated reserve system. For further information, refer to Section 3.8, Biological and Natural Resources.

The Farm Specific Plan

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide plans. The Farm (Specific Plan #No. 116) is located in an area south of Bundy Canyon Road, east of The Farm Road, and west of Sunset Avenue.

The Farm Specific Plan is a 1,520-acre master-planned community with policies that aim to provide affordable housing with a rural atmosphere while still offering urban amenities. The Farm Specific Plan was adopted Riverside County in 1974 as the Bundy Canyon Mobile Home Community, and it initially developed mobile home subdivisions with related recreation and open space uses. More recently, traditional single-family home subdivisions have been planned. Residential uses are assigned to 743 acres (49 percent) of the Specific Plan area with 2,016 units; open space and recreation areas encompass 602 acres (40 percent); streets total 165 acres (11 percent); and the remaining acreage is split between public facilities (10 acres, 0.6 percent) and commercial use (1 acre, 0.1 percent). Current residential development is a mix of manufactured and conventional housing, with 988 of the 2,016 units developed. Acreage was retained for open space and recreational use, and open space is proposed to be used for orange groves as soil conditions and topography will allow. Various recreational facilities have been built, and acreage has been set aside for future use by the Lake Elsinore Unified School District. Commercial uses are not planned for development until the surrounding development is at a level that supports such use. The proposed project is located in Phases 9, 17A, 18, and 19 of The Farm Specific Plan, which the Specific Plan projected to allow for 246 residential parcels (Appendix Table 2 of **Appendix 2.0-6**).

Mount Palomar Mountain Nighttime Lighting Policy Area

The Mount Palomar Observatory, which is located just outside of Riverside County in San Diego County, requires unique nighttime lighting standards to allow the night sky to be viewed clearly. The Mount Palomar Mountain Nighttime Lighting policy area was established through Riverside County Ordinance 655 in 1988 and was adopted as Chapter 8.64 in the Wildomar Municipal Code. The intent of the ordinance is to limit light leakage and spillage that may obstruct or hinder the observatory's view of the night sky. The project area is also depicted in Figure 5 of the City's General Plan, which shows that the proposed project is in Zone B of the Mount Palomar Nighttime Lighting Policy Area. Zone B is defined as the zone 15–45 miles away from the observatory. The City of Wildomar ensures that development within the city limits complies with the lighting policy. Compliance with this provision is discussed in Section 3.11, Aesthetics and Visual Resources, of this Draft EIR.

City of Wildomar Zoning Regulations

The Zoning Ordinance and Zoning Map of the City of Wildomar, found in the City's Municipal Code (Chapter 17), provide specific development and land use regulations for Wildomar. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods.

The proposed project site is currently zoned R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial). The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

- Rezone all of the Phase 9 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet;

- Rezone all of the Phase 18 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) and small portion zoned C-P-S to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet; and

- Rezone all of the Phase 19 Planning Area from the current specific plan designation of R-1 (One-family Dwelling) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.2 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. (See **Figure 2.0-2**, Existing Zoning, and **Figure 2.0-3,** Proposed Zoning.)

The project site is surrounded by lands zoned by the City of Wildomar as Mobile Home Subdivision and Mobile Home Park (R-T) to the east and south, One-Family Dwelling (R-1) to the west, and Rural Residential (R-R) to the north. Lands to the east of the proposed project site in the City of Menifee are zoned Residential Agricultural (R-A-2 ½).

The following zone districts are defined in Chapter 17 of the City of Wildomar Municipal Code (WMC). See http://qcode.us/codes/wildomar/ for a complete listing of all of Wildomar's zone districts.

C-P-S (Scenic Highway Commercial). WMC Section 17.76 allows specific wholesale, retail, commercial, and professional office uses with an approved plot plan and only in enclosed buildings. Only 200 square feet of outside storage or display of materials is allowed. Permitted uses are listed in WMC Section 17.76.010. Limited commercial uses are permitted with an approved conditional use permit. An on-site operator's residence is allowed with plot plan approval. There is no minimum parcel size or yard area (setback) for buildings that are 35 feet or less in height. For buildings greater than 35 feet in height, a ratio of 2 feet of setback for every 1 foot in height greater than 35 feet is required (Section 17.76.030B).

R-1 (One-Family Dwelling). WMC Section 17.24 allows for one-family dwellings, including mobile homes on permanent foundations, and the noncommercial keeping of horses, small farm animals, etc. See **Table 3.3-1** for a summary of development standards.

R-4 (Planned Residential). WMC Section 17.60 allows for one-family and multiple-family dwellings and mobile home parks. Multiple-family dwellings are permitted following the requirements of the R-3 zone district (subject to the provisions of the R-34 zone and plot plan approval). A minimum lot area of 6,000 square feet per dwelling units is required exclusive of streets and commercial areas. Mobile home parks are permitted with an approved conditional use permit. See **Table 3.3-1** for a summary of development standards.

R-R (Rural Residential). WMC Section 17.16 allows for one-family dwellings, mobile homes, light agriculture, animal husbandry, and farm animals (maximum five animals per acre), with kennels/catteries permitted pursuant to specific provisions. A variety of nonresidential uses are allowed with a plot plan or conditional use permit. See **Table 3.3-1** for a summary of development standards.

R-T (Mobile Home Subdivision). WMC Section 17.52 allows for one-family mobile homes and/or conventional/manufactured homes. Commercial recreational facilities and home occupations are permitted. See **Table 3.3-1** for a summary of development standards.

The following zone district is defined in the City of Menifee Zoning Ordinance:

R-A (Residential Agricultural). Section VIb of the Menifee Zoning Ordinance permits one-family dwellings and mobile homes on permanent foundations on lots of less than 2.5 acres. Noncommercial keeping of horses, cattle, sheep, and goats on lots over 20,000 square feet and 100 feet in width is permitted. Two such animals on each 20,000 square feet up to 1 acre, and two such animals on each additional acre are permitted. Some agricultural uses, limited noncommercial animal husbandry, and 4-H projects are permitted. Agricultural mobile homes are permitted for owner/farmworker for each 10 acres being farmed. Mobile home parks are permitted with an approved conditional use permit. Churches are permitted with an approved public use permit. See **Table 3.3-1** for a summary of development standards.

TABLE 3.1-1
SUMMARY OF RESIDENTIAL ZONE DISTRICTS

City of Wildomar						
Zone	Min. Lot Size Sq. Ft.	Coverage	Max. Height	Setbacks		
				Front	Rear	Side/Exterior
R-R	20,000	*	40′	20′	20′	5′/10′
R-1	7,200	50%	40′	20′	10′	3′/10′
R-4	6,000	*	40′	20′	10′	5′/10′
R-T	3,600/7,200	*	40′	20′	5′	5

Source: City of Wildomar Municipal Code, Chapter 17
**Not specified in the Municipal Code*

City of Menifee						
Zone	Min. Lot Size	Coverage	Max. Height	Setbacks		
				Front	Rear	Side/Exterior
R-A	20,000		40′	20′	*	*

Source: City of Menifee Municipal Code, Article VIb
**Not specified in the Municipal Code*

3.1.3 PROJECT IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

According to CEQA Guidelines Appendix G, impacts to land use are considered significant if implementation of the project would result in any of the following conditions:

1) Physically divide an established community.

2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan and zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan.

METHODOLOGY

Evaluation of potential land use impacts of the proposed Oak Creek Canyon Development project was based on review of planning documents pertaining to the project site, including the City of Wildomar General Plan and Zoning Ordinance, consultation with appropriate agencies, and field review of the project site and surroundings.

The focus of this land use analysis is on the proposed project's consistency with applicable City of Wildomar land use policies, particularly those contained within The Farm Specific Plan, as well as compatibility with surrounding land uses.

IMPACTS AND MITIGATION MEASURES

Physically Divide an Established Community (Standard of Significance 1)

Impact 3.1.1 The proposed project will occur within an area that is currently vacant and surrounded by separate single-family communities. The proposed project will be an infill project and will not physically divide an established community. **No impact** will occur.

The proposed project will be located on various vacant parcels in the northeastern portion of the city. While Interstate 15 currently divides the city from west to east, the proposed project site does not physically divide the city or any of its neighborhood areas. The proposed Oak Creek Canyon Development will provide housing opportunities consisting of a mixture of lot sizes and open space that will be able to be used for passive recreation and preservation of scenic and habitat values. The proposed project will complement the existing development that occurs to the north, east, and south of the project site and provide a new neighborhood commercial center to this portion of the city in the future. The proposed project will result in **no impact**.

Mitigation Measures

None required.

Conflict with General Plan, Zoning Code, or Specific Plan (Standard of Significance 2)

Impact 3.1.2 The proposed project has been prepared to be consistent with the Wildomar General Plan and Zoning Ordinance as well as with The Farm Specific Plan. Therefore, the proposed project will result in a **less than significant** impact.

As explained in Section 2.0 Project Description, and summarized above, the proposed project will allow the subdivision of land for single-family residential parcels and creates a small commercial site. The City's General Plan and The Farm Specific Plan have designated this area for similar development.

The proposed project reflects lot sizes that were adopted with the initial Farm Specific Plan in 1974. As shown in the plan, the initial range of lots included 900 lots on 98.3 acres averaging 4,500 square feet in size. Over time as expectations of land changed, the Specific Plan was amended to increase the average parcel size to 7,200 square feet; however, the total number of 1,800 lots was not increased (County of Riverside 1974, p. I-4).

The proposed project would allow for 4,500-square-foot minimum lot sizes in Phase 18 (see **Figure 2.0-4**). The area will total 88 lots for a net density of 4.38 dwelling units per acre, with parcels ranging

from 4,500 square feet to 8,892 square feet for an average parcel size of 5,632 square feet. This change results in 34 more units than were initially anticipated in The Farm Specific Plan for Phase 18. While the parcel sizes are smaller in this phase, the intent and design of the proposed project is similar to the original Farm Specific Plan in that all of the homes will be single-family, amenities such as open space and trails are included, and a sizable percentage of the overall project site will remain in open space.

Because of the large amount of open space, the overall density of the site has not changed significantly. As shown in Table 2 of The Farm Specific Plan, a net density of 2.6 units per acre was approved via adoption of the Specific Plan. The proposed project results in a net density of 2.7 units per acre, a difference of approximately 0.10 unit per acre. This small increment of change in units is not considered a significant impact.

The commercial site has been relocated and enlarged from 1.1 acres to 5.2 acres. The 5.2-acre site has a net usable area of approximately 3.5 acres due to slopes and access. The change in location from The Farm Road to Sunset Avenue is necessary to accommodate more traffic and provide better access for both new and current residents in the area. While the commercial uses have not been identified as part of this project, the design and size of the site is anticipated to provide for local-serving retail and service commercial or professional office uses. Local-serving retail and professional land uses are designed for the convenience of the local residents and are similar to the intent of the commercial site. The Specific Plan notes that it is not anticipated that commercial development will occur until more of the homes are developed (County of Riverside 1974, p. III-35).

The proposed project will occur within The Farm Specific Plan, which has been designated for residential development since 1974. The Farm Specific Plan is consistent with the City of Wildomar's General Plan.

The proposed project results in single-family homes on individual lots similar to the surrounding Farm Specific Plan area development, the lot sizes are similar to those approved for the original Specific Plan in 1974, and the net density per acre increases by 0.10 unit per acre. The proposed project is considered consistent with the Wildomar General Plan and Zoning Ordinance and The Farm Specific Plan. This impact is considered **less than significant**.

Mitigation Measures

None required.

Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan (Standard of Significance 3)

Impact 3.1.3 The proposed project will occur within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). **No impact** will occur relative to conflicts between the proposed project and the MSHCP.

The reader is directed to Section 3.8, Biological and Natural Resources, for a discussion of the MSHCP and project impacts.

Mitigation Measures

None required.

3.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The City of Wildomar General Plan and The Farm Specific Plan constitute the setting for the cumulative analysis.

CUMULATIVE IMPACTS

Cumulative Impacts to Land Use

Impact 3.1.4 Development of the proposed project will be consistent with the planning policies of the City of Wildomar General Plan while also being consistent with the surrounding land uses. **No impact** will occur.

The City of Wildomar General Plan and The Farm Specific Plan will be affected by the proposed project. While the proposed project would increase the number of anticipated housing units by 29 (275 proposed vs. 246 existing), the large amount of open space and overall density of the project (2.7 units per acre) make it similar to the existing 2.6 units per acre in The Farm Specific Plan. The amenities included with the proposed project, such as parks, trails, storm drainage basins, and open space, are consistent with other development in the vicinity and with the intent of The Farm Specific Plan. The project would have the cumulative effect of reinforcing and supporting adopted residential land uses planned for the area since 1974. The proposed project also has the effect of enhancing the development of the surrounding community by providing better access to these related projects and existing developments and reducing congestion and traffic in the community. This is considered a beneficial cumulative effect.

The changes to the General Plan and The Farm Specific Plan limit the impact of the change to the area encompassed by the proposed project. The reduction in lot sizes is specific to Phase 18 of The Farm Specific Plan and would not be applicable anywhere else in Wildomar. The proposed project would have **no impact** to the General Plan or to The Farm Specific Plan.

Mitigation Measures

None required.

REFERENCES

City of Menifee. 2006. Municipal Code.

City of Wildomar. 2008a. *City of Wildomar General Plan.*

———. 2008b. Municipal Code.

County of Riverside. 1974. *The Farm Specific Plan.*

3.2 Population, Housing, and Employment

This section discusses the potential environmental impacts of the proposed project associated with population, housing, and employment. Current and projected population trends and demographics are provided in this section as well as characteristics and current conditions of the area's housing stock, labor force, and major industries.

3.2.1 EXISTING SETTING

REGIONAL SETTING

The City of Wildomar is located in Riverside County, the fourth most populated county in California. In addition to this distinction, **Table 3.2-1** demonstrates that of the 10 largest counties in the state, Riverside County experienced the highest rate of growth from 2000 to 2010. Most of this growth has been focused in the far western quarter of the county, which comprises the subregion of western Riverside County.

Located along the Interstate 15 (I-15) corridor south of the City of Lake Elsinore and north of the City of Menifee, the City of Wildomar was incorporated in 2008. Prior to incorporation, Wildomar was one of the fastest growing communities in the county. **Table 3.2-2** demonstrates that Wildomar's growth rate of nearly 129 percent from 2000 to 2010 trailed only the 133.7 percent growth rate of Murrieta and the 223.9 percent growth rate of Beaumont.

TABLE 3.2-1
GROWTH OF THE 10 MOST POPULATED COUNTIES IN CALIFORNIA

County	2000	2010	Population	
			Increase	Percentage Change
Los Angeles	9,519,338	9,818,605	299,267	3.10
San Diego	2,813,833	3,095,313	281,480	10.00
Orange	2,846,289	3,010,232	163,943	5.80
Riverside	**1,545,387**	**2,189,641**	**646,254**	**41.70**
San Bernardino	1,709,434	2,035,210	325,776	19.10
Santa Clara	1,682,585	1,781,642	99,057	5.90
Alameda	1,443,741	1,513,493	67,752	4.83
Sacramento	1,223,499	1,418,788	195,289	16.00
Contra Costa	948,816	1,049,025	100,209	10.60
Fresno	799,407	933,450	131,043	16.40

Source: DOF 2011

POPULATION GROWTH TRENDS

There are several methods of estimating population growth and demographic information for communities. Most of these methods rely on an analysis of historic population levels and projections based on assumptions of the future growth potential of the community. These projections are based on availability of vacant land, knowledge of building permit activity, and an understanding of the region within which the community is located.

The California Department of Finance (DOF) develops estimations of state, regional, and local populations each year based on the number of building permits issued, residential units, requests for new electrical connections, and other similar statistical indicators. These estimates are published annually each May.

TABLE 3.2-2
REGIONAL POPULATION

City	Total Population		Change in Population	
	2000	2010	Number	Percentage
Banning	23,562	29,603	6,041	25.6
Beaumont	11,384	36,877	25,493	223.9
Blythe	20,463	20,817	354	1.7
Calimesa	7,139	7,879	740	10.4
Canyon Lake	9,952	10,561	609	6.1
Cathedral City	42,647	51,200	8,553	20.1
Coachella	22,724	40,704	17,980	79.1
Corona	124,966	152,374	27,408	21.9
Desert Hot Springs	16,582	25,938	9,356	56.4
Hemet	58,812	78,657	19,845	33.7
Indian Wells	3,816	4,958	1,142	29.9
Indio	49,116	76,036	26,920	54.8
Lake Elsinore	28,928	51,821	22,893	79.1
La Quinta	23,694	37,467	13,773	58.1
Menifee	72,494[1]	77,519	5,025[1]	6.9[1]
Moreno Valley	142,381	193,365	50,984	35.8
Murrieta	44,282	103,466	59,184	133.7
Norco	24,157	27,063	2,906	12.0
Palm Desert	41,155	48,445	7,290	17.7
Palm Springs	42,807	44,552	1,745	4.1
Perris	36,189	68,386	32,197	89.0
Rancho Mirage	13,249	17,218	3,969	30.0
Riverside	255,166	303,871	48,705	19.1
San Jacinto	23,779	44,199	20,420	85.9
Temecula	57,716	100,097	42,381	73.4
Wildomar	**14,064[1]**	**32,176**	**18,112[1]**	**128.8[1]**
Unincorporated Communities[2]	420,721	504,392	83,671	19.8
Riverside County Total	1,545,387	2,189,641	644,254	41.7

Sources: DOF 2011; US Bureau of the Census, 2006–2008 American Community Survey 3-Year Estimates (used for populations of unincorporated communities)

[1] Population or result of population prior to incorporation.

[2] Includes the populations of then-unincorporated Menifee and Wildomar for the year 2000 results.

Population and housing estimates are validated against United States decennial census data every ten years.

In addition to California DOF estimates, the US Census Bureau administers the American Community Survey, which provides ongoing demographic reports and statistical data about communities in the United States. The American Community Survey compiles its data thorough ongoing statistical surveys that sample a small percentage of the population each year.

For this document, both resources were used to present historic, current, and forecast data. In instances where both resources were used to populate a table, annotations have been included to indicate the source of the data.

Prior to the 2008–2012 economic downturn, the City of Wildomar experienced growth that was due to both the rising cost of development in the region and the strong housing market that affected much of the nation. The areas of the city that have experienced, and which are projected to continue to experience, the most growth are located adjacent to the transportation corridors leading to Interstate 15.

However, even as population growth in Wildomar slowed during the economic downturn, it did not stop. As **Table 3.2-3** shows, the city did not see a net loss of population, keeping pace with the growth of the county as a whole.

TABLE 3.2-3
RIVERSIDE COUNTY/CITY OF WILDOMAR POPULATION GROWTH

Year	Riverside County				City of Wildomar			
	Population	Percentage Growth	Dwelling Units	Percentage Growth	Population	Percentage Change	Dwelling Units	Percentage Growth
2007	2,030,054	–	753,286	–	23,554[1]	–	7,232[1]	–
2008	2,077,183	2.32	772,480	2.55	24,447[1]	3.79	7,455[1]	3.08
2009	2,109,882	1.57	779,077	0.85	31,374	28.33	10,630	42.59
2010	2,189,641	3.78	800,707	2.78	32,176	2.56	10,806	1.66
2011	2,205,731	0.73	804,913	0.53	32,414	0.74	10,840	0.31
2012	2,227,577	0.99	807,970	0.38	32,719	0.94	10,847	0.06

Sources: DOF 2012; US Bureau of the Census, 2006–2008 American Community Survey 3-Year Estimates

[1] Prior to incorporation

In Riverside County, forecasting of population and demographic trends is performed by the local council of governments, the Southern California Association of Governments (SCAG). For the specific subregion in which the proposed project site is located, Western Riverside County, SCAG administers a subregional council of governments, the Western Riverside Council of Governments (WRCOG). As a component of its long-term planning responsibilities, the WRCOG publishes forecast demographic and population data for the subregion.

This forecast data, which is included in **Table 3.2-4**, is derived from methods that consider past population and birthrate patterns, as well as instances of building permit issuance and income reporting, among many other factors.

Table 3.2-4 indicates that while growth for both the subregion and the city will exceed the current economically depressed figures, they are not predicted to reach the historic growth levels of the past decade. However, it is also important to note that the growth of Wildomar is still predicted to outpace the growth of the subregion as a whole.

TABLE 3.2-4
FORECAST POPULATIONS – WESTERN RIVERSIDE COUNTY AND CITY OF WILDOMAR

Year	Western Riverside County[1]		City of Wildomar	
	Population	Percentage Growth	Population	Percentage Growth
2000	1,236,309	–	14,064	–
2010	1,733,694	40.23%	32,176	128.78%
2020	2,003,412	15.56%	42,475	32.01%
2035	2,466,332	23.11%	53,664	26.34%

Source: WRCOG 2012

[1] *Population of the Western Riverside subregion, defined by the WRCOG as 80% of the unincorporated population and 81% of the incorporated population of Riverside County as a whole.*

POPULATION CHARACTERISTICS

Housing

Table 3.2-5 summarizes the estimated characteristics of the existing regional and local housing in 2012. According to May 2012 California Department of Finance estimates, there are currently 807,970 housing units in Riverside County. Single-family housing units account for just over 72 percent of all housing units. Comparatively, of the total 10,857 housing units located in the City of Wildomar, 69 percent are single-family homes. In 2012, approximately 86 percent of the housing units in the county were occupied, leaving approximately 14 percent vacant. In Wildomar, approximately 92 percent of the housing units were occupied, with less than 8 percent of the city's housing inventory vacant. Slightly more than three persons on average resided in each occupied housing unit in both Riverside County and the City of Wildomar; the average is slightly higher in Wildomar.

Containing the results of the 2010 US Census, **Table 3.2-6** provides the tenure characteristics of housing in both Riverside County and the City of Wildomar. Of the total 686,260 occupied housing units in the county in 2010, approximately 67 percent were owner-occupied and the remaining 33 percent were renter-occupied. At the same time, of the total 9,992 occupied housing units in the city in 2010, just over 73 percent were owner-occupied, while nearly 27 percent were occupied by renters.

TABLE 3.2-5
EXISTING REGIONAL AND LOCAL HOUSING CHARACTERISTICS – OCCUPANCY/TYPE (YEAR 2010)

Area	Total Units	Occupied Units	Vacant Units	Persons per Household	Single-Family Units[1]	Multi-Family Units[2]	Mobile Homes
City of Wildomar	10,857	10,039	818	3.255	7,492	513	2,852
Riverside County	807,970	692,520	115,450	3.165	599,723	129,326	78,921

Source: DOF 2012

[1] *Single-Family includes Single Detached and Single Attached categories.*

[2] *Multi-Family contains Two to Four and Five Plus categories.*

TABLE 3.2-6
EXISTING REGIONAL AND LOCAL HOUSING CHARACTERISTICS – TENURE (YEAR 2010)

Area	Total Occupied Units	Owner-Occupied	Renter-Occupied
City of Wildomar	9,992	7,329	2,663
Riverside County	686,260	462,212	224,048

Source: DOF 2012; US Bureau of the Census 2010

Employment

The City of Wildomar is adjacent to the many larger population and employment centers of western Riverside, Los Angeles, San Diego, and Orange counties, allowing many residents to commute for diverse employment opportunities. The diversity of the Wildomar workforce is outlined in **Table 3.2-7**. The California Employment Development Department (EDD) estimates that unemployment in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) was 12.6 percent in June of 2012, which was the same as the Riverside County percentage for the same period.

TABLE 3.2-7
WILDOMAR OCCUPATIONS IN 2010

Employment	Number	Percentage of Workforce
Agriculture, forestry, fishing and hunting, mining	76	0.5
Construction	1,516	10.8
Manufacturing	1,522	10.8
Wholesale trade	446	3.2
Retail trade	1,418	10.1
Transportation and warehousing, utilities	675	4.8
Information	147	1.0
Finance, insurance, real estate	557	4.0
Professional, scientific, management, administrative, and waste management services	1,937	13.8
Educational, health and social services	2,499	17.8
Arts, entertainment, recreation, accommodation and food services	1,657	11.8
Other services except public administration	802	5.7
Public Administration	823	5.8
Total civilian employed population 16 years and over	14,075	100

Source: US Bureau of the Census 2010

3.2.2 REGULATORY FRAMEWORK

LOCAL

City of Wildomar Housing Element and General Plan

Upon incorporation, the City of Wildomar adopted the Riverside County General Plan. This General Plan provides goals and policies related to population, housing, and employment. In 2012, the City also updated the Housing Element to tailor the element to the needs of Wildomar. While this DEIR analyzes the project's consistency with the General Plan and Housing Element pursuant to California Environmental Quality Act (CEQA) Section 15125(d), it is the City of Wildomar City Council that will make the determination of the project's consistency with the identified General Plan policies.

The Farm Specific Plan

The Farm Specific Plan provides design standards for development within the Specific Plan project area. Table 2 of The Farm Specific Plan shows that the project area was estimated to result in 275 single-family lots (see **Appendix 2.0-6**).

3.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the State CEQA Guidelines Appendix G thresholds of significance, which indicate that the proposed project would have a significant impact if it would:

1) Induce substantial growth or concentration of population in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure).

2) Displace substantial numbers of existing housing, necessitating the construction or replacement housing elsewhere.

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

METHODOLOGY

Evaluation of potential population/housing/employment impacts was based on research of demographic and housing conditions utilizing existing documents and other information sources. Information was obtained from governmental agencies through their websites. Among these agencies were the US Bureau of the Census, the California Department of Finance, and the California Employment Development Department. The General Plan and Housing Element of Riverside County were additional sources of information on housing and socioeconomic conditions as well as on housing policy.

For the purposes of determining population and housing impacts, a factor of 3.255 persons per household, as established by the DOF as the average for the City of Wildomar in 2012, was used to determine the potential growth in population as a result of the proposed project. Growth

inducement and its associated environmental effects are discussed in Section 6.0, Long-Term Implications of the Project.

The proposed project will occur on a site that is currently undeveloped. The project would have no impact on existing housing stock and result in no loss of regional housing or displacement of people; therefore, impacts of this nature will not be discussed further in this Draft EIR.

IMPACTS AND MITIGATION MEASURES

Population and Employment Growth (Standard of Significance 1)

Impact 3.2.1 Buildout of the proposed project would result in population growth and the generation of employment. This impact is considered to be **less than significant**.

Assuming an average of 3.255 persons per household, the existing Farm Specific Plan would allow for 246 single-family lots, resulting in approximately 801 new residents. The proposed project would increase the number of allowable lots to 275, resulting in an additional 94 new residents at buildout for a potential of 895 new residents.

TABLE 3.2-8
COMPARISON OF POPULATION CHANGE FROM THE PROPOSED PROJECT TO EXISTING FARM SPECIFIC PLAN

	Lots	New Residents	Percentage Change from Existing		Percentage Increase from Current Population
			Lots	Population	
Existing	246	801			2.49%
Proposed	275	895			2.78%
Difference	29	94	11.79%	11.74%	0.29%

Source: County of Riverside 1974, Phases 9, 17A, and 18, Table 2, Appendix 2.0-6

The proposed project represents an 11.7 percent increase in population that The Farm Specific Plan assumed and a 0.29 percent increase in the city's overall population.

While the proposed commercial property could be developed with uses that would encourage employees to relocate to Wildomar, the size and location of the commercial land suggests that the uses will be small retail and service uses serving the local population. As a smaller retail use, it is likely that employees will come from the local area and will not need to relocate. The California Economic Development Department reported a 12 percent unemployment rate in the City of Wildomar, which suggests there is an ample labor pool for retail and service uses within the proposed project. Because of the small 0.29 percent increase in total population represented by the proposed project, and the availability of labor for jobs likely to be created on the future commercial site, impacts to population growth are therefore a **less than significant** impact.

Mitigation Measures

None required.

3.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The City of Wildomar is located in the highly developed corridor of I-15 in the Western Riverside County subregion, historically one of the fastest growing regions in the state. The entire project site is located on currently undeveloped land. The cumulative setting for population, housing, and employment includes approved and proposed development in the region (see Section 6.0, Long-Term Implications of the Project) as well as development anticipated in Wildomar. **Table 3.2-4** provides population projections for the City of Wildomar through the year 2035. Regional population, housing, and employment demographics are detailed in subsection 3.2.1, Existing Setting.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Population Growth

Impact 3.2.2 Development of the proposed project would result in a slight increase in the population of the City of Wildomar. This impact is considered **less than cumulatively considerable.**

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with the land use designations and growth assumed in the Land Use Element of the General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of this DEIR. Given that this growth is anticipated under in the General Plan, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

DOF (California Department of Finance). 2010. *Interim Population Projections for California and Its Counties 2010–2050.*

———. 2011. *Demographic Research Unit, Redistricting Data Summary File, 3/8/2011.*

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This section represents the results of the traffic impact analysis (TIA) prepared by Urban Crossroads (2012) for the proposed project. The traffic impact analysis evaluated the potential impacts to traffic and circulation associated with the development of the proposed project and recommended improvements to mitigate impacts considered significant in comparison to established regulatory thresholds.

3.3.1 EXISTING SETTING

The 13 study area intersection locations listed on **Table 3.3-1** were selected for the TIA analysis based on the following: (1) Riverside County TIA guidelines that require analysis of intersection locations in which a proposed project is anticipated to contribute 50 or more peak-hour trips and (2) input from the City of Wildomar. Of these 13 intersections, the existing study area circulation network includes the 11 intersection analysis locations shown on **Table 3.3-1**. The other two intersections in the study area are future planned intersections within the project site that do not currently exist. **Figure 3.3-1** illustrates the intersections in the study area.

TABLE 3.3-1
INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	I-15 Southbound Ramps/Bundy Canyon Road	Caltrans
2	I-15 Northbound Ramps/Bundy Canyon Road	Caltrans
3	Sellers Road/Bundy Canyon Road	Wildomar
4	Monte Vista Drive/Bundy Canyon Road	Wildomar
5	The Farm Road/Bundy Canyon Road	Wildomar
6	Harvest Way-West/Bundy Canyon Road	Wildomar
7	*"I" Street/Bundy Canyon Road – Future Intersection*	*Wildomar*
8	Harvest Way East/Bundy Canyon Road	Wildomar
9	*Commercial Access/Bundy Canyon Road – Future Intersection*	*Wildomar*
10	Sunset Avenue/Bundy Canyon Road	Wildomar/Menifee
11	Murrieta Road/Scott Road	Menifee
12	I-215 Southbound Ramps/Scott Road	Caltrans
13	I-215 Northbound Ramps/Scott Road	Caltrans

Source: Urban Crossroads 2012

The 50 peak-hour trip criterion utilized by the City of Wildomar and the County of Riverside is consistent with the methodology employed by other jurisdictions throughout Southern California, and generally represents a threshold of trips at which an intersection would have the potential to be impacted. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a valid and proven way to establish a study area.

TRANSIT SYSTEM

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near the City of Wildomar, with bus service along Mission Trail immediately west of Interstate 15 (I-15) and along Scott Road immediately east of Interstate 215 (I-215) on various routes (Routes 7, 8, and 61). Transit service is reviewed

and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate.

EXISTING TRAFFIC COUNTS

Manual AM and PM peak-hour turning movement counts were conducted on Wednesday, December 15, and Thursday, December 16, 2010. Counts are taken during the day to capture the morning (AM) and afternoon (PM) periods that typically represent the heaviest traffic. The December 2010 count data was adjusted with a background growth of 1 percent to represent December 2011 conditions.

Existing (2011) average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on **Figure 3.3-2**. Existing (2011) ADT volumes are based on factored intersection peak-hour counts collected by Urban Crossroads using the following formula for each intersection leg, except for those roadway segments that have 24-hour tube count data available.

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

EXISTING TRAFFIC CONDITIONS

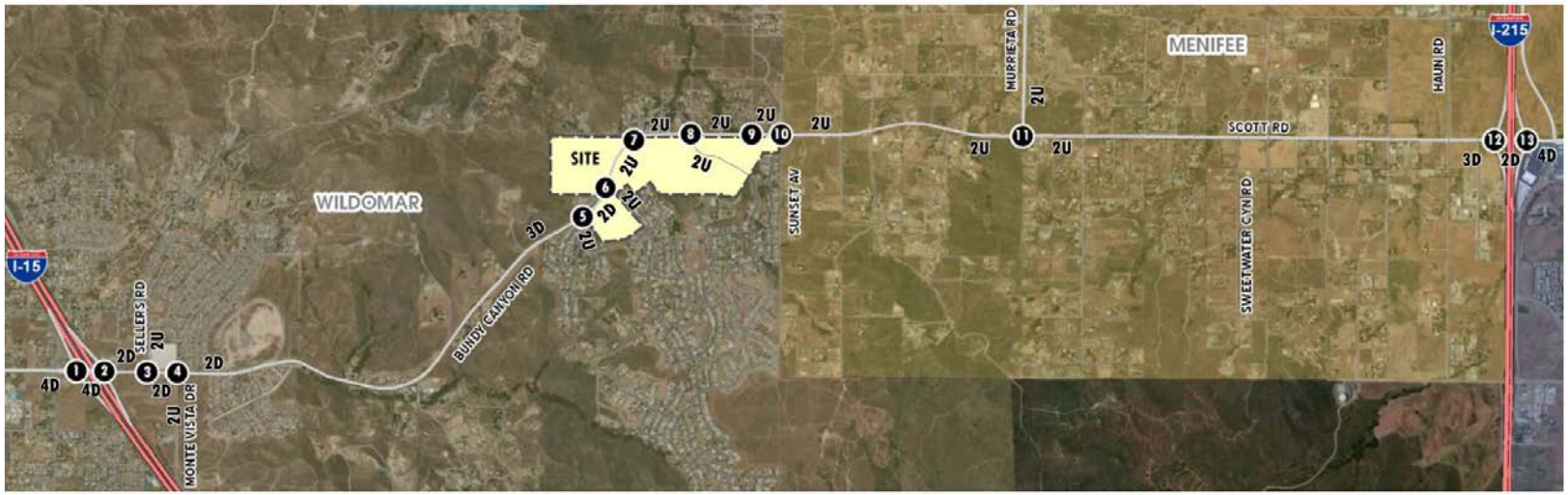
Existing (2011) peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in the Methodology subsection below. The intersection operation analysis results are summarized in **Table 3.3-2,** which indicates that the 11 existing study area intersections are currently operating at acceptable level of service (LOS) during the peak hours, with the exception of the intersections of Monte Vista Drive at Bundy Canyon Road and Murrieta Road at Scott Road.

Traffic signal warrants for existing traffic conditions are based on existing peak-hour intersection volumes. For existing conditions, the following study area intersections currently appear to warrant a traffic signal:

- Sellers Road/Bundy Canyon Road
- Monte Vista Drive/Bundy Canyon Road
- Harvest Way West/Bundy Canyon Road
- Murrieta Road/Scott Road

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EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 I-15 SB Ramps & Bundy Canyon Rd.	2 I-15 NB Ramps & Bundy Canyon Rd.	3 Sellers Rd. & Bundy Canyon Rd.	4 Monte Vista Dr. & Bundy Canyon Rd.	5 The Farm Rd. & Bundy Canyon Rd.	6 Harvest Way West & Bundy Canyon Rd.	7 "I" St. & Bundy Canyon Rd.	8 Harvest Way East & Bundy Canyon Rd.
					DEF	Future Intersection	
9 Commercial Access & Bundy Canyon Rd.	10 Sunset Av. & Bundy Canyon Rd.	11 Murrieta Rd. & Scott Rd.	12 I-215 SB Ramps & Scott Rd.	13 I-215 NB Ramps & Scott Rd.			
Future Intersection		S					

LEGEND:

- = TRAFFIC SIGNAL
- S = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- DEF = DEFACTO RIGHT TURN LANE

Source: City of Wildomar

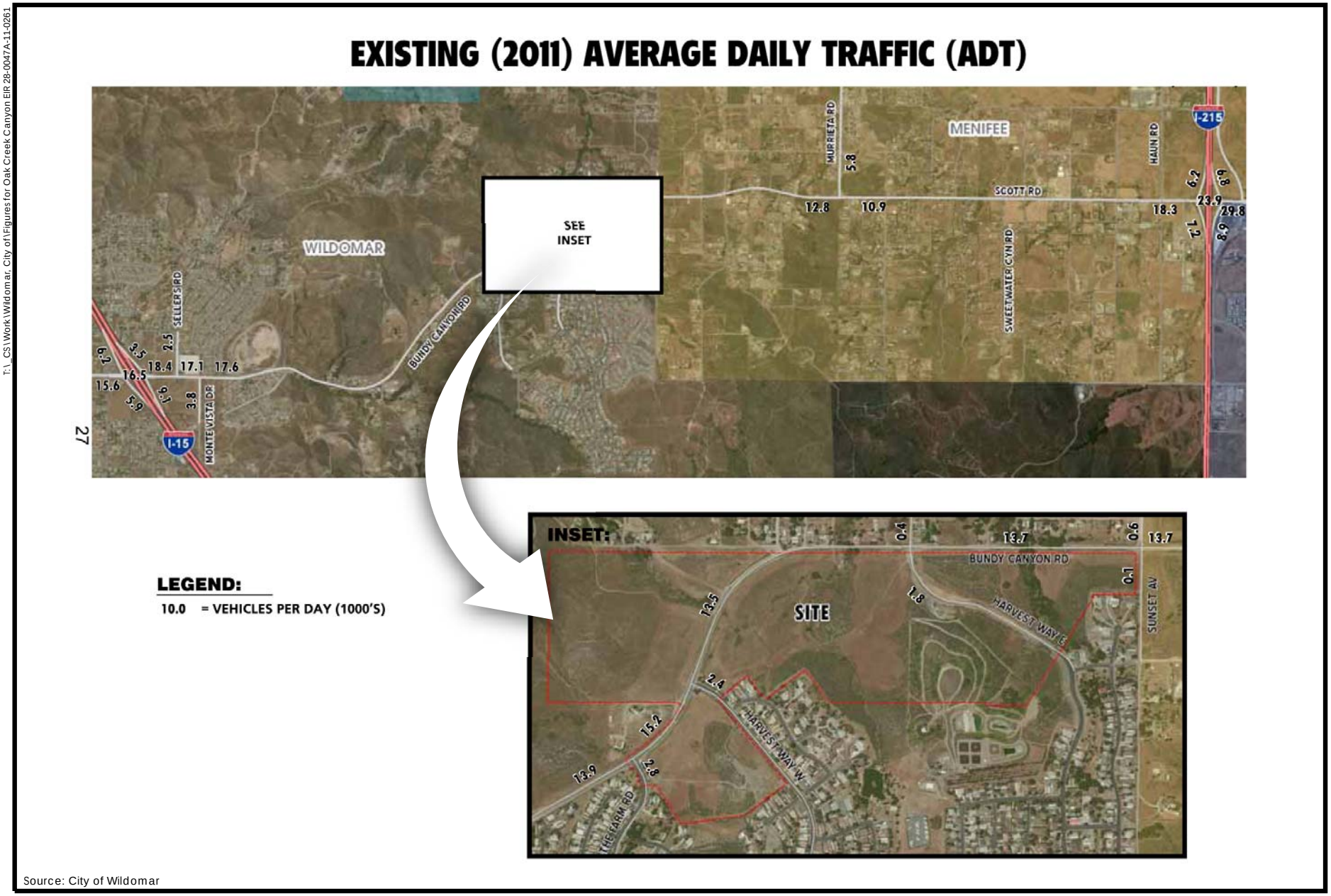
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Figure 3.3-1
Study Area Intersections

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Source: City of Wildomar

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Figure 3.3-2
Existing ADT Volumes

PMC®

TABLE 3.3-2
INTERSECTION ANALYSIS FOR EXISTING (2011) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
				Northbound			Southbound			Eastbound			Westbound						
				L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	0	0	0	1	1	0	0	2	0	1	2	0	23.0	18.9	C	B
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	1	1	0	0	0	0	1	2	0	0	2	0	18.9	19.3	B	B
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	0	0	0	0	1	0	1	1	0	0	1	1	24.2	31.1	C	D
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	CSS	0	1	0	0	0	0	0	1	0	1	1	0	21.4	***62.2***	C	***F***
5	The Farm Rd./Bundy Canyon Rd.	Wildomar	TS	1	0	1	0	0	0	0	1	1	1	1	0	9.3	11.1	A	B
6	Harvest Way West/Bundy Canyon Rd.	Wildomar	CSS	1	0	d	0	1	0	0	1	1	1	1	0	27.5	30.6	D	D
7	"I" Street/Bundy Canyon Rd.	Wildomar		Future Intersection															
8	Harvest Way East/Bundy Canyon Rd.	Wildomar	CSS	0	1	0	0	1	0	0	1	0	0	1	0	26.6	24.5	D	C
9	Commercial Access/Bundy Canyon Rd.	Wildomar		Future Intersection															
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/Menifee	CSS	0	1	0	0	1	0	0	1	0	0	1	0	21.3	23.3	C	C
11	Murrieta Rd./Scott Rd.	Menifee	AWS	0	0	0	0	1	0	0	1	0	0	1	0	18.7	***39.4***	C	***F[4]***
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	0	0	0	0	1	1	0	1	1	1	1	0	24.6	30.8	C	C
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	0	1	1	0	0	0	1	1	0	0	1	1	26.6	32.3	C	C

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane)

2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

4. Volume-to-capacity ratio is greater than 1.00; intersection unstable; Level of Service F.

ROADWAY SEGMENTS AND INTERSECTIONS

Analysis Methodology

Traffic operations of roadway facilities are described using the term "level of service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

3.3.2 REGULATORY FRAMEWORK

STATE

Caltrans Traffic Operation Standards

The California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (2002) includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans maintains a target level of service at the transition between LOS C and LOS D for freeway facilities.

REGIONAL

Riverside Transit Agency

The Riverside Transit Agency (RTA) was established as a Joint Powers Agency on August 15, 1975, and began operating bus service on March 16, 1977. RTA is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500-square-mile service area, providing driver training, assistance with grant applications, and development of Short Range Transit Plans (SRTPs).

RTA provides both local and regional services throughout the region with 36 fixed routes, eight CommuterLink routes, and Dial-A-Ride services using 261 vehicles. The City of Wildomar is served by Route 7, which heads north to the City of Lake Elsinore, Route 8, which heads around Lake Elsinore, and Route 23, which heads toward the City of Murrieta. The routes include connections to other routes into and beyond Riverside County.

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Riverside County, to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the Riverside County Transportation Commission (RCTC) in consultation with the County and the cities in Riverside County, is an effort to more directly align land use, transportation, and air quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the state and federal levels. Per the adopted level of service standard of E, when a CMS segment

falls to LOS F, a deficiency plan must be required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of Congestion Management Plan deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

Non-Motorized Transportation

Bicycling occurs throughout the county but is more concentrated in the cities and urbanized portions of unincorporated areas, and is more recreational than commute-oriented. Although the County's current bicycle plan provides for connections between major urban and recreational facilities within the county, implementation of the plan has occurred only to a limited extent. There is no comprehensive bicycle or trail system that links Wildomar to the rest of Riverside County.

LOCAL

City of Wildomar General Plan

The City's General Plan establishes LOS C as a target for all City-maintained roadways and conventional state highways, except that LOS D could be allowed in urban areas at intersections of any combination of major streets, arterials, expressways, or conventional state highways within 1 mile of a freeway interchange and also at freeway ramp intersections. Current policy requires development projects to mitigate impacts on roadways based on the LOS C standard. Current General Plan policy also permits allowing development projects to mitigate to LOS D, subject to City Council approval, in those instances where mitigation to LOS C is deemed to be impractical.

3.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. Transportation impacts are considered significant when the project would:

1) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).

2) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measure, or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on Riverside County traffic study guidelines, a significant impact occurs when the addition of project traffic as defined by any "with project" scenario causes an intersection that operates at an acceptable level of service under the "without project" traffic condition (i.e., LOS D or better) to fall to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria were utilized to identify significant project-related traffic impacts:

- If an intersection is projected to operate at an acceptable level of service (i.e., LOS D or better) without the project and the addition of project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS E or F), the impact is considered significant.

In addition, for intersections within the jurisdictional authority of the City of Wildomar, the City requires that an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E or F) under pre-project conditions:

- If an intersection is projected to operate at an unacceptable level of service (i.e., LOS E or F) without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is considered significant. Mitigation is then required to bring the "with project" scenario delay to within 5.0 seconds of the pre-project condition. It should be noted that this criteria applies only to those intersections within Wildomar.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions AND the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. For the purposes of the TIA, mitigation measures have been recommended for cumulatively impacted intersections to bring the "with project" delay and associated level of service back to acceptable peak-hour operations at intersections located within the City of Menifee.

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact would be identified and would exist until the needed improvement is fully funded and constructed.

ASSUMPTIONS

All project access points along Bundy Canyon Road were assumed to allow full access, with the exception of the following:

- "I" Street on Bundy Canyon Road – right-in/right-out/left-in access only (no left turns out)

- Commercial Access on Bundy Canyon Road – right-in/right-out access only (no left turns in/out)

Because of the proposed intersection spacing between The Farm Road and Harvest Way West on Bundy Canyon Road, an alternative analysis was conducted that assumed access restrictions on the intersection of Harvest Way West at Bundy Canyon Road. In the event that a traffic signal is not installed at the intersection of Harvest Way West at Bundy Canyon Road and full access could not be accommodated, the intersection of Harvest Way West at Bundy Canyon Road was analyzed assuming access would be restricted to right-in/right-out/left-in access only (no left turns out). This access alternative would affect project travel patterns at The Farm Road and at Harvest Way West on Bundy Canyon Road.

A specific development proposal for the retail component is not proposed as part of this project. The traffic analysis assumes a 14,469-square-foot pharmacy with drive-through window, 2,550 square feet of specialty retail uses, and an eight-vehicle fueling position gas station with convenience market and car wash, as these uses represent a likely scenario that could be developed in light of the site's location and physical constraints. The trip generation associated with a specific commercial design, as detailed above, is seen as more realistic than a simple application of the Institute of Transportation of Engineers (ITE) general commercial (ITE 820) land use category. Because it is unlikely that all of the assumed uses would occur on the commercial site, the assumptions used in the TIA would overstate as opposed to understate the traffic generated by any future development that could potentially occur.

For the purposes of the traffic impact analysis, it was assumed that the project will be constructed and at full occupancy by 2015.

METHODOLOGY

Trips generated by the project's proposed land uses were estimated using traffic counts taken of existing traffic and based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition (2008). The proposed project is estimated to generate a net total of approximately 3,933 net trip-ends per day on a typical weekday with approximately 284 net AM peak-hour trips and 410 net PM peak-hour trips.

Intersection Capacity Analysis

The intersection LOS analysis is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected in December 2010. The following peak hours were selected for analysis:

- Weekday AM peak hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM peak hour (peak hour between 4:00 PM and 6:00 PM)

Traffic counts were originally conducted in December 2010. In an effort to more accurately reflect December 2011 conditions, the count data was adjusted with a background growth of 1 percent. The volume development worksheets are provided in **Appendix 3.3-2**.

Signalized Intersections

Consistent with Section 5.0, Required Methodology, of the Riverside County traffic analysis guidelines, signalized intersection operations analysis was based on the methodology described

in Chapter 16 of the *Highway Capacity Manual* (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, level of service is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 3.3-3**. All signalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

TABLE 3.3-3
SIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: TRB 2000

As recommended in the Riverside County Transportation Department *Traffic Impact Analysis Preparation Guide* (2008), the peak-hour traffic volumes were adjusted using a peak-hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume]/[4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs were used for existing (2011) and Existing plus Project traffic conditions. A PHF of 0.95 (or higher depending on the existing PHF) was utilized for Opening Year (2015) without and with project traffic conditions. Lastly, a PHF of 1.00 was used for all intersections for Horizon Year (2035) without and with project traffic conditions.

Unsignalized Intersections

The operations of unsignalized intersections were evaluated using the methodology described in Chapter 17 of the HCM (also consistent with Riverside County traffic study guidelines). The level of service rating is based on the weighted average control delay expressed in seconds per vehicle (see **Table 3.3-4**).

TABLE 3.3-4
UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control per Vehicle (Seconds)
A	Little or no delays	0 to 10.00
B	Short traffic delays	10.01 to 15.00
C	Average traffic delays	15.01 to 25.00
D	Long traffic delays	25.01 to 35.00
E	Very long traffic delays	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded	> 50.00

Source: TRB 2000

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole. All unsignalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

Traffic Signal Warrant Analysis Methodology

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TIA used the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)* (2009), as amended by *the MUTCD 2010 California Supplement*, for all study area intersections.

The signal warrant criteria for existing (2011) conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the FHWA's *MUTCD* and the *MUTCD 2010 California Supplement* indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the TIA utilized Peak Hour Volume-Based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the FHWA's *MUTCD* and the *MUTCD 2010 California Supplement*. Warrant 3 was deemed appropriate to use for the TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 or with adjacent major streets operating at or above 40 miles per hour). For the purposes of the TIA, the 45 mile per hour (mph) speed limit on Bundy Canyon Road was the basis for determining whether urban or rural warrants were used for a given intersection.

Future unsignalized intersections were assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning-level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for all of the study area intersections with the exception of the following locations, which are either currently signalized or are proposed to have restricted access:

- I-15 Southbound Ramps/Bundy Canyon Road (currently signalized)
- I-15 Northbound Ramps/Bundy Canyon Road (currently signalized)
- The Farm Road/Bundy Canyon Road (currently signalized)
- "I" Street/Bundy Canyon Road – proposed right-in/right-out/left-in access only (no left turns out)
- Commercial Access/Bundy Canyon Road – proposed right-in/right-out access only (no left turns in/out)
- I-215 Southbound Ramps/Scott Road (currently signalized)
- I-215 Northbound Ramps/Scott Road (currently signalized)

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS C or operate below LOS C and not meet a signal warrant.

LOS Criteria/Threshold of Significance

The definition of an intersection deficiency in Wildomar is based on General Plan Circulation Element Policy C 2.1, which establishes a target level of service of LOS C on all City-maintained roads and conventional state highways. As an exception, LOS D may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterial highways, urban arterial highways, expressways, or conventional state highways. LOS E may be allowed in designated community centers to the extent that it would support transit-oriented development and pedestrian communities. Because Bundy Canyon Road is a designated urban arterial in the Circulation Element of the General Plan, LOS D is considered acceptable at any intersection along Bundy Canyon Road in the City of Wildomar.

The City of Menifee has established a level of service standard of D. Therefore, LOS D is acceptable at any intersection included in the analysis that is wholly or partially within the City of Menifee.

Regarding Caltrans' ramps to arterial intersections and other Caltrans-maintained facilities, the published Caltrans traffic study guidelines (December 2002) state, "Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on state highway facilities; however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS."

As such, LOS D is considered to be the limit of acceptable traffic operations during the peak hour at intersections maintained by Caltrans.

If an intersection is already operating at an unacceptable level of service, the City determines that there is significant impact if the project will increase delay by 5.0 seconds or more. If project delay is increased by 5.0 seconds or more, the project must mitigate for its impact at that intersection.

Traffic Operations Analysis Methodology

For the purpose of the TIA, potential impacts to traffic and circulation were assessed for each of the following conditions:

Existing (2011) Conditions (1 scenario)

Information for existing year (2011) is disclosed to represent the baseline traffic conditions as they existed at the time the Notice of Preparation was released.

Existing plus Project Conditions (1 scenario)

The existing year (2011) plus project analysis determined direct project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the project being placed on existing conditions. Based on discussions with City staff, project impacts were determined through a comparison of the existing (2011) versus Existing plus Project traffic conditions, Opening Year (2015) without versus with Project conditions, and Horizon Year (2035) without versus with Project conditions. As such, the Existing plus Project scenario is provided to assess direct project impacts and to identify the associated mitigation measures.

Opening Year (2015) without and with Project (2 scenarios) – ambient growth and cumulative development projects

The anticipated Opening Year is 2015, and both without and with project conditions analyses were utilized to determine both direct project-related and cumulative traffic impacts. To account for background traffic, 43 other known cumulative development projects in the study area were included in addition to 8.24 percent ambient growth. This comprehensive list was compiled from information provided by the City of Wildomar and the City of Menifee in December 2011 in an effort to identify pending development projects and development applications on file with adjacent jurisdictions (see **Table 3.3-8**).

Horizon Year (2035) without and with Project (2 scenarios)

Traffic projections for Horizon Year (2035) with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between existing conditions and Horizon Year (2035) conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2035) peak-hour forecasts were refined using the model-derived long-range forecasts, along with Opening Year (2015) with Project peak-hour turning movement volumes. Future estimated peak-hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2035) peak-hour forecasts. Lastly, Horizon Year (2035) turning volumes were compared to Opening Year (2015) with Project volumes in order to ensure a minimum growth of 10 percent as a part of the refinement process. The minimum 10 percent growth includes any additional growth between Opening Year (2015) with Project and Horizon Year (2035) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and the ambient growth between existing and Opening Year (2015) with Project traffic conditions.

Projected Future Traffic

Project Trip Generation

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based on forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate project traffic are shown in **Table 3.3-5,** and a summary of the project's trip generation is shown in **Table 3.3-6**. The trip generation rates are based on data collected in the ITE *Trip Generation Manual*, 8th Edition (2008).

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail uses such as gas stations, convenience stores, and pharmacies, to name a few. As the project is proposed to include some of these specific uses, pass-by reductions were taken for the estimated commercial project uses. The ITE *Trip Generation Handbook,* 2nd Edition (2004) indicates that pass-by trip reductions can vary between 49 percent and 62 percent for these uses. Specifically, the *Trip Generation Handbook* includes multiple sources for each land use, with the following average pass-by trip percentages:

- 49 percent for the pharmacy with drive-through window land use (ITE LU 881) during the weekday PM peak period
- 62 percent for the gas station with convenience market and car wash land use (ITE LU 946) during the weekday AM peak period
- 56 percent for the gas station with convenience market and car wash land use (ITE LU 946) during the PM peak period

The PM peak period pass-by trip reductions were applied to the daily trip generation. The use of the pass-by trip reductions as shown in **Table 3.3-6** was reviewed and approved by City staff.

The proposed development is projected to generate a total of approximately 3,933 net trip-ends per day on a typical weekday. The project is anticipated to generate a total of approximately 284 net weekday AM peak-hour trips and 410 net weekday PM peak-hour trips.

TABLE 3.3-5
PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Single-Family Detached	DU	210	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Pharmacy with Drive-Through	TSF	881	1.52	1.14	2.66	5.18	5.18	10.36	88.16
Gas Station w/Market & Car Wash	VFP	946	6.08	5.85	11.93	7.11	6.83	13.94	152.84
Specialty Retail[3]	TSF	820/814	0.61	0.39	1.00	1.19	1.52	2.71	44.32

[1] Trip Generation Source: ITE 2008

[2] DU = dwelling units; TSF = thousand square feet; VFP = vehicle fueling position

[3] AM peak-hour rates are unavailable for ITE Land Use 814. As such, the weekday AM peak-hour rates for ITE Land Use 820 were utilized.

TABLE 3.3-6
PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Residential	275	DU	52	154	206	176	102	278	2,632
Pharmacy with Drive-Through	14.469	TSF	22	16	38	75	75	150	1,276
Pass-by Reduction (49% PM & Daily)[2]			*0*	*0*	*0*	*-37*	*-37*	*-73*	*-625*
Gas Station with Market and Car Wash	8	VFP	49	47	95	57	55	112	1,223
Pass-by Reduction (62% AM; 56% PM & Daily)[3]			*-30*	*-29*	*-59*	*-32*	*-31*	*-62*	*-685*
Specialty Retail	2.550	TSF	2	1	3	3	4	7	113
TOTAL			**94**	**189**	**284**	**242**	**168**	**410**	**3,933**

[1] DU = dwelling units; TSF = thousand square feet; VFP = vehicle fueling position

[2] Pass-by reduction percentages are from the ITE Trip Generation Handbook, 2nd Edition (2004), Table 5.18.

[3] Pass-by reduction percentages are from the ITE Trip Generation Handbook, 2nd Edition (2004), Tables 5.29 and 5.30.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by project traffic. The potential interaction between the planned land uses and surrounding regional access routes were considered to identify the route where the project traffic would distribute. The project trip distributions were developed based on anticipated travel patterns to and from the project site for the traffic associated with both the residential and commercial uses.

The total volume on each roadway was divided by the total site traffic generation to indicate the percentage of project traffic that would use each component of the regional roadway system in each relevant direction.

It should be noted that the trip distribution patterns for both the proposed residential and commercial uses reflect full access at all project access points along Bundy Canyon Road, with the exception of the following:

- "I" Street on Bundy Canyon Road – right-in/right-out/left-in access only (no left turns out)
- Commercial Access on Bundy Canyon Road – right-in/right-out access only (no left turns in/out)

Modal Split

The traffic-reducing potential of public transit, walking, or bicycling was not considered in the TIA. Essentially, the traffic projections are conservative in that these alternative travel modes might be able to reduce the forecast traffic volumes.

Project Trip Assignment

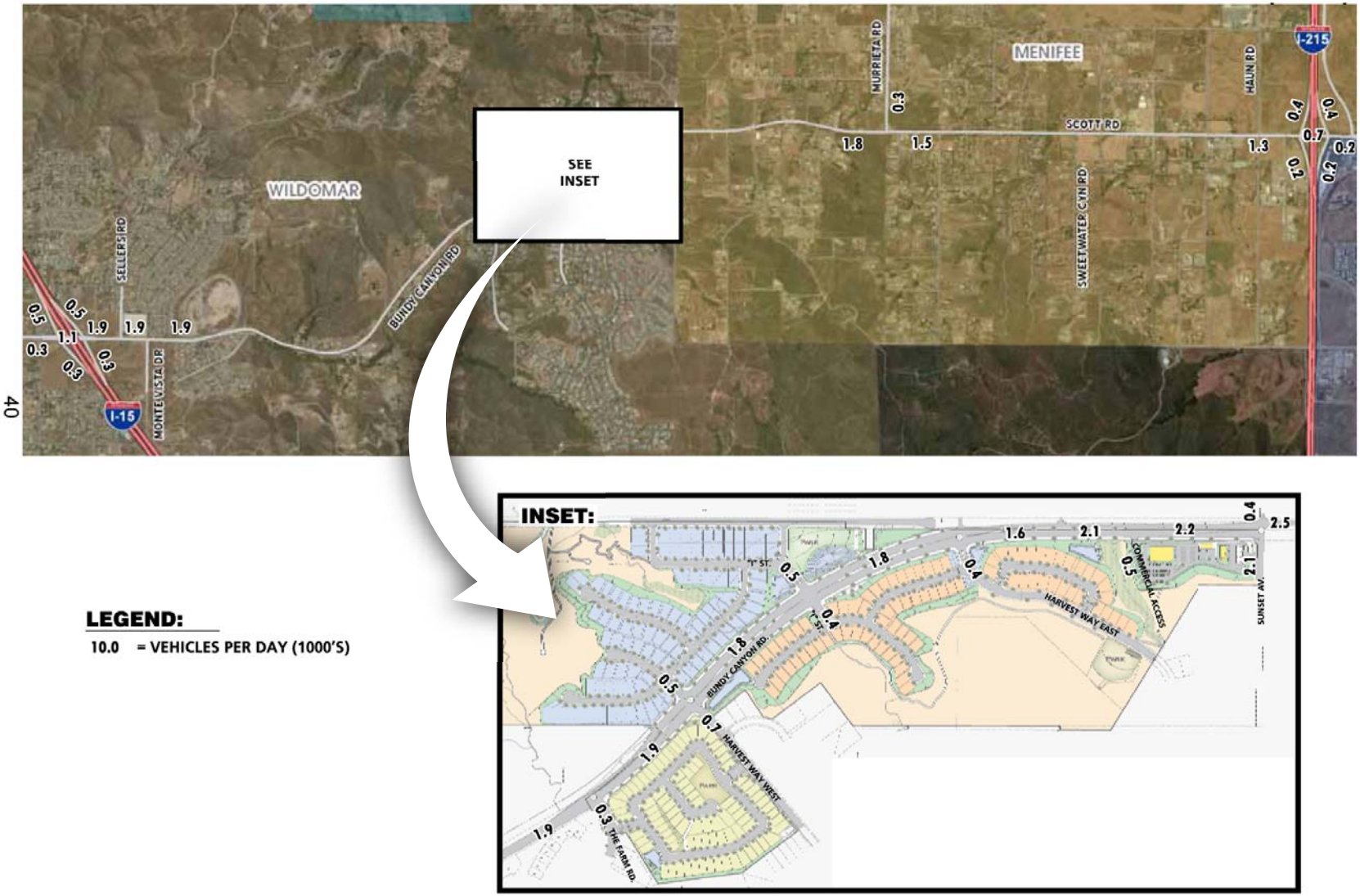
The assignment of traffic from the project area to the adjoining roadway system is based on the project trip generation, the trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. Based on the identified project traffic generation and trip distribution patterns, project average daily traffic (ADT) volumes for the weekday are shown on **Figure 3.3-3**.

Background Traffic

Future year traffic forecasts were based on four years of background (ambient) growth at 2 percent per year for 2015 traffic conditions. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth was added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

N

Figure 3.3-3
Project ADT

PMC®

Cumulative Development Traffic

The CEQA Guidelines require that other reasonably foreseeable development projects that are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of the TIA through consultation with the City of Wildomar and the City of Menifee. **Figure 3.3-4** illustrates the cumulative development location map.

Cumulative Development Trip Generation

Cumulative development trip generation rates and associated trip generation are shown on **Tables 3.3-7** and **3.3-8**. The cumulative development projects assumed in the traffic impact analysis were estimated to generate 168,987 net trip-ends per day during a typical weekday, with approximately 10,911 net vehicle trips during the AM peak hour and 16,113 net vehicle trips during the PM peak hour.

TABLE 3.3-7
CUMULATIVE DEVELOPMENT TRIP GENERATION RATES[1]

Land Use	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	110	TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Warehousing	150	TSF	0.24	0.06	0.30	0.08	0.24	0.32	3.56
Mini-Warehouse (Storage)	151	Units	0.01	0.01	0.02	0.01	0.01	0.02	0.25
Mini-Warehouse	151	TSF	0.09	0.06	0.15	0.13	0.13	0.26	2.50
Single Family Dwelling	210	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Apartments	220	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Condo/Townhomes	230	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Senior Adult Housing – Detached	221	DU	0.08	0.14	0.22	0.16	0.11	0.27	3.71
Hotel	310	Room	0.34	0.22	0.56	0.31	0.28	0.59	8.17
Private School (K–12)	536	STU	0.49	0.32	0.81	0.07	0.10	0.17	2.48
Office	710	TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Free-Standing Discount Superstore	813	TSF	0.94	0.73	1.67	2.26	2.35	4.61	53.13
Specialty Retail[3]	814	TSF	0.61	0.39	1.00	1.19	1.52	2.71	44.32
Wholesale Nursery	818	TSF	1.20	1.20	2.40	2.59	2.58	5.17	39.00
Commercial Retail	820	TSF	0.61	0.39	1.00	1.83	1.90	3.73	42.94
Discount Club	857	TSF	0.40	0.16	0.56	2.12	2.12	4.24	41.80
Home Improvement Store	862	TSF	0.72	0.54	1.26	1.14	1.23	2.37	29.80
Pharmacy w/Drive-Through	881	TSF	1.52	1.14	2.66	5.18	5.18	10.36	88.16
Sit-Down Restaurant	932	TSF	5.99	5.53	11.52	6.58	4.57	11.15	127.15
Fast Food w/Drive-Through	934	TSF	25.17	24.18	49.35	17.60	16.24	33.84	496.12
Auto Care Center[4]	942	TSF	1.91	1.03	2.94	1.69	1.69	3.38	20.00
Gas Station w/Market	945	VFP	5.08	5.08	10.16	6.69	6.69	13.38	162.78
Gas Station w/Market & Car Wash	946	VFP	6.08	5.85	11.93	7.11	6.83	13.94	152.84

[1] *Source: ITE 2008*

[2] *DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions; STU = Students*

[3] *AM peak-hour rates are not available in the ITE Trip Generation Manual. As such, the AM peak-hour average rates for ITE LU 820 were utilized.*

[4] *Daily Trip Generation Rate Source: SANDAG Land Development Code Trip Generation Manual, May 2003. ITE does not provide a weekday rate for Land Use 942.*

TABLE 3.3-8
CUMULATIVE DEVELOPMENT TRIP GENERATION SUMMARY

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Wildomar											
1	Tulip Lane (08-0147)	SFDR	60	DU	**11**	**34**	**45**	**38**	**22**	**61**	**574**
2	Canyon Plaza/JR Oil (08-179)	Retail	33.800	TSF	51	33	84	147	160	307	3,394
		Pass-by Reduction (40%)			-20	-13	-34	-59	-64	-123	-1,358
		Fast Food w/Drive-Thro	6.200	TSF	173	167	340	149	138	287	3,076
		Pass-by Reduction (45%)			-78	-75	-153	-67	-62	-129	-1,384
		Gas Station w/Market	12	VFP	63	64	127	82	81	163	1,953
		Pass-by Reduction (60%)			-38	-38	-76	-49	-49	-98	-1,172
	Subtotal TAZ 2[3]				**151**	**137**	**288**	**203**	**204**	**407**	**4,509**
3	DL Almond (09-0265)	Wholesale Nursery	5.040	TSF	**6**	**6**	**12**	**13**	**13**	**26**	**197**
4	Baxter Crossing (10-0064)	Condo/Townhomes	265	DU	19	98	117	93	45	138	1,540
		Apartments	110	DU	11	45	56	44	24	68	732
		Retail	130.600	TSF	110	71	181	372	388	760	8,078
		Internal Trips (10% Residential)			-3	-14	-17	-14	-7	-21	-227
		Internal Trips (Retail)			-14	-3	-17	-7	-14	-21	-227
		Pass-by Reduction (25% Retail Only)			0	0	0	-91	-94	-185	-1,963
	Subtotal TAZ 4[4]				**123**	**197**	**320**	**397**	**342**	**739**	**7,932**
5	Subway (10-0222)	Specialty Retail	10.500	TSF	**6**	**4**	**11**	**12**	**16**	**28**	**465**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
6	Tentative Map No. 30522 (10/0301)	Retail	79.497	TSF	48	31	79	145	151	297	3,414
		Fast Food w/Drive-Thru	1.500	TSF	38	36	74	26	24	51	744
		Pass-by Reduction (25% Retail Only)									
		Gas Station w/Market	6	VFP	30	30	61	40	40	80	977
		Pass-by Reduction (62% AM; 56% PM & Daily)			-19	-19	-38	-22	-22	-45	-547
	Subtotal TAZ 6				**98**	**79**	**177**	**190**	**193**	**383**	**4,588**
7	Richland Planned Community (11-0137)	SFDR	105	DU	**20**	**59**	**79**	**67**	**39**	**106**	**1,005**
City of Wildomar Total					**415**	**516**	**931**	**920**	**830**	**1,750**	**19,270**
City of Menifee											
8	Menifee Town Center Specific Plan	Retail[5]	150.000	TSF	92	59	150	275	285	560	6,441
		Retail	359.370	TSF	219	140	359	658	683	1,340	15,431
		Hotel	200	Room	68	44	112	62	56	118	1,634
		Office	65.340	TSF	89	12	101	16	81	97	719
		SFDR	577	DU	110	323	433	369	213	583	5,522
		Condo/Townhomes	475	DU	33	176	209	166	81	247	2,760
		Internal Capture			-8	-8	-16	-28	-28	-56	-524
		Pass-by Reduction (25% Retail Only)			0	0	0	-230	-238	-468	-5,403
	Subtotal TAZ 8				**602**	**746**	**1,348**	**1,288**	**1,133**	**2,421**	**26,581**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
9	Santa Rosa Charter School[6]	Elementary School	363	STU	178	116	294	25	36	62	900
		Middle School	338	STU	166	108	274	24	34	57	166
		High School	400	STU	196	128	324	28	40	68	196
		Internal Capture			0	0	0	0	0	0	0
	Subtotal TAZ 9				**539**	**352**	**892**	**77**	**110**	**187**	**1,262**
10	PP 2010-123	Retail	263.160	TSF	161	103	263	482	500	982	11,300
		Pass-by Reduction (25% Retail Only)			0	0	0	-120	-125	-245	-2,825
	Subtotal TAZ 10				**161**	**103**	**263**	**361**	**375**	**736**	**8,475**
11	The Lakes TR 30422 (SP 247 Amendment 1)	SFDR	992	DU	**188**	**556**	**744**	**635**	**367**	**1,002**	**9,493**
12	TR 29636	SFDR	75	DU	**14**	**42**	**56**	**48**	**28**	**76**	**718**
13	TR 30142	SFDR	537	DU	**102**	**301**	**403**	**344**	**199**	**542**	**5,139**
14	Antelope Square	Retail	93.250	TSF	57	36	93	171	177	348	4,004
		Fast Food w/Drive-Thru	2.000	TSF	50	48	99	35	32	68	992
		Pharmacy w/Drive-Thru	14.000	TSF	21	16	37	73	73	145	1,234
		Gas Station w/ Market	16	VFP	81	81	163	107	107	214	2,604
		Self Storage	250	Units	3	3	5	3	3	5	63
		Pass-by Reduction (25% Retail Only)			0	0	0	-97	-98	-195	-2,224
	Subtotal TAZ 14				**212**	**184**	**397**	**291**	**294**	**585**	**6,673**
15	TR 31217	SFDR	1,200	DU	**228**	**672**	**900**	**768**	**444**	**1,212**	**11,484**
16	TR 30465	SFDR	8	DU	**2**	**4**	**6**	**5**	**3**	**8**	**77**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
17	TR 31724	SFDR	15	DU	3	8	11	10	6	15	144
	TR 33883	SFDR	51	DU	10	29	38	33	19	52	488
	TR 31831	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 17				**33**	**99**	**132**	**113**	**65**	**178**	**1,684**
18	PP 18014	Mini-Warehouse	191.263	TSF	**17**	**11**	**29**	**25**	**25**	**50**	**478**
19	TR 31194	SFDR	483	DU	92	270	362	309	179	488	4,622
	TR 33511	SFDR	71	DU	13	40	53	45	26	72	679
	Subtotal TAZ 19				**105**	**310**	**416**	**355**	**205**	**560**	**5,302**
20	TR 33371	Condo/Townhomes	229	DU	**16**	**85**	**101**	**80**	**39**	**119**	**1,330**
21	PP 22279	Discount Club	148.663	TSF	59	24	83	315	315	630	6,214
		Home Improvement	140.760	TSF	101	76	177	160	173	334	4,195
		Retail	237.377	TSF	145	93	237	434	451	885	10,193
		Pass-by Reduction (25%)			0	0	0	-228	-235	-462	-5,150
	Subtotal TAZ 21				**306**	**192**	**498**	**683**	**704**	**1,387**	**15,451**
22	Shops at Scott	Retail	82.000	TSF	50	32	82	150	156	306	3,521
		Fast Food w/Drive-Thru	9.000	TSF	227	218	444	158	146	305	4,465
		Pass-by Reduction (25%)			0	0	0	-77	-75	-153	-1,997
	Subtotal TAZ 22				**227**	**218**	**444**	**81**	**71**	**152**	**2,469**
23	PP 21452 & PP 22280	General Light Industrial	872.347	TSF	707	96	803	105	741	846	6,080
	PP 18570	Warehousing	109.935	TSF	26	7	33	9	26	35	391
	PP 20021	Warehousing	4.500	TSF	1	0	1	0	1	1	16
	Subtotal TAZ 23				**734**	**103**	**837**	**114**	**769**	**883**	**6,488**

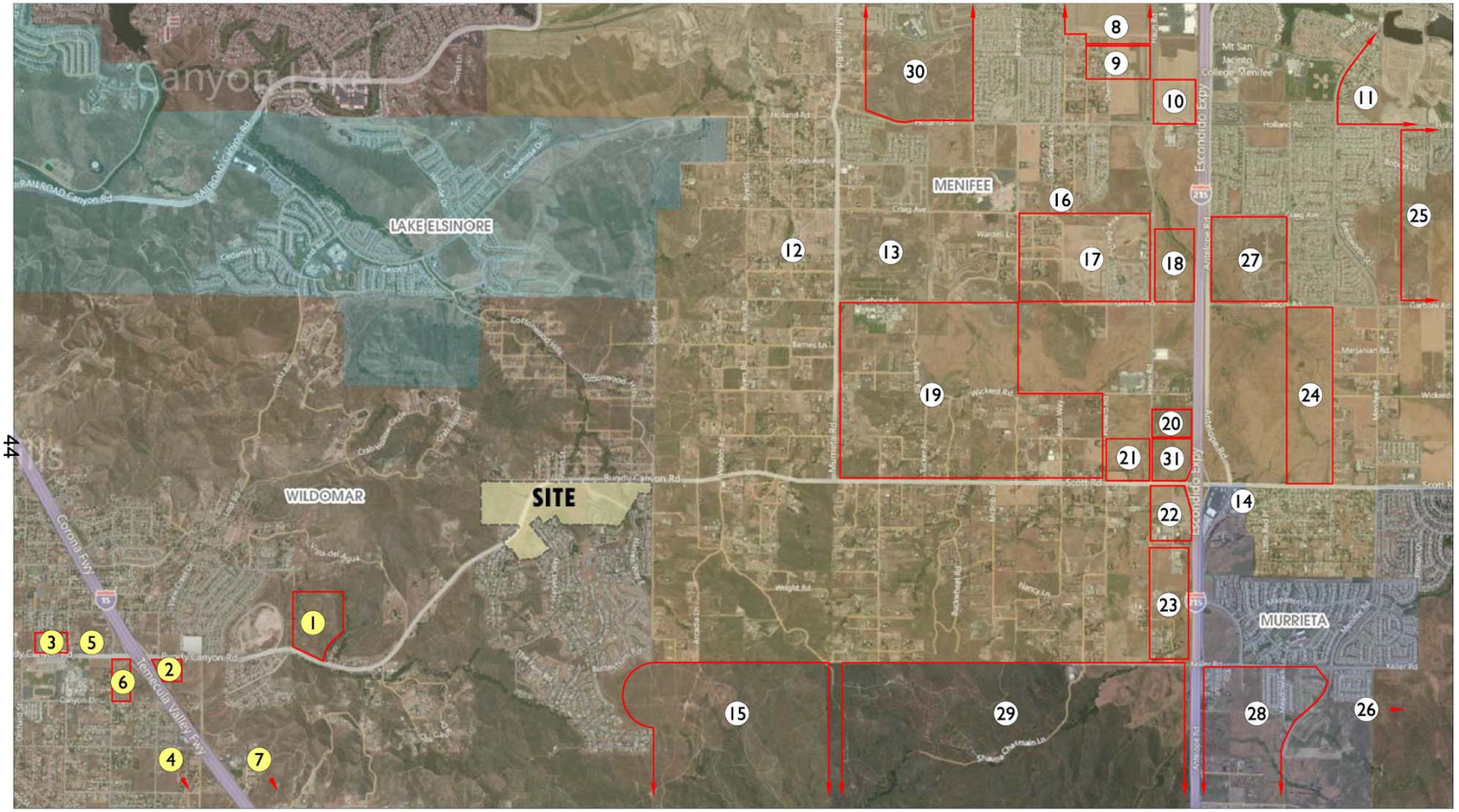
Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
24	Cantalena	SFDR	353	DU	67	198	265	226	131	357	3,378
		Apartments	851	DU	85	349	434	340	187	528	5,659
	Subtotal TAZ 24				**152**	**547**	**699**	**566**	**318**	**884**	**9,037**
25	TR 31229	SFDR	242	DU	46	136	182	155	90	244	2,316
	TR 32277	SFDR	411	DU	78	230	308	263	152	415	3,933
	Subtotal TAZ 25				**124**	**366**	**490**	**418**	**242**	**660**	**6,249**
26	TR 30433	SFDR	498	DU	**95**	**279**	**374**	**319**	**184**	**503**	**4,766**
27	TR 32628	SFDR	364	DU	69	204	273	233	135	368	3,483
	TR 28206	SFDR	148	DU	28	83	111	95	55	149	1,416
	Subtotal TAZ 27				**97**	**287**	**384**	**328**	**189**	**517**	**4,900**
28	Murrieta Fields II	SFDR	10	DU	2	6	8	6	4	10	96
	Sepulveda Bldg.	General Light Industrial	2.500	TSF	2	0	2	0	2	2	17
	Golden City SP	SFDR	502	DU	95	281	377	321	186	507	4,804
		Retail	23.340	TSF	14	9	23	43	44	87	1,002
		Pass-by Reduction (25%)			0	0	0	-11	-11	-22	-251
	Keller Commercial	Retail	5.875	TSF	4	2	6	11	11	22	252
		Pass-by Reduction (25%)			0	0	0	-3	-3	-5	-63
	Subtotal TAZ 28				**117**	**298**	**416**	**368**	**233**	**601**	**5,858**
29	Murrieta Hills	Senior Adult Housing	1,012	DU	**81**	**142**	**223**	**162**	**111**	**273**	**3,755**
30	TR 28788	SFDR	119	DU	23	67	89	76	44	120	1,139
	TR 28790	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 30				**44**	**128**	**172**	**147**	**85**	**231**	**2,192**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
31	Menifee Walmart Shopping Center (PP 22674)[7]	Discount Superstore	205.000	TSF	193	150	342	463	482	945	10,892
		Auto Care Center	6.680	TSF	13	7	20	11	11	23	134
		Specialty Retail	13.800	TSF	8	5	14	16	21	37	612
		Sit-Down Restaurant	6.500	TSF	39	36	75	43	30	72	826
		Fast Food w/Drive-Thru	6.200	TSF	156	150	306	109	101	210	3,076
		Gas Station w/ Market & Car Wash	16	VFP	97	94	191	114	109	223	2,445
		Internal Capture (10%)			-45	-45	-90	-78	-78	-156	-1,883
		Pass-by Reduction (25%)			0	0	0	-51	-48	-99	-1,242
	Subtotal TAZ 31				**461**	**396**	**858**	**628**	**628**	**1,255**	**14,860**
City of Menifee Total					**4,658**	**6,420**	**11,079**	**8,202**	**6,821**	**15,022**	**154,720**
GRAND TOTAL					**5,073**	**6,936**	**12,009**	**9,122**	**7,650**	**16,772**	**173,990**

[1] *SFDR = Single Family Detached Residential*
[2] *DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions*
[3] *Project trip generation is consistent with the Canyon Plaza Traffic Study (Darnell & Associates, Inc., November 10, 2003).*
[4] *Project trip generation is consistent with the Baxter Crossing Traffic Impact Analysis (Urban Crossroads, Inc., June 17, 2010).*
[5] *Menifee Village Shopping Center (2011-130).*
[6] *School site located within Menifee Town Center Specific Plan. Internal interaction with proposed residential within SP.*
[7] *Project trip generation is consistent with the Menifee Shopping Center Traffic Impact Analysis (Urban Crossroads, Inc., May 10, 2010).*

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CUMULATIVE DEVELOPMENT PROJECTS LOCATION MAP



LEGEND:

1 = CITY OF WILDOMAR CUMULATIVE DEVELOPMENT PROJECT

8 = CITY OF MENIFEE CUMULATIVE DEVELOPMENT PROJECT

Source: City of Wildomar

N

Figure 3.3-4

Cumulative Project Location

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Cumulative Development Trip Assignment

Based on the identified trip distribution patterns for the cumulative development projects on arterial highways throughout the study area for future conditions, cumulative projected development ADT volumes and AM peak-hour and PM peak-hour intersection turning movement volumes are included in **Table 3.3-8**.

Traffic Forecasts

An Existing plus Project analysis scenario was included to address a recent CEQA case ruling, which asserts that impacts of a proposed project must be measured against the current existing physical conditions. The Existing plus Project analysis scenario was utilized to identify significant project-related impacts and mitigation measures necessary to reduce those impacts to less than significant.

To provide a comprehensive assessment of the potential project-related and cumulative traffic impacts, two types of analyses, "buildup" and "buildout," were performed in support of this work effort. The buildup method was used to approximate the Opening Year (2015) traffic conditions and is also intended to identify the direct project-related impacts on both the existing and planned near-term circulation system in conjunction with identifying cumulative impacts. The Opening Year (2015) without Project traffic condition includes background traffic and traffic generated by other cumulative development projects in the study area. The buildup method was also utilized to approximate the Opening Year (2015) with Project traffic condition and includes background traffic, traffic generated by other cumulative development projects within the study area, and the traffic generated by the proposed project. The buildout approach is used to forecast the Horizon Year (2035) without and with Project conditions of the study area.

Figure 3.3-5 shows the ADT volumes that can be expected for Existing plus Proposed Project traffic conditions. Existing plus Proposed AM and PM peak-hour intersection turning movement volumes are included in **Table 3.3-9**.

Opening Year (2015) Conditions

The buildup approach combines existing traffic counts with a background ambient growth factor to forecast the Opening Year (2015) traffic conditions. An ambient growth factor of 8.24 percent accounts for background (area-wide) traffic increases that occur over time up to the year 2015 from the year 2011 (compounded 2 percent per year growth over a four-year period). In addition, the local traffic generated by other cumulative development projects within the study area has also been included. Traffic volumes generated by the project are then added to assess the Opening Year (2015) with Project traffic conditions. The 2015 roadway network is similar to the existing roadway network with the exception of future roadways proposed to be developed by the project.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year (2015) without Project
  - Existing 2011 counts
  - Ambient growth traffic (8.24 percent)

  - Cumulative development project traffic from Table 3.3-8

- Opening Year (2015) with Project
  - Existing 2011 counts
  - Ambient growth traffic (8.24 percent)
  - Cumulative development project traffic
  - Oak Creek (TTM No. 36388) traffic

Roadway Improvements Under Opening Year (2015) Conditions

The lane configurations and traffic controls assumed to be in place for Opening Year (2015) conditions are consistent with those shown previously on **Figure 3.3-1**, with the exception of project driveways and those facilities assumed to be constructed by the project to provide site access, which are assumed to be in place for Opening Year (2015) with Project conditions only.

Although an improvement project is planned at the Interstate 215 at Scott Road interchange, it is unclear at this time when the redesigned interchange would be in place. As such, the planned improvements at the interchange were not assumed for the purposes of the Opening Year (2015) conditions analyses.

Opening Year (2015) without Project Traffic Volume Forecasts

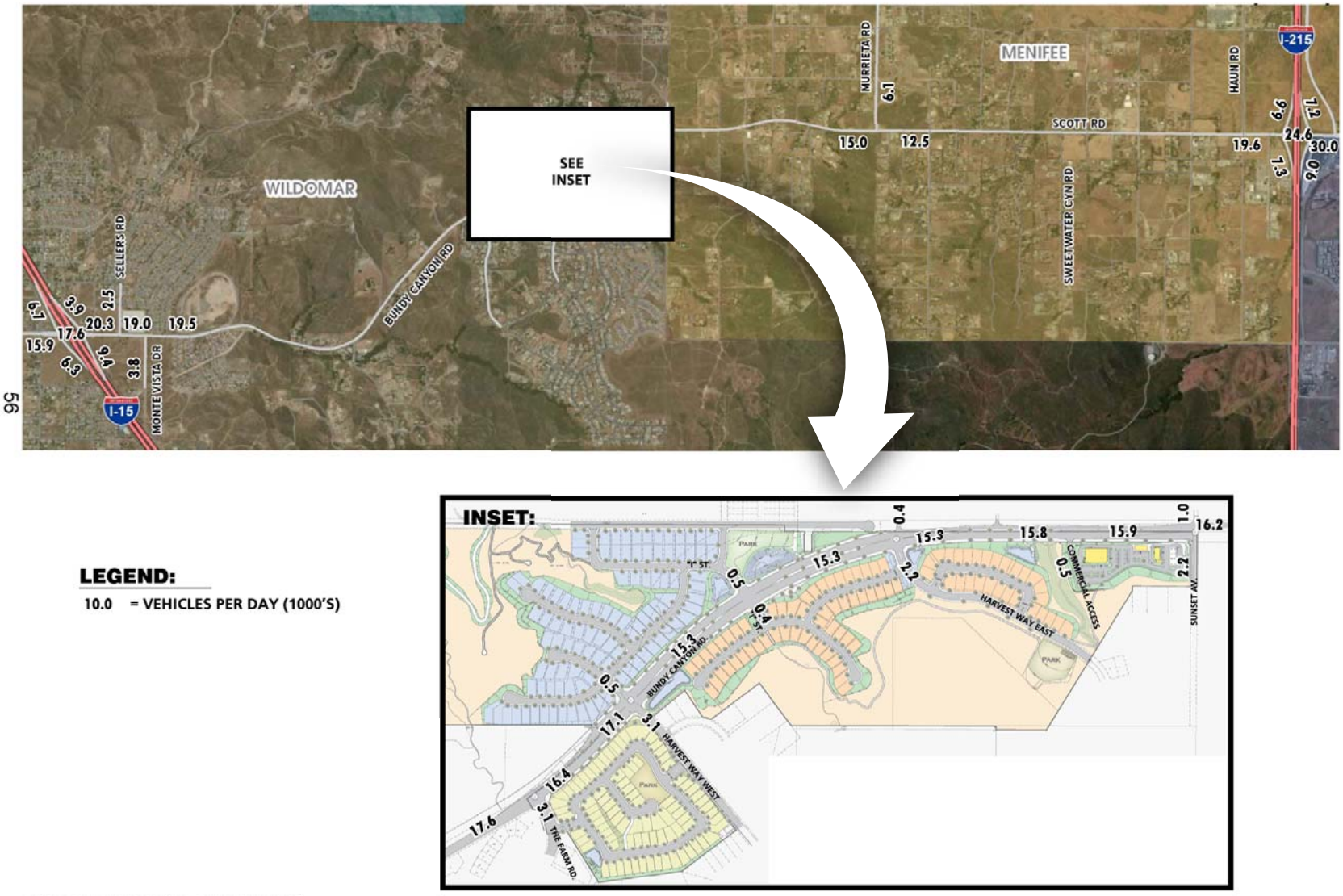
This scenario includes existing (2011) traffic volumes plus an ambient growth factor of 8.24 percent plus traffic from pending and approved but not yet constructed known development projects (as shown on **Table 3.3-8** above) in the area.

Opening Year (2015) with Project Traffic Volume Forecasts

This scenario includes existing (2011) traffic volumes, an ambient growth factor of 8.24 percent, traffic from pending and approved but not yet constructed known development projects in the area, and the addition of project traffic. The weekday ADT volumes that can be expected for Opening Year (2015) with Project traffic conditions are shown on **Figure 3.3-6,** while **Table 3.3-10** includes the AM and PM peak-hour intersection turning movement volumes for Opening Year (2015) with Project traffic conditions.

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EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

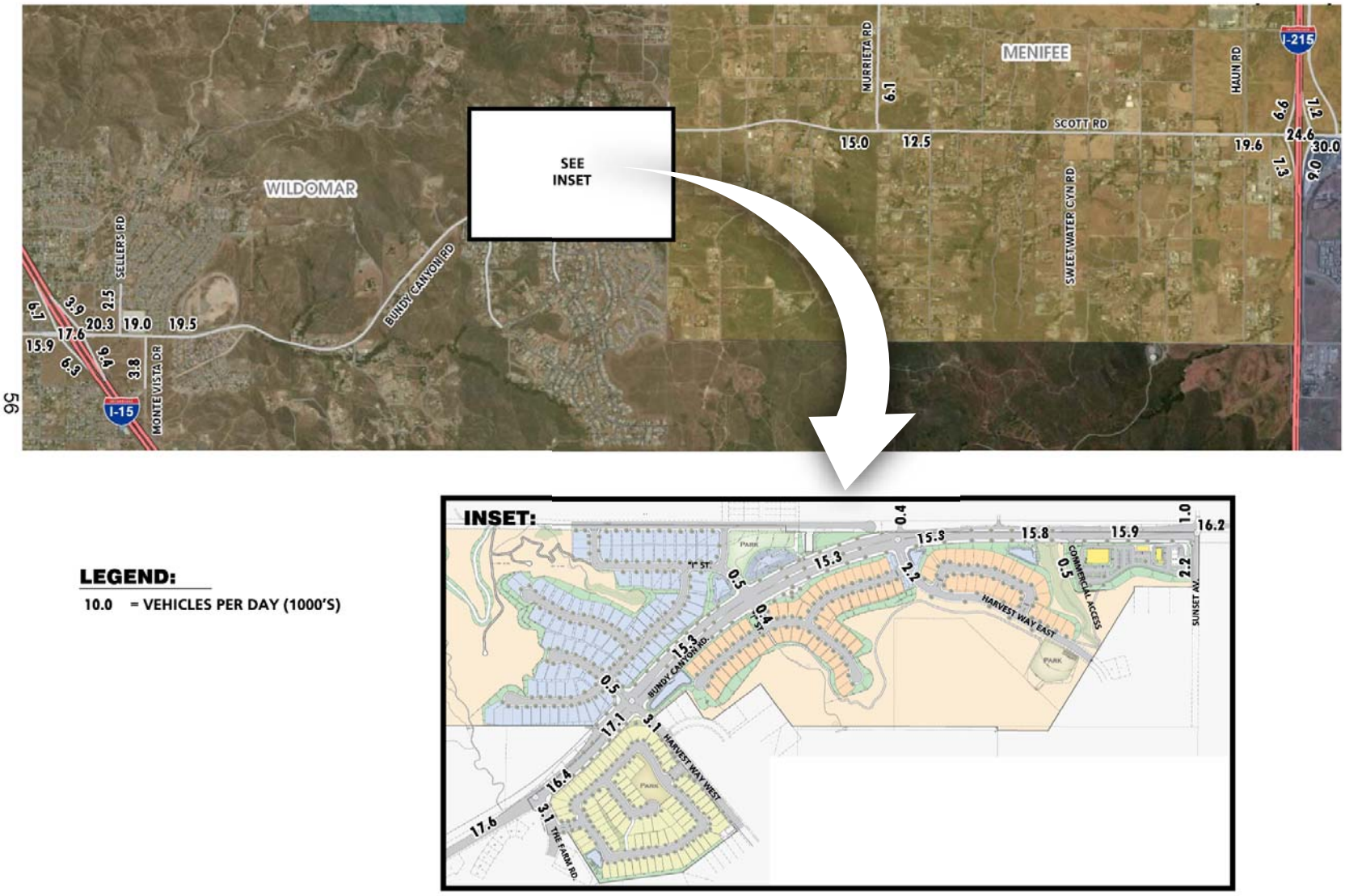
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Figure 3.3-5
Existing Plus Project ADT

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EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

N

Figure 3.3-6

Opening Year ADT

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Horizon Year (2035) Conditions

The Horizon Year (2035) with Project traffic volumes were derived from the Riverside County Transportation and Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between existing (2011) conditions and Horizon Year (2035) conditions. In most instances, the traffic **Figure 3.3-6** Opening Year ADTodel zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2035) peak-hour forecasts were refined using the model-derived long-range forecasts, along with Opening Year (2015) with Project peak-hour traffic volumes. Future estimated peak-hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2035) peak-hour forecasts. Lastly, Horizon Year (2035) turning volumes were compared to Opening Year (2015) with Project volumes in order to ensure a minimum growth of 10 percent as part of the refinement process. The minimum 10 percent growth includes any additional growth between Opening Year (2015) with Project and Horizon Year (2035) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and the ambient growth between existing and Opening Year (2015) with Project conditions.

Flow conservation checks and forecast adjustments were performed as necessary to ensure that all future Opening Year (2015) with Project and Horizon Year (2035) traffic volume forecasts are reasonable. Flow conservation checks were performed in an effort to ensure the flow of traffic volumes between closely spaced intersections is maintained. In other words, traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The RivTAM 2035 traffic forecasts assume buildout of the City of Wildomar General Plan circulation network. Lane configurations and traffic controls assumed to be in place for Horizon Year (2035) without and with Project conditions are consistent with those planned according to the City of Wildomar General Plan roadway classifications in conjunction with the project driveways and those facilities assumed to be constructed by the project or cumulative development projects to provide site access. **Figure 3.3-7** shows the future lane geometrics assumed for each analysis location under Horizon Year (2035) with Project traffic conditions.

Roadway Improvements Under Horizon Year (2035) Conditions

As stated above, Caltrans improvements are planned at the Interstate 215 at Scott Road interchange; however, it is not known when these improvements would be in place. For the purposes of the TIA, it was assumed that the Interstate 215 at Scott Road interchange improvements would be in place under Horizon Year (2035) traffic conditions. **Figure 3.3-8** shows the planned Interstate 215 at Scott Road interchange improvements.

The City of Wildomar General Plan Circulation Element is based on the circulation needs as defined by buildout of the Land Use Element. As such, it is assumed that the circulation network would be built out as the Land Use Element is built out.

The lane geometrics shown in **Figure 3.3-7** are consistent with those previously shown on **Figure 3.3-8**, with the exception of the following intersections:

- Harvest Way West/Bundy Canyon Road (Access Options)
- "I" Street/Bundy Canyon Road (new intersection)
- Commercial Access/Bundy Canyon Road (new intersection)

Horizon Year (2035) without Project Traffic Volume Forecasts

This scenario includes the refined post-processed volumes obtained from the Riverside County Transportation and Analysis Model (RivTAM) less the traffic generated by the proposed project. The weekday ADT volumes that can be expected for Horizon Year (2035) without Project traffic conditions included in **Table 3.3-12** show the AM and PM peak-hour intersection turning movement volumes for Horizon Year (2035) without Project traffic conditions.

Horizon Year (2035) with Project Traffic Volume Forecasts

This scenario includes the refined post-processed volumes obtained from RivTAM plus the project-related volumes. The weekday ADT volumes that can be expected for Horizon Year (2035) with Project traffic conditions are shown on **Figure 3.3-9**. **Table 3.3-12** includes the AM and PM peak-hour intersection turning movement volumes for Horizon Year (2035) with Project traffic conditions.

PROJECT IMPACTS AND MITIGATION MEASURES

Roadway Facilities (Standard of Significance 1)

Impact 3.3.1 Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. This will be a **potentially significant** impact.

Existing plus Project Intersection Operations Analysis

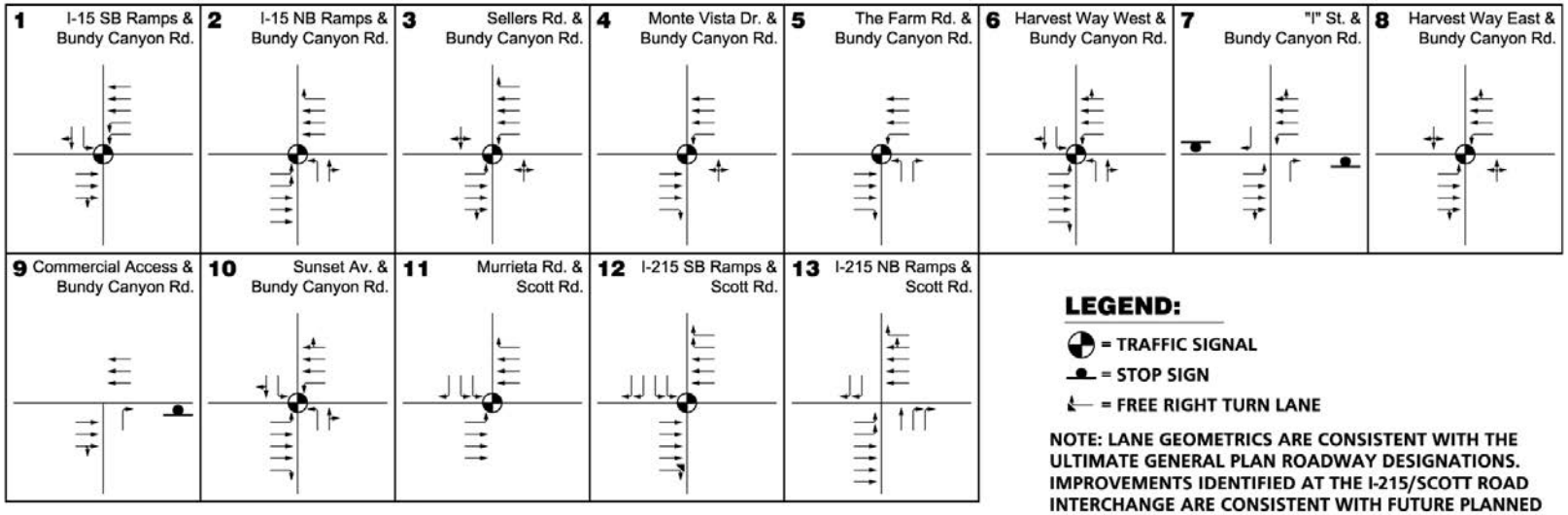
Existing plus Project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The intersection analysis results are summarized in **Table 3.3-9**, which indicates that the following study area intersections are anticipated to operate at unacceptable levels of service with the addition of project traffic:

- Sellers Road/Bundy Canyon Road
- Monte Vista Drive/Bundy Canyon Road
- Harvest Way West/Bundy Canyon Road
- Harvest Way East/Bundy Canyon Road
- Sunset Avenue/Bundy Canyon Road
- Murrieta Road/Scott Road

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HORIZON YEAR (2035) WITH PROJECT
LANE CONFIGURATION AND INTERSECTION CONTROLS





LEGEND:

= TRAFFIC SIGNAL

= STOP SIGN

= FREE RIGHT TURN LANE

NOTE: LANE GEOMETRICS ARE CONSISTENT WITH THE ULTIMATE GENERAL PLAN ROADWAY DESIGNATIONS. IMPROVEMENTS IDENTIFIED AT THE I-215/SCOTT ROAD INTERCHANGE ARE CONSISTENT WITH FUTURE PLANNED IMPROVEMENTS PER CALTRANS.

Source: City of Wildomar

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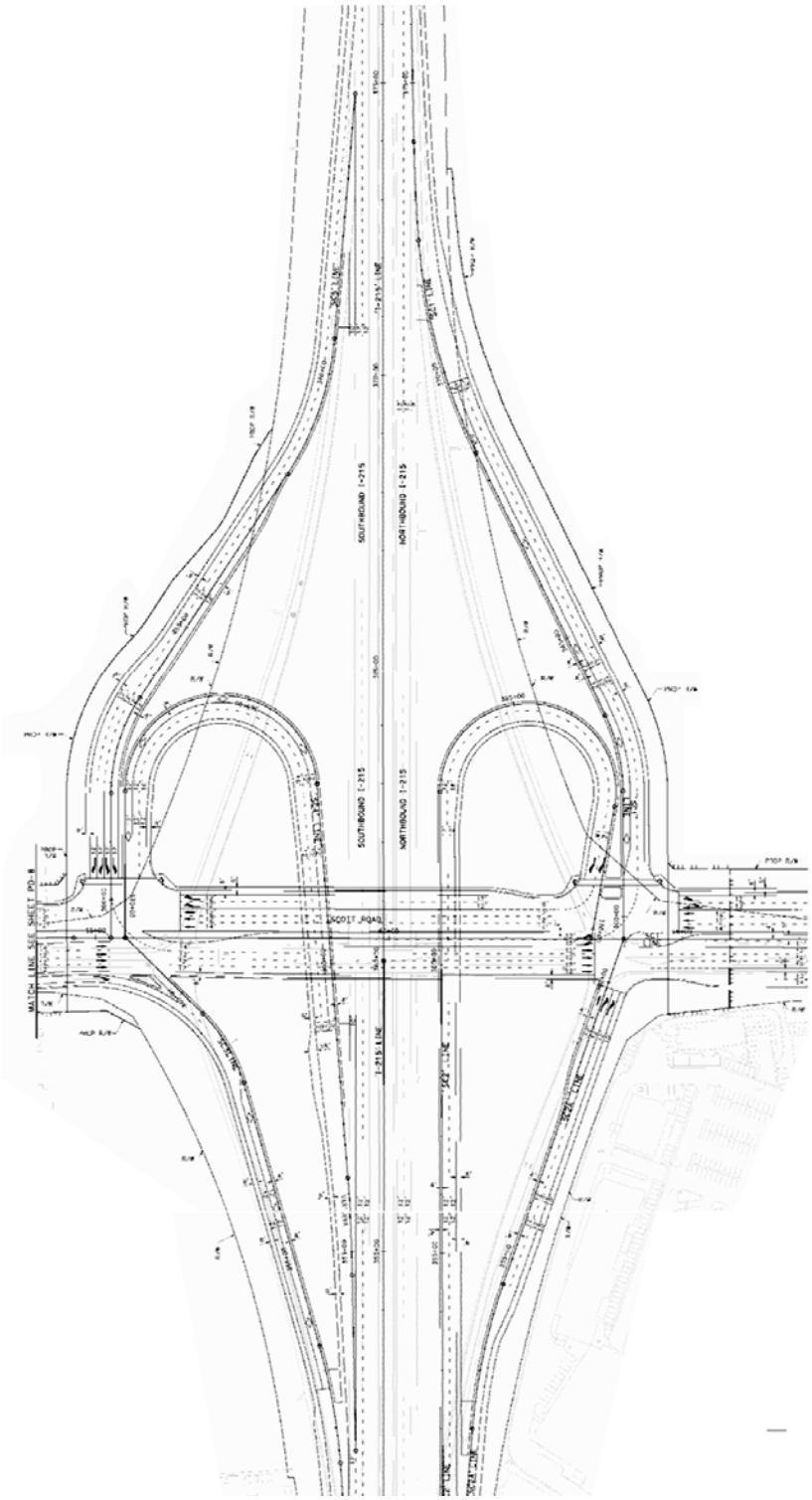
N

Figure 3.3-7
Future Lane Geometrics

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T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

CALTRANS I-215/SCOTT RD. INTERCHANGE IMPROVEMENTS



Source: City of Wildomar

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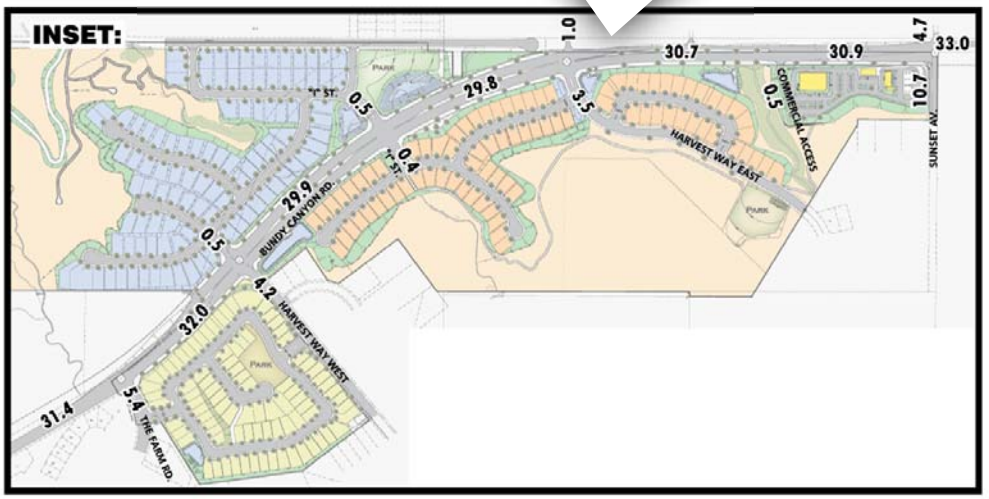
Figure 3.3-8
I-215 Scott Road Improvements

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T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

HORIZON YEAR (2035) WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)





LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

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Figure 3.3-9
2035 ADT

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As noted in the table, the intersections of Monte Vista/Bundy Canyon Road and Murrieta Road/Scott Road already operate at unacceptable levels. The intersection of Harvest Way West at Bundy Canyon Road is anticipated to operate at acceptable peak-hour levels of service with the access alternative assumptions. If access is restricted at this intersection, the installation of a traffic signal is not necessary to achieve acceptable peak-hour intersection operations (i.e., LOS D or better).

Based on the City of Wildomar specialized significance criteria discussed in the Standards of Significance subsection above, the following intersections were found to be impacted by the project:

Sellers Road/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS E) during the PM peak hour only.

Monte Vista Drive/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the weekday PM peak hour under existing (2011) conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is greater than 5.0 seconds.

Harvest Way West/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS D) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS F) during the PM peak hour.

Harvest Way East/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS F and E) during the AM and PM peak hours.

Sunset Avenue/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS C) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS F) during the PM peak hour only.

Impacts on these roadway intersections under Existing plus Project conditions are therefore considered **potentially significant.**

TABLE 3.3-9
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	Existing				Existing + Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	23.0	18.9	C	B	25.5	21.8	C	C
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	18.9	19.3	B	B	19.8	20.8	B	C
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	24.2	31.1	C	D	30.3	***46.1***	D	***E***
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	CSS	21.4	***62.2***	C	***F***	26.0	***> 80.0***	D	***F***
5	The Farm Rd./Bundy Canyon Rd.										
	- Preferred Access	Wildomar	TS	9.3	11.1	A	B	9.8	11.9	A	B
	- Access Alternative	Wildomar	TS	9.3	11.1	A	B	13.2	15.2	B	B
6	Harvest Way West/Bundy Canyon Rd.										
	- Preferred Access	Wildomar	CSS	27.5	30.6	D	D	26.9	***55.5***	D	***F***
	- Access Alternative	Wildomar	CSS	27.5	30.6	D	D	9.7	10.5	A	B
7	"I" Street/Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				9.6	10.0	A	B
8	Harvest Way East/Bundy Canyon Rd.	Wildomar	CSS	26.6	24.5	D	C	***56.2***	***44.9***	***F***	***E***
9	Commercial Access/Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				9.5	10.2	A	B
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/ Menifee	CSS	21.3	23.3	C	C	33.8	***> 80.0***	D	***F***
11	Murrieta Rd./Scott Rd.	Menifee	AWS	18.7	***39.4***	C	***F***[3]	29.5	***71.0***	D	***F***
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	24.6	30.8	C	C	26.6	32.7	C	C
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	26.6	32.3	C	C	29.3	33.9	C	C

1 *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

2 *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

3 *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service F.*

Opening Year (2015) Intersection Operations Analysis

Level of service calculations were conducted for the study intersections to evaluate their operations under Opening Year (2015) conditions with existing roadway and intersection geometrics. As shown in **Table 3.3-10**, the following intersections were found to operate at an unacceptable level of service under Opening Year (2015) with Project traffic conditions.

- Sellers Road/Bundy Canyon Road
- Monte Vista Drive/Bundy Canyon Road
- Harvest Way West/Bundy Canyon Road
- Harvest Way East/Bundy Canyon Road
- Sunset Avenue/Bundy Canyon Road
- Murrieta Road/Scott Road
- I-215 Southbound Ramps/Scott Road
- I-215 Northbound Ramps/Scott Road

As shown in **Table 3.3-10**, the intersection of Harvest Way West at Bundy Canyon Road is anticipated to operate at acceptable peak hour levels of service with the access alternative assumptions. If access is restricted at this intersection, the installation of a traffic signal is not necessary to achieve acceptable peak hour intersection operations (i.e., LOS D or better). The intersection operations analysis worksheets for Opening Year (2015) without Project traffic conditions are included in Appendix 6.1 of the TIA. The intersection operations analysis worksheets for Opening Year (2015) with Project traffic conditions are included in Appendix 6.2 of the TIA.

TABLE 3.3-10
INTERSECTION ANALYSIS FOR OPENING YEAR (2015) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	2015 Without Project				2015 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	26.9	33.1	C	C	30.6	42.5	C	D
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	24.9	26.9	C	C	27.4	31.4	C	C
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	CSS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
5	The Farm Rd./Bundy Canyon Rd.										
	- Preferred Access	Wildomar	TS	24.2	24.1	C	C	35.5	35.8	D	D
	- Access Alternative	Wildomar	TS	24.2	24.1	C	C	21.0	37.1	C	D
6	Harvest Way West/ Bundy Canyon Rd.										
	- Preferred Access	Wildomar	CSS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
	- Access Alternative	Wildomar	CSS	**>80.0**	**>80.0**	**F**	**F**	11.1	14.5	B	B
7	"I" Street/Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				11.1	13.2	B	B
8	Harvest Way East/ Bundy Canyon Rd.	Wildomar	CSS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
9	Commercial Access/ Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				10.4	12.5	B	B
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/ Menifee	CSS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
11	Murrieta Rd./Scott Rd.	Menifee	AWS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	***>80.0***	***>80.0***	***F***	***F***	***>80.0***	***>80.0***	***F***	***F***

1. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
2. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

Based on the City of Wildomar specialized significance criteria discussed in the Standards of Significance subsection above, the following intersections were found to be impacted by the project:

Sellers Road/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds

Monte Vista Drive/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of Project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Harvest Way West/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Harvest Way East/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Sunset Avenue/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Impacts on these roadway intersections under Opening Year (2015) conditions are therefore considered **potentially significant.**

TABLE 3.3-11
CITY OF WILDOMAR SIGNIFICANT IMPACT CRITERIA TEST FOR OPENING YEAR (2015) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[3]	2015 Without Project				2015 With Project				Significant Project Impact?[1]			
				Delay[2] (secs.)		Level of Service		Delay[2] (secs.)		Level of Service		AM Peak Hour		PM Peak Hour	
				AM	PM	AM	PM	AM	PM	AM	PM	Change in Delay	Significant?	Change in Delay	Significant?
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
4	Monte Vista Dr./ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
6	Harvest Way West/ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
8	Harvest Way East/ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/ Menifee	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***

1. ***The*** *City of Wildomar threshold of significance was applied to those intersections within the city. Other jurisdictions do not have a threshold of significance.*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

Horizon Year (2035) Intersection Operations Analysis

Levels of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2035) without Project conditions. As shown in **Table 3.3-12**, all of the study area intersections are anticipated to operate at an acceptable LOS under Horizon Year (2035) without Project traffic conditions based on the intersection controls and lane geometrics assumed on **Figure 3.3-10**.

As shown on **Table 3.3-12**, the addition of project traffic is not anticipated to worsen the peak-hour operations at any of the study area intersections, resulting in no significant project-related impacts. As shown in **Table 3.3-12**, the intersection of Harvest Way West at Bundy Canyon Road is anticipated to operate at acceptable peak-hour levels of service with the access alternative assumptions. If access is restricted at this intersection, the installation of a traffic signal is not necessary to achieve acceptable peak-hour intersection operations (i.e., LOS D or better). Impacts under Horizon Year (2035) conditions are therefore considered **less than significant.**

TABLE 3.3-12
INTERSECTION ANALYSIS FOR HORIZON YEAR (2035) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	2035 Without Project				2035 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	18.1	33.2	B	C	18.8	38.2	B	D
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	17.0	24.3	B	C	17.9	26.6	B	C
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	TS	22.9	24.4	C	C	22.9	24.7	C	C
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	TS	18.8	22.3	B	C	19.6	22.7	B	C
5	The Farm Rd./Bundy Canyon Rd.										
	- Preferred Access	Wildomar	TS	10.8	11.2	B	B	10.9	11.3	B	B
	- Access Alternative	Wildomar	TS	10.8	11.2	B	B	15.6	15.0	B	B
6	Harvest Way West/ Bundy Canyon Rd.										
	- Preferred Access	Wildomar	**TS**	10.9	9.4	B	A	15.2	13.6	B	B
	- Access Alternative	Wildomar	CSS	10.9	9.4	B	A	11.3	14.9	B	C
7	"I" Street / Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				10.9	12.9	B	B
8	Harvest Way East/ Bundy Canyon Rd.	Wildomar	TS	14.1	12.8	B	B	14.9	13.4	B	B
9	Commercial Access/ Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				10.3	12.7	B	B

#	Intersection	Jurisdiction	Traffic Control[2]	2035 Without Project				2035 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
10	Sunset Ave/Bundy Canyon Rd.	Wildomar/ Menifee	TS	16.7	18.1	B	B	17.7	22.6	B	C
11	Murrieta Rd./Scott Rd.	Menifee	TS	22.3	28.6	C	C	21.8	29.3	C	C
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	10.3	16.7	B	B	10.5	16.2	B	B
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	15.4	44.8	B	D	27.6	46.2	C	D

1. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
2. *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

Traffic Signal Warrants Analysis

Traffic signal warrants for Existing plus Project traffic conditions are based on Existing plus Project peak-hour volumes. For Existing plus Project conditions, traffic signals appear to be warranted at the following intersections (see Appendix 5.2 of the TIA):

- Harvest Way East/Bundy Canyon Road
- Sunset Avenue/Bundy Canyon Road

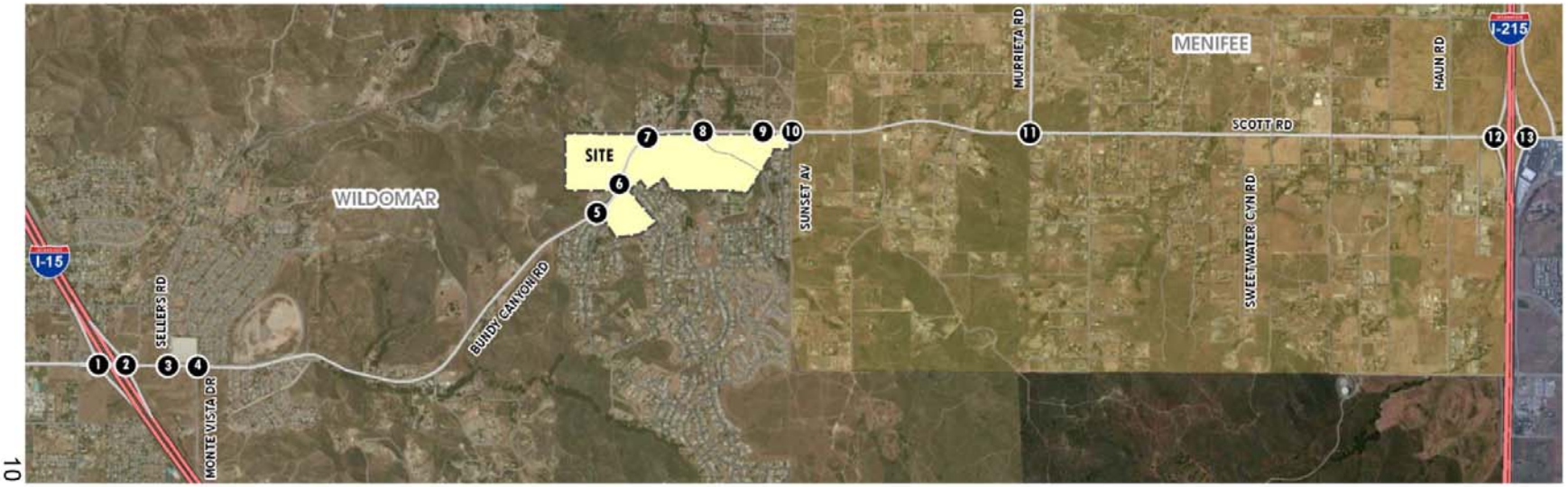
Traffic signal warrants for Opening Year (2015) without and with Project traffic conditions are based on Opening Year (2015) without and with Project ADT volumes. For Opening Year (2015) without Project traffic conditions, there are no intersections anticipated to warrant a traffic signal as compared to those previously identified under existing (2011) traffic conditions. Similarly, no additional traffic signals appear to be warranted under Opening Year (2015) with Project traffic conditions in addition to those warranted under Opening Year (2015) without Project traffic conditions.

Traffic signal warrants for Horizon Year (2035) without and with Project traffic conditions are based on Horizon Year (2035) without and with Project ADT volumes. For Horizon Year (2035) without Project traffic conditions, there are no intersections anticipated to warrant a traffic signal as compared to those previously identified under Opening Year (2035) without Project traffic conditions. Similarly, no additional traffic signals appear to be warranted under Horizon Year (2035) with Project traffic conditions in addition to those warranted under Horizon Year (2035) without Project traffic conditions.

As noted above if access is ultimately restricted at the intersection of Harvest Way West and Bundy Canyon Road, the installation of a traffic signal is not necessary to achieve acceptable peak hour intersection operations (i.e., LOS D or better). The City has not determined whether access should be restricted in the future, so mitigation measure **MM 3.3.1** contains the requirement to include a traffic signal at this location.

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RECOMMENDED PROJECT MITIGATION MEASURES



1 I-15 SB Ramps & Bundy Canyon Rd.	**2** I-15 NB Ramps & Bundy Canyon Rd.	**3** Sellers Rd. & Bundy Canyon Rd.	**4** Monte Vista Dr. & Bundy Canyon Rd.	**5** The Farm Rd. & Bundy Canyon Rd.	**6** Harvest Way West & Bundy Canyon Rd.	**7** "I" St. & Bundy Canyon Rd.	**8** Harvest Way East & Bundy Canyon Rd.
No Improvements	No Improvements			No Improvements			
9 Commercial Access & Bundy Canyon Rd.	**10** Sunset Av. & Bundy Canyon Rd.	**11** Murrieta Rd. & Scott Rd.	**12** I-215 SB Ramps & Scott Rd.	**13** I-215 NB Ramps & Scott Rd.			
		No Improvements	No Improvements	No Improvements			

LEGEND:

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- = EXISTING LANE
- = CURRENT PHASE IMPROVEMENT

Source: City of Wildomar

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Figure 3.3-10
Project Mitigation Measures

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Mitigation Measures – Existing and Opening Year

MM 3.3.1 The project applicant shall be required to implement the following traffic improvements:

Sellers Road/Bundy Canyon Road

- Install a traffic signal.

Monte Vista Drive/Bundy Canyon Road

- Install a traffic signal.

Harvest Way West/Bundy Canyon Road

- Install a traffic signal.
- Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane.
- Construct a southbound left turn lane and shared through-right turn lane.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes.

Harvest Way East/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Sunset Avenue/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Timing/Implementation: *Prior to issuance of Final Map, a subdivision improvement agreement will be executed that will establish the precise timing for the improvements. All improvements shall be in place prior to full buildout of the project.*

Enforcement/Monitoring: *City of Wildomar Public Works Department*

Mitigation strategies have been recommended to address the proposed project's impact at study area intersections. As shown in **Table 3.3-13**, the proposed mitigation measures will ensure that all intersections operate at an acceptable level of service under the Existing plus Project

scenario. **Table 3.3-14** also shows that traffic resulting from regional growth will impact the study area intersections, causing two of them (Sellers Road/Bundy Canyon Road and Monte Vista Drive/Bundy Canyon Road) to operate at an unacceptable level of service even with the mitigation. The mitigation is designed to address the proposed project's impacts and consequently reduces delay at these intersections caused by the project. As shown in **Table 3.3-14**, implementation of the proposed mitigation reduces the delay at the Sellers Road/Bundy Canyon Road and Monte Vista Drive/Bundy Canyon Road intersections and therefore does not increase the delay by the threshold 5.0 seconds. With implementation of the intersection mitigation discussed above, project-related impacts to study area intersections would be **less than significant**.

TABLE 3.3-13
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS WITH PROJECT MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3	Sellers Rd./Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	0	0	0	1	0	1	1	0	0	1	1	24.2	31.1	C	D
	- E+P w/o Mitigation[4]	CSS	0	0	0	0	1	0	1	1	0	0	1	1	30.3	**46.1**	D	**E**
	- With Project Mitigation 1.1	**TS**	0	0	0	0	1	0	1	1	0	0	1	1	14.8	37.6	B	D
4	Monte Vista Dr./Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	1	0	0	0	0	0	1	0	1	1	0	21.4	***62.2***	C	***F***
	- E+P w/o Mitigation[4]	CSS	0	1	0	0	0	0	0	1	0	1	1	0	26.0	**>80.0**	D	**F**
	- With Project Mitigation 2.1	**TS**	0	1	0	0	0	0	0	1	0	1	1	0	29.4	24.0	C	C
6	Harvest Way West/Bundy Canyon Rd.																	
	- Existing (2011)	CSS	1	0	d	0	0	0	0	1	1	1	1	0	27.5	30.6	D	D
	- E+P w/o Mitigation[4]	CSS	1	**1**	**0**	**1**	**1**	0	**1**	**3**	**0**	1	**3**	0	26.9	**55.5**	D	**F**
	- With Project Mitigation 3.1	**TS**	1	**1**	**0**	**1**	**1**	0	**1**	**3**	**0**	1	**3**	0	28.8	27.1	C	C
8	Harvest Way East/Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	26.6	24.5	D	C
	- E+P w/o Mitigation[4]	CSS	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	**56.2**	**44.9**	**F**	**E**
	- With Project Mitigation 4.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	19.2	19.0	B	B
10	Sunset Ave./Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	21.3	23.3	C	C
	- E+P w/o Mitigation[4]	CSS	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	33.8	**>80.0**	D	**F**
	- With Project Mitigation 5.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	19.0	19.9	B	B

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*
L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; ***1*** *= Improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

4. E+P w/o mitigation assumes lanes that would be constructed by the project as part of their site adjacent roadway improvements.

TABLE 3.3-14
INTERSECTION ANALYSIS FOR OPENING YEAR (2015) CONDITIONS WITH PROJECT MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												2015 With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	Sellers Rd./Bundy Canyon Rd.																	
3	- Pre-Project Conditions	CSS	0	0	0	0	1	0	1	1	0	0	1	1	***> 300.0***	***> 300.0***	***F***	***F***
	- With Project Mitigation 1.1	**TS**	0	1	0	0	1	0	1	1	0	1	1	1	***60.3***	***> 113.5***	***E***	***F***
	Monte Vista Dr./Bundy Canyon Rd.																	
4	- Pre-Project Conditions	CSS	0	1	0	0	0	0	0	1	0	1	1	0	***> 269.3***	***> 300.0***	***F***	***F***
	- With Project Mitigation 2.1	**TS**	0	1	0	0	0	0	0	1	0	1	1	0	***113.5***	***132.5***	***F***	***F***
	Harvest Way West/Bundy Canyon Rd.																	
6	- Pre-Project Conditions	CSS	1	0	d	0	0	0	0	1	1	1	1	0	***> 80.0***	***> 80.0***	***F***	***F***
	- With Project Mitigation 3.1	**TS**	1	**1**	**0**	**1**	**1**	0	**1**	**3**	**0**	1	**3**	0	30.6	27.9	C	C
	Harvest Way East/Bundy Canyon Rd.																	
8	- Pre-Project Conditions	CSS	0	1	0	0	1	0	0	1	0	0	1	0	***> 80.0***	***> 80.0***	***F***	***F***
	- With Project Mitigation 4.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	25.4	21.8	C	C
	Sunset Ave./Bundy Canyon Rd.																	
10	- Pre-Project Conditions	CSS	0	1	0	0	1	0	0	1	0	0	1	0	***> 80.0***	***> 80.0***	***F***	***F***
	- With Project Mitigation 5.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	57.5	47.0	D	D

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.
*L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; **1** = Improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

Transit System (Standard of Significance 7)

Impact 3.3.2 Implementation of the proposed project will not conflict with adopted policies, plans or programs supporting alternative transportation. This is considered a **less than significant** impact.

The addition of housing and population proposed by the project has the potential to increase the demand for public transit. While the project has a small commercial component, it is likely that residents will need to travel to meet employment and shopping needs. While Wildomar is served by RTA Routes 7 and 23, the proposed project is not located along either route. The proposed Bundy Canyon Road improvements will include area within the right-of-way for future transit stops should RTA expand the route system at the intersection of Harvest Way and L Street. As the proposed project does not impede the possibility of future transit stops in the area, this impact is considered **less than significant**.

The City of Wildomar has neither a developed bicycle trail system nor a plan for a bicycle system. Although the proposed project has open space and is likely to have trails, these will be recreation oriented and are not anticipated to connect to other trail systems. The Bundy Canyon Road improvements will be designed to accommodate bicycle traffic, which will ensure eventual connectivity to other roadways in the community. This impact is considered **less than significant**.

Mitigation Measures

None required.

Roadway or Traffic Hazards (Standard of Significance 4)

Impact 3.3.3 Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses. This impact is considered **less than significant**.

The proposed project will complete a portion of the Bundy Canyon Road realignment that is a capital improvement of the Riverside County Transportation Department. The objectives of the road realignment are to:

- Improve safety and access through Bundy Canyon and along the project alignment by reconstructing the roadway to current geometric standards and eliminating nonstandard sight distances and grades.

- Improve the traffic handling capacity of the existing roadway, which is currently heavily congested and has less than desirable roadway geometry.

- Provide a transportation facility that will allow for planned buildout of the area as designated by the adopted 2003 Riverside County General Plan and its component Area and Specific Plans.

Within the proposed project, a portion of the planned Bundy Canyon Road/Scott Road improvements that have been envisioned by Riverside County will be constructed. Impacts from this construction will be considered **less than significant**. Note: The remainder of the Bundy Canyon Road/Scott Road Improvement Project will be implemented by the Riverside County Transportation Commission and/or the City of Menifee. An EIR (SCH# 2007051156) is being

drafted for all of the Bundy Canyon Road/Scott Road improvements from Interstate 15 to Interstate 215 via Scott Road. The project is partially funded through payment of the Transportation Uniform Mitigation Fee (TUMF), with funding for the remainder of the improvements provided by development along Bundy Canyon Road such as the proposed project.

The proposed project includes other roadways designed for access to homes and commercial and recreation areas. These roadways will be designed consistent with Chapter 16, Subdivisions, of the Wildomar Municipal Code. Section 16.08.020, General Street Design, establishes road standards, including length of cul-de-sacs, width of pavement, intersection alignment, etc. The City Engineer, Planning and Public Works Department, will review final subdivision improvement plans for consistency with City development standards. No exceptions to the City's development standards have been requested. This impact is considered **less than significant**.

Mitigation Measures

None required.

Emergency Access (Standard of Significance 5)

Impact 3.3.4 Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access. This impact is considered **less than significant with mitigation incorporated.**

All of the roadways proposed with the project meet the City's design standards for access. During construction, however, the roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. Both Riverside County and the City of Wildomar require traffic management plans (TMP) for large-scale construction projects. A TMP is prepared through coordination with emergency services personnel and made part of the construction requirements placed on the contractor. The TMP often requires public notice of construction schedules as well as contact information in case of emergency or concern with the construction site and/or roadways. A TMP can be customized to avoid construction during special events, holidays, or other periods of intense traffic demand. Of particular focus in a TMP is a requirement to ensure access to adjacent homes and property during the construction process. Note that the County of Riverside may initiate construction on part or all of Bundy Canyon Road, which includes the portion within this project. The mitigation measure requires coordination of the TMP with the County to ensure consistency. The following mitigation measure establishes the requirement for the TMP and minimizes the effect of construction activity on emergency access. Implementation of the mitigation measure will reduce this impact to a **less than significant** level.

Mitigation Measures

MM 3.3.4 The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way

traffic through the construction zone will be maintained throughout the construction period.

Timing/Implementation: *Prior to fling of a final map*

Enforcement/Monitoring: *City of Wildomar Public Works and Planning Departments*

3.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Future year traffic forecasts have been based upon four years of background (ambient) growth at 2 percent per year for 2015 traffic conditions. The total ambient growth is 8.24 percent for 2015 traffic conditions (compounded growth of 2 percent per year over four years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

Cumulative development trip generation rates and associated trip generation is shown in **Table 3.3-15.**

TABLE 3.3-15
CUMULATIVE DEVELOPMENT TRIP GENERATION SUMMARY

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Wildomar											
1	Tulip Lane (08-0147)	SFDR	60	DU	**11**	**34**	**45**	**38**	**22**	**61**	**574**
2	Canyon Plaza/JR Oil (08-179)	Retail	33.800	TSF	51	33	84	147	160	307	3,394
		Pass-by Reduction (40%)			-20	-13	-34	-59	-64	-123	-1,358
		Fast Food w/Drive Thru	6.200	TSF	173	167	340	149	138	287	3,076
		Pass-by Reduction (45%)			-78	-75	-153	-67	-62	-129	-1,384
		Gas Station w/ Market	12	VFP	63	64	127	82	81	163	1,953
		Pass-by Reduction (60%)			-38	-38	-76	-49	-49	-98	-1,172
	Subtotal TAZ 2[3]				**151**	**137**	**288**	**203**	**204**	**407**	**4,509**
3	DL Almond (09-0265)	Wholesale Nursery	5.040	TSF	**6**	**6**	**12**	**13**	**13**	**26**	**197**
4	Baxter Crossing (10-0064)	Condo/Townhomes	265	DU	19	98	117	93	45	138	1,540
		Apartments	110	DU	11	45	56	44	24	68	732
		Retail	130.600	TSF	110	71	181	372	388	760	8,078
		Internal Trips (10% Residential)			-3	-14	-17	-14	-7	-21	-227
		Internal Trips (Retail)			-14	-3	-17	-7	-14	-21	-227
		Pass-by Reduction (25%-Retail Only)			0	0	0	-91	-94	-185	-1,963
	Subtotal TAZ 4[4]				**123**	**197**	**320**	**397**	**342**	**739**	**7,932**

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
5	Subway (10-0222)	Specialty Retail	10.500	TSF	**6**	**4**	**11**	**12**	**16**	**28**	**465**
6	Tentative Map No. 30522 (10/0301)	Retail	79.497	TSF	48	31	79	145	151	297	3,414
		Fast Food w/Drive Thru	1.500	TSF	38	36	74	26	24	51	744
		Pass-by Reduction (25%-Retail Only)									
		Gas Station w/ Market	6	VFP	30	30	61	40	40	80	977
		Pass-by Reduction (62%-AM; 56%-PM & Daily)			-19	-19	-38	-22	-22	-45	-547
	Subtotal TAZ 6				**98**	**79**	**177**	**190**	**193**	**383**	**4,588**
7	Richland Planned Community (11-0137)	SFDR	105	DU	**20**	**59**	**79**	**67**	**39**	**106**	**1,005**
City of Wildomar Total					**415**	**516**	**931**	**920**	**830**	**1,750**	**19,270**
City of Menifee											
8	Menifee Town Center Specific Plan	Retail[5]	150.000	TSF	92	59	150	275	285	560	6,441
		Retail	359.370	TSF	219	140	359	658	683	1,340	15,431
		Hotel	200	Room	68	44	112	62	56	118	1,634
		Office	65.340	TSF	89	12	101	16	81	97	719
		SFDR	577	DU	110	323	433	369	213	583	5,522
		Condo/Townhomes	475	DU	33	176	209	166	81	247	2,760
		Internal Capture			-8	-8	-16	-28	-28	-56	-524
		Pass-by Reduction (25% Retail Only)			0	0	0	-230	-238	-468	-5,403
	Subtotal TAZ 8				**602**	**746**	**1,348**	**1,288**	**1,133**	**2,421**	**26,581**
City of Menifee											
9	Santa Rosa Charter School[6]	Elementary School	363	STU	178	116	294	25	36	62	900
		Middle School	338	STU	166	108	274	24	34	57	166
		High School	400	STU	196	128	324	28	40	68	196
		Internal Capture			0	0	0	0	0	0	0
	Subtotal TAZ 9				**539**	**352**	**892**	**77**	**110**	**187**	**1,262**
10	PP 2010-123	Retail	263.160	TSF	161	103	263	482	500	982	11,300
		Pass-by Reduction (25% Retail Only)			0	0	0	-120	-125	-245	-2,825
	Subtotal TAZ 10				**161**	**103**	**263**	**361**	**375**	**736**	**8,475**
11	The Lakes TR 30422 (SP 247 Amendment 1)	SFDR	992	DU	**188**	**556**	**744**	**635**	**367**	**1,002**	**9,493**
12	TR 29636	SFDR	75	DU	**14**	**42**	**56**	**48**	**28**	**76**	**718**
13	TR 30142	SFDR	537	DU	**102**	**301**	**403**	**344**	**199**	**542**	**5,139**
14	Antelope Square	Retail	93.250	TSF	57	36	93	171	177	348	4,004
		Fast Food w/Drive Thru	2.000	TSF	50	48	99	35	32	68	992
		Pharmacy w/Drive Thru	14.000	TSF	21	16	37	73	73	145	1,234
		Gas Station w/ Market	16	VFP	81	81	163	107	107	214	2,604
		Self Storage	250	Units	3	3	5	3	3	5	63

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
		Pass-by Reduction (25% Retail Only)			0	0	0	-97	-98	-195	-2,224
	Subtotal TAZ 14				**212**	**184**	**397**	**291**	**294**	**585**	**6,673**
15	TR 31217	SFDR	1,200	DU	**228**	**672**	**900**	**768**	**444**	**1,212**	**11,484**
16	TR 30465	SFDR	8	DU	**2**	**4**	**6**	**5**	**3**	**8**	**77**
17	TR 31724	SFDR	15	DU	3	8	11	10	6	15	144
	TR 33883	SFDR	51	DU	10	29	38	33	19	52	488
	TR 31831	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 17				**33**	**99**	**132**	**113**	**65**	**178**	**1,684**
18	PP 18014	Mini-Warehouse	191.263	TSF	**17**	**11**	**29**	**25**	**25**	**50**	**478**
19	TR 31194	SFDR	483	DU	92	270	362	309	179	488	4,622
	TR 33511	SFDR	71	DU	13	40	53	45	26	72	679
	Subtotal TAZ 19				**105**	**310**	**416**	**355**	**205**	**560**	**5,302**
20	TR 33371	Condo/Townhomes	229	DU	**16**	**85**	**101**	**80**	**39**	**119**	**1,330**
21	PP 22279	Discount Club	148.663	TSF	59	24	83	315	315	630	6,214
		Home Improvement	140.760	TSF	101	76	177	160	173	334	4,195
		Retail	237.377	TSF	145	93	237	434	451	885	10,193
		Pass-by Reduction (25%)			0	0	0	-228	-235	-462	-5,150
	Subtotal TAZ 21				**306**	**192**	**498**	**683**	**704**	**1,387**	**15,451**
22	Shops at Scott	Retail	82.000	TSF	50	32	82	150	156	306	3,521
		Fast Food w/Drive Thru	9.000	TSF	227	218	444	158	146	305	4,465
		Pass-by Reduction (25%)			0	0	0	-77	-75	-153	-1,997
	Subtotal TAZ 22				**227**	**218**	**444**	**81**	**71**	**152**	**2,469**
23	PP 21452 & PP 22280	General Light Industrial	872.347	TSF	707	96	803	105	741	846	6,080
	PP 18570	Warehousing	109.935	TSF	26	7	33	9	26	35	391
	PP 20021	Warehousing	4.500	TSF	1	0	1	0	1	1	16
	Subtotal TAZ 23				**734**	**103**	**837**	**114**	**769**	**883**	**6,488**
24	Cantalena	SFDR	353	DU	67	198	265	226	131	357	3,378
		Apartments	851	DU	85	349	434	340	187	528	5,659
	Subtotal TAZ 24				**152**	**547**	**699**	**566**	**318**	**884**	**9,037**
25	TR 31229	SFDR	242	DU	46	136	182	155	90	244	2,316
	TR 32277	SFDR	411	DU	78	230	308	263	152	415	3,933
	Subtotal TAZ 25				**124**	**366**	**490**	**418**	**242**	**660**	**6,249**
26	TR 30433	SFDR	498	DU	**95**	**279**	**374**	**319**	**184**	**503**	**4,766**
27	TR 32628	SFDR	364	DU	69	204	273	233	135	368	3,483
	TR 28206	SFDR	148	DU	28	83	111	95	55	149	1,416
	Subtotal TAZ 27				**97**	**287**	**384**	**328**	**189**	**517**	**4,900**

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
28	Murrieta Fields II	SFDR	10	DU	2	6	8	6	4	10	96
	Sepulveda Bldg.	General Light Industrial	2.500	TSF	2	0	2	0	2	2	17
	Golden City SP	SFDR	502	DU	95	281	377	321	186	507	4,804
		Retail	23.340	TSF	14	9	23	43	44	87	1,002
		Pass-by Reduction (25%)			0	0	0	-11	-11	-22	-251
	Keller Commercial	Retail	5.875	TSF	4	2	6	11	11	22	252
		Pass-by Reduction (25%)			0	0	0	-3	-3	-5	-63
	Subtotal TAZ 28				**117**	**298**	**416**	**368**	**233**	**601**	**5,858**
29	Murrieta Hills	Senior Adult Housing	1,012	DU	**81**	**142**	**223**	**162**	**111**	**273**	**3,755**
30	TR 28788	SFDR	119	DU	23	67	89	76	44	120	1,139
	TR 28790	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 30				**44**	**128**	**172**	**147**	**85**	**231**	**2,192**
31	Menifee Walmart Shopping Center (PP 22674)[7]	Discount Superstore	205.000	TSF	193	150	342	463	482	945	10,892
		Auto Care Center	6.680	TSF	13	7	20	11	11	23	134
		Specialty Retail	13.800	TSF	8	5	14	16	21	37	612
		Sit-Down Restaurant	6.500	TSF	39	36	75	43	30	72	826
		Fast Food w/Drive Thru	6.200	TSF	156	150	306	109	101	210	3,076
		Gas Station w/ Market & Car Wash	16	VFP	97	94	191	114	109	223	2,445
		Internal Capture (10%)			-45	-45	-90	-78	-78	-156	-1,883
		Pass-by Reduction (25%)			0	0	0	-51	-48	-99	-1,242
	Subtotal TAZ 31				**461**	**396**	**858**	**628**	**628**	**1,255**	**14,860**
CITY OF MENIFEE TOTAL					**4,658**	**6,420**	**11,079**	**8,202**	**6,821**	**15,022**	**154,720**
GRAND TOTAL					**5,073**	**6,936**	**12,009**	**9,122**	**7,650**	**16,772**	**173,990**

1 SFDR = Single Family Detached Residential
2 DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
3 Project trip generation is consistent with the Canyon Plaza Traffic Study (Darnell & Associates, Inc., November 10, 2003).
4 Project trip generation is consistent with the Baxter Crossing Traffic Impact Analysis (Urban Crossroads, Inc., June 17, 2010).
5 Menifee Village Shopping Center (2011-130).
6 School site located within Menifee Town Center Specific Plan. Internal interaction with proposed residential within SP.
7 Project trip generation is consistent with the Menifee Shopping Center Traffic Impact Analysis (Urban Crossroads, Inc., May 10, 2010).

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 3.3.5 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a **cumulatively considerable** impact.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to

the deficiency. Mitigation measures necessary to reduce cumulative impacts to less than cumulatively considerable are also discussed below.

Murrieta Road/Scott Road – This intersection was found to operate at an unacceptable level of service (LOS F) during the weekday PM peak hour under existing (2011) conditions and is anticipated to continue to operate at LOS F during the PM peak hour with the addition of project traffic (as measured by 50 or more peak-hour trips). It is also anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and to operate at LOS F during the peak hours in 2035 with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Southbound Ramps/Scott Road (#12) – This intersection is anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Northbound Ramps/Scott Road (#13) – This intersection is anticipated to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

Cumulative impacts on these roadway intersections are considered **cumulatively considerable**.

Mitigation Measures

MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements:

Murrieta Road/Scott Road

- Install a traffic signal.
- Construct an eastbound left turn lane.
- Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes.
- Construct an additional eastbound through lane.
- Construct an additional westbound through lane and a dedicated right turn lane.

I-215 Southbound Ramps/Scott Road

- Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane.
- Construct three additional eastbound through lanes.
- Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee.

I-215 Northbound Ramps/Scott Road

- Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane.
- Construct two southbound right turn lanes.
- Construct a second eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes and a shared through-right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.

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

Enforcement/Monitoring: *City of Wildomar Public Works and Building Departments*

The effectiveness of the recommended improvements discussed above to address Existing plus Project cumulative traffic impacts is presented in **Table 3.3-16**. The effectiveness of the recommended improvements discussed above to address Opening Year (2015) with Project cumulative traffic impacts is presented in **Table 3.3-17**. With implementation of the intersection mitigation discussed above, project-related cumulative impacts to study area intersections would be **less than cumulatively considerable**.

TABLE 3.3-16
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS WITH CUMULATIVE MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
11	Murrieta Rd./Scott Rd.																	
	- Pre-Project Conditions	AWS	0	0	0	0	1	0	0	1	0	0	1	0	18.7	***39.4***	C	***F***[4]
	- With Cumulative Mitigation	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	18.3	18.5	B	B

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*

   L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; ***1*** *= Improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

4. *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service F.*

TABLE 3.3-17
INTERSECTION ANALYSIS FOR OPENING YEAR (2015) CONDITIONS WITH CUMULATIVE MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												2015 With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
11	Murrieta Rd./Scott Rd.																	
	- Pre-Project Conditions	AWS	0	0	0	0	1	0	0	1	0	0	1	0	***>80.0***	***>80.0***	***F***	***F***
	- With Cumulative Mitigation	**TS**	0	0	0	**2**	**0**	**1**	**1**	**2**	0	0	**2**	**1**	18.0	24.9	B	C
12	I-215 SB Ramps/Scott Rd.																	
	- Pre-Project Conditions	TS	0	0	0	0	1	1	0	1	1	1	1	0	***>80.0***	***>80.0***	***F***	***F***
	- With Cumulative Mitigation	TS	0	0	0	**2**	**0**	**2**	0	**4**	1	**0**	**3**	**1**	10.7	16.9	B	B
13	I-215 NB Ramps/Scott Rd.																	
	- Pre-Project Conditions	TS	0	1	1	0	0	0	1	1	0	0	1	1	***>80.0***	***>80.0***	***F***	***F***
	- With Cumulative Mitigation	TS	0	1	**2**	0	0	**2**	**2**	**3**	0	0	**4**	1	24.3	41.4	C	D

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*
   *L = Left; T = Through; R = Right; ≥Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; **1** = Improvement*
2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
3. *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

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3.4 Air Quality

This section includes a description of existing air quality conditions, a summary of applicable regulations, a description of existing air quality conditions, and an analysis of potential air quality impacts associated with the proposed Oak Creek Canyon Development project. Mitigation measures are recommended, as necessary, to reduce significant air quality impacts. This air quality analysis and the associated modeling were conducted by Urban Crossroads, Inc. (see **Appendix 3.4-1**).

3.4.1 EXISTING SETTING

SOUTH COAST AIR BASIN

South Coast Air Basin Characteristics

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The project site is located in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the air quality officer of the SCAB. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

Regional Climate

The regional climate significantly influences the air quality in the SCAB. In addition, temperature, wind, humidity, precipitation, and the amount of sunshine influence air quality.

The annual average temperatures throughout the SCAB vary from the low to middle 60s (degrees Fahrenheit (F)). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity in the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. It should be noted that these effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant

radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, with approximately 14½ hours of possible sunshine on the longest day of the year.

The importance of wind to air pollution is considerable. The direction and speed of the wind determine the horizontal dispersion and transport of air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. The late autumn to early spring rainy season also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas," each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over Southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the Catalina Eddy, a low-level cyclonic (counterclockwise) flow centered over Santa Catalina Island, which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, two distinct temperature inversion structures control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing, which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Wind Patterns and Project Location

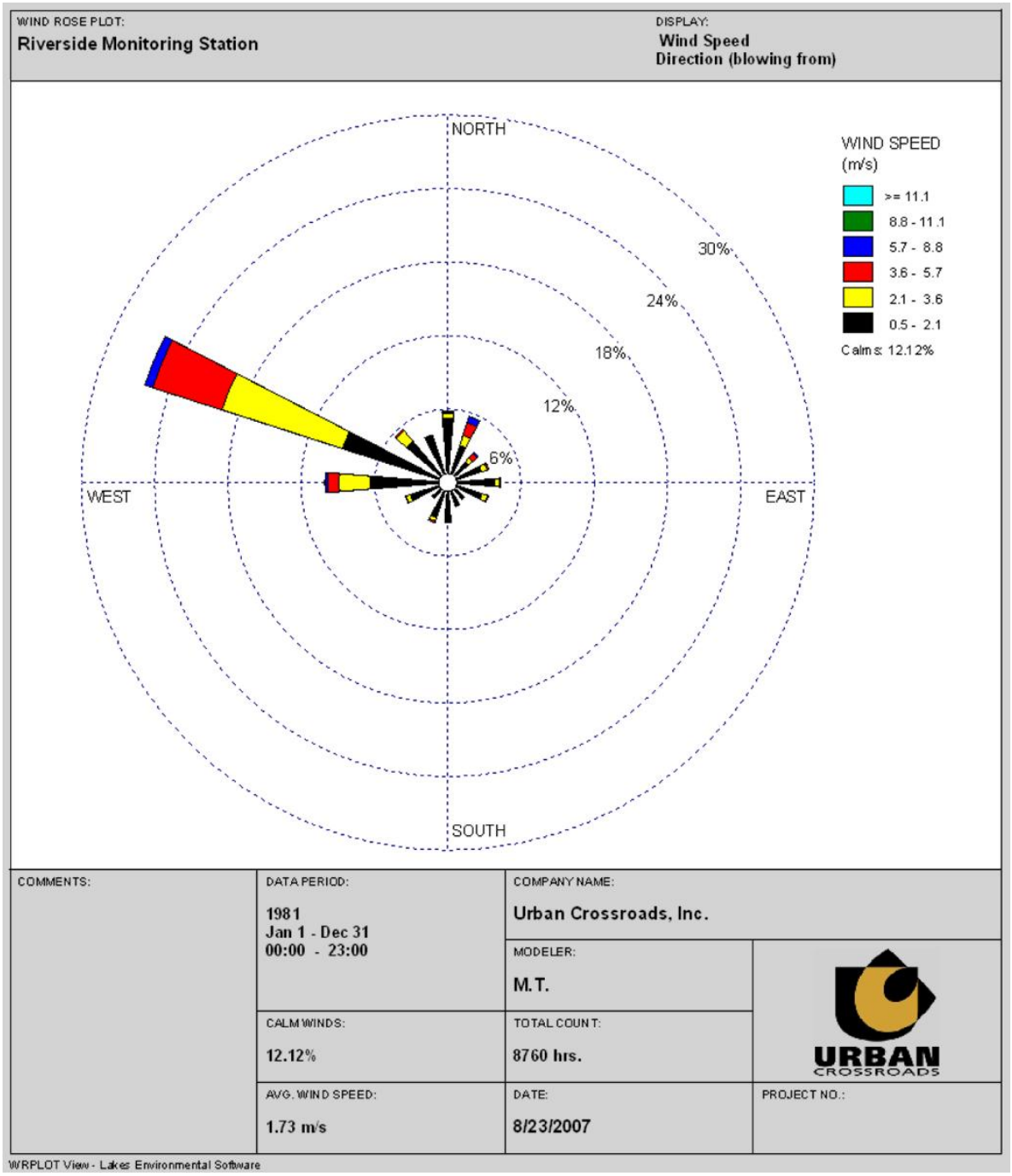
The distinctive climate of the project area and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light, although the speed is somewhat greater during the dry summer months than during the rainy winter season.

The prevailing winds in the project area move predominantly from west to east and southwest to northeast with an average wind speed of 1.73 meters per second (m/s). A wind rose exhibit is included in **Figure 3.4-1** and shows prevailing wind patterns and average speed in the project

area. Meteorological data from the SCAQMD's Riverside monitoring station was used to be representative of the project area. Meteorological data was available for use by the SCAQMD on its website.

FIGURE 3.4-1 WIND ROSE



Existing Air Quality

Existing air quality is measured based on ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect, as well health effects of each pollutant regulated under these standards, are shown in **Table 3.4-1**.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in **Table 3.4-1**. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone (O_3), CO, SO_2, nitrogen dioxide (NO_2), coarse particulate matter sized between 2.5 and 10 microns (PM_{10}), and fine particulate matter sized less than 2.5 microns ($PM_{2.5}$) are not equaled or exceeded at any time in any consecutive three-year period, and the federal standards (other than O_3, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

TABLE 3.4-1
STATE AND NATIONAL CRITERIA POLLUTANT STANDARDS, EFFECTS, AND SOURCE

Pollutant	Averaging Time	California Standards	National Standards	Health and Atmospheric Effects	Major Sources
Ozone	1 hour	0.09 ppm	–	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue	Formed when reactive organic gases (ROG) and nitrogen oxides (NOx) react in the presence of sunlight. Major sources include on-road vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm[1]	0.075 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide	1 hour	0.18 ppm	–	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations. Industrial sources, aircraft, ships, and railroads.
	Annual Avg.	0.030 ppm	0.053 ppm		

Pollutant	Averaging Time	California Standards	National Standards	Health and Atmospheric Effects	Major Sources
Sulfur Dioxide	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	24 hours	0.04 ppm	–		
Particulate Matter (PM_{10})	24 hours	50 $\mu g/m^3$	150 $\mu g/m^3$	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Average	20 $\mu g/m^3$	–		
Particulate Matter – Fine ($PM_{2.5}$)	24 hours	–	35 $\mu g/m^3$	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
	Annual Average	12 $\mu g/m^3$	15 $\mu g/m^3$		
Lead	Monthly Average	1.5$\mu g/m^3$	–	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present sources: lead smelters, battery manufacturing and recycling facilities. Past sources: combustion of leaded gasoline.
	Quarterly	–	1.5 $\mu g/m^3$		
	Rolling 3-Month Average	–	0.15$\mu g/m^3$		
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum projections and refining.
Sulfates	24 hours	25 $\mu g/m^3$	No National Standard	Breathing difficulties, aggravates asthma, reduced visibility.	Produced by the reaction in the air of sulfur oxide.
Visibility-Reducing Particles	8 hours	Light extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, discourages tourism.	See PM_{10}/$PM_{2.5}$.

Source: Urban Crossroads 2012
Notes: ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, state standards were exceeded on one or more days for O_3 and PM_{10}, and federal standards were exceeded on one or more days for O_3 and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead. See **Table 3.4-2** for attainment designations for the SCAB.

TABLE 3.4-2
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB)

Pollutant	State	Federal
1-hour Ozone (O_3)	Nonattainment	No Standard
8-hour Ozone (O_3)	Nonattainment	Extreme Nonattainment[1]
Coarse Particulate Matter (PM_{10})	Nonattainment	Serious Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Maintenance
Nitrogen Dioxide (NO_2)	Nonattainment[2]	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment/Nonattainment[3]	Attainment
All Others	Attainment/Unclassified	Attainment/Unclassified

Source: Urban Crossroads 2012
[1] The EPA approved redesignation from Severe 17 to Extreme Nonattainment on May 5, 2010, to be effective June 4, 2010.
[2] The SCAB was reclassified from attainment to nonattainment for nitrogen dioxide on March 25, 2010.
[3] Los Angeles County was reclassified from attainment to nonattainment for lead on March 25, 2010; the remainder of the SCAB is in attainment of the state standard.

Local Air Quality

The nearest long-term air quality monitoring in relation to the project for O_3, CO, and NO_2 is carried out by the SCAQMD at the Lake Elsinore monitoring station located in Source Receptor Area 25 (SRA 25). Data for coarse particulates (PM_{10}) was obtained from the Perris Valley monitoring station located in SRA 24. Data for ultrafine particulates ($PM_{2.5}$) was obtained from the Metropolitan Riverside County 2 monitoring station, located in SRA 23. It should be noted that the Perris Valley and Metropolitan Riverside County 2 monitoring stations were utilized in lieu of the Lake Elsinore monitoring station only where data was not available from the nearest monitoring site. The three years of data in **Table 3.4-3** show the number of days standards were exceeded for the study area. Additionally, data for SO_2 has been omitted, as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

TABLE 3.4-3
PROJECT AREA AIR QUALITY MONITORING SUMMARY 2008–2010[1]

Pollutant	Standard	Year		
		2008	2009	2010
Ozone (O_3) – nonattainment for state and federal standards				
Maximum 1-Hour Concentration (ppm)	–	0.139	0.128	0.107
Maximum 8-Hour Concentration (ppm)	–	0.118	0.105	0.091
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	49	34	15
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	92	65	42
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	32	37	24
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO) – attainment for state and federal standards				
Maximum 1-Hour Concentration (ppm)	–	1.0	1.0	1.0
Maximum 8-Hour Concentration (ppm)	–	1.0	0.7	0.6
Number of Days Exceeding Federal/State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2) – nonattainment for state standard, attainment for federal standard				
Maximum 1-Hour Concentration (ppm)	–	0.06	0.06	0.05
Annual Arithmetic Mean Concentration (ppm)	–	0.0129	0.0129	0.0129
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Respirable Particulate Matter (PM_{10})[2]– nonattainment for state and federal standards				
Maximum 24-Hour Concentration (µg/m^3)	–	85	80	51
Number of Samples	–	45	58	61
Number of Samples Exceeding State Standard	> 50 µg/m^3	12	9	1
Number of Samples Exceeding Federal Standard	> 150 µg/m^3	0	0	0
Fine Particulate Matter ($PM_{2.5}$)[3]– nonattainment for state and federal standards				
Maximum 24-Hour Concentration (µg/m^3)	–	43.0	49.3	43.7
Annual Arithmetic Mean (µg/m^3)	–	13.4	16.9	11.0
Number of Samples Exceeding Federal 24-Hour Standard	> 35µg/m^3	4	16	2

Source: Urban Crossroads 2012
Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million
1. Lake Elsinore (SRA 25) Monitoring Station used unless otherwise noted.
2. Perris Valley (SRA 24) Monitoring Station used.
3. Metropolitan Riverside County 2 (SRA 23) Monitoring Station used.

Criteria pollutants are pollutants that are regulated through the development of human health–based and/or environmentally based criteria for setting permissible levels. Examples of sources and effects of the criteria pollutants are identified below.

- **Carbon Monoxide (CO):** A colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood.

- **Sulfur Dioxide (SO_2):** A colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant, mainly as a result of burning high-sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_X).

- **Ozone (O_3):** A highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_X), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

  - **Reactive Organic Gases (ROG):** While not a criteria air pollutant, reactive organic gases (ROG) are precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer-chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

- **Nitrogen Oxides (oxides of nitrogen, or NO_x):** Consist of nitric oxide (NO), nitrogen dioxide (NO_2), and nitrous oxide (N_2O) and formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. Because ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

- **PM_{10} (particulate matter less than 10 microns):** A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. PM_{10} also causes visibility reduction.

- **$PM_{2.5}$ (particulate matter less than 2.5 microns):** A similar air pollutant consisting of tiny solid or liquid particles that are 2.5 microns or smaller (which are often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.

- **Lead:** A heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of the removal of lead from gasoline, there have been no violations at any of the

SCAQMD's regular air monitoring stations since 1982. Currently, emissions of lead are largely limited to stationary sources such as lead smelters. It should be noted that the proposed project is not anticipated to generate a quantifiable amount of lead emissions.

HEALTH EFFECTS OF AIR POLLUTANTS

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels.

Ozone exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels; these include pre-term births and heart abnormalities.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, the number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and increased mortality from lung cancer.

Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. An increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these subgroups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO_2.

Sulfur Dioxide

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increases in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures, and death, although it appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early age environmental exposure, and elevated blood lead levels can occur due to

breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland), and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

TOXIC AIR CONTAMINANTS

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity, including compounds such as benzene, ethylene dibromide, haxavalent chromium, cadmium, and vinyl chloride. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

To date, CARB has designated nearly 200 compounds as toxic air contaminants. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, one of the most important in Southern California being particulate matter from diesel-fueled engines. In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a toxic air contaminant. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2008, the South Coast Air Quality Management District updated a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk (SCAQMD 2008).

ODORS

The science of odor as a health concern is still new. Merely identifying the hundreds of gaseous compounds that cause odors poses a big challenge. Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, some of the gases that cause odors, such as ROGs, can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress. The Farm Mutual Water Company operates a wastewater treatment facility south of the proposed project site. The spray field used to dispose of wastewater is adjacent to the

proposed project site. The spray field is fenced and at its closest point is 150 feet south of lot 128 of the proposed subdivision.

3.4.2 REGULATORY FRAMEWORK

FEDERAL

The US Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards for the criteria pollutants O_3, CO, NO_x, SO_2, PM_{10}, and lead. The EPA has jurisdiction over emissions sources that are under the authority of the federal government, including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet CARB's stricter emission requirements.

The federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards and the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions), as opposed to other sections of the CAA such as Title II (Aircraft Emissions Standards) and Title III (Vapor Recovery for Small Business Marketers of Petroleum Project), which are not applicable to the proposed project.

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a standard for $PM_{2.5}$. **Table 3.4-1** (previously presented) provides the NAAQS within the South Coast Air Basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of nitrogen oxides (NO, NO_2, NO_3), which are emitted as byproducts of the combustion process.

STATE

The California Air Resources Board, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards for all pollutants for which the federal government has National Ambient Air Quality Standards and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However at this time, hydrogen sulfide and vinyl chloride are not measured at any

monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or nonattainment for each CAAQS.

Serious nonattainment areas are required, pursuant to the Clean Air Act, to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources.
- Development of control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development).
- A district permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions.
- Implementation of reasonably available transportation control measures and assurances of a substantial reduction in growth rate of vehicle trips and miles traveled.
- Significant use of low emissions vehicles by fleet operators.
- Sufficient control strategies to achieve a 5 percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO, and PM_{10}. However, air basins may use an alternative emission reduction strategy that achieves a reduction of less than 5 percent per year under certain circumstances.

AIR QUALITY MANAGEMENT PLANNING

Currently, the NAAQS and CAAQS for O_3, PM_{10}, $PM_{2.5}$, and NO_2 are exceeded in most parts of the South Coast Air Basin. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and project consistency with the AQMP is provided below.

3.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the California Environmental Quality Act (CEQA) Guidelines, air quality impacts are considered significant if implementation of the proposed project would:

1) Conflict with or obstruct implementation of an applicable air quality plan.
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

4) Expose sensitive receptors to substantial pollutant concentrations.

5) Create objectionable odors affecting a substantial number of people.

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at **Table 3.4-4**. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2009) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

TABLE 3.4-4
MAXIMUM DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operational
NO_x	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Urban Crossroads 2012

Furthermore, based on the SCAQMD's *CEQA Air Quality Handbook* (1993), project impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm)
- 8-hour CO standard of 9.0 ppm

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs). The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are nonattainment pollutants.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. Localized significance thresholds represent

the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that a lead agency can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

METHODOLOGY

On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CalEEMod). The purpose of this new model is to more accurately calculate air quality emissions from direct and indirect sources and to quantify applicable air quality reductions achieved from mitigation measures. As such, the latest version of CalEEMod has been used for the proposed project to determine construction and operational air quality impacts. Output from the model runs for both construction and operational activity is provided in **Appendix 3.4-1.**

For purposes of this analysis, LSTs have been evaluated only for construction of the proposed project and would not apply to emissions during operational activity. Localized concentration cannot be properly quantified during operations due to the variable locations of mobile sources, which make up the largest source of criteria air pollutants under operational activity of the proposed project. Only CO concentrations at roadway intersections with an adverse level of service may be quantified, as evaluated in Impact 3.4.4.

IMPACTS AND MITIGATION MEASURES

Regional Air Quality Management Planning (Standard of Significance 1)

Impact 3.4.1 Land use activities associated with the proposed project will not conflict with or obstruct implementation of regional air quality management planning. This impact is **less than significant**.

The project site is located within the SCAB, which is characterized by relatively poor air quality. The South Coast Air Quality Management District has jurisdiction over an approximately 12,000-square-mile area consisting of the four-county South Coast Air Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as with state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly (approximately every three years) in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

The SCAQMD published the *Draft Final 2007 Air Quality Management Plan*, which was adopted by the SCAQMD Governing Board on June 1, 2007. In September 2007, the CARB Board adopted the SCAQMD 2007 AQMP as part of the State Implementation Plan. The purpose of the 2007 AQMP for the South Coast Air Basin (and for those portions of the Salton Sea Air Basin under the SCAQMD's jurisdiction) is to set forth a comprehensive program that will lead these areas into compliance with federal and state air quality planning requirements for ozone and $PM_{2.5}$. On September 27, 2007, the CARB Board adopted the State Strategy for the 2007 State Implementation Plan and the SCAQMD's 2007 AQMP as part of the SIP. Additionally, the 2007 AQMP has been submitted to the EPA for approval; no timeline on the approval is available at this time.

As part of the *Draft Final 2007 Air Quality Management Plan*, the SCAQMD is requesting the EPA's approval of a "bump-up" to the "extreme" nonattainment classification for ozone in the South Coast Air Basin, which would extend the attainment date to 2024 and allow for the attainment demonstration to rely on emission reductions from measures that anticipate the development of new technologies or improvement of existing control technologies. Although $PM_{2.5}$ plans for nonattainment areas were due in April 2008, the 2007 AQMP also focuses on attainment strategies for the $PM_{2.5}$ standard through stricter control of sulfur oxides, directly emitted $PM_{2.5}$, NO_X, and ROGs. The need to commence $PM_{2.5}$ control strategies before April 2008 is due to the attainment date for $PM_{2.5}$ (2015) being much earlier than that for ozone (2021 for the current designation of severe 17 or 2024 for the extreme designation). However, it should be noted that the $PM_{2.5}$ plans are still in the process of being submitted. Control measures and strategies for $PM_{2.5}$ will also help control ozone generation in the region because $PM_{2.5}$ and ozone share similar precursors (e.g., NO_X). The SCAQMD has integrated $PM_{2.5}$ and ozone reduction control measures and strategies in the 2007 AQMP. In addition, the AQMP focuses on reducing ROG emissions, which have not been reduced at the same rate as NO_X emissions in the past. Hence, the South Coast Air Basin has not achieved the reductions in ozone as were expected in previous plans.

The 2007 AQMP was based on assumptions provided by both CARB and SCAG in the new EMFAC2007 model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the 2007 AQMP assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2004 Regional Transportation Plan. The 2007 AQMP also has assumed that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. The project's consistency with the 2007 AQMP is discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3, of the SCAQMD's *CEQA Air Quality Handbook* (1993). These indicators are discussed below.

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

  The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. As evaluated as part of the project localized significance thresholds analysis (presented in Impact 3.4-2 below), the project will not exceed the short-term construction standards, with mitigation imposed, or long-term operational standards for localized emissions and in so doing will not violate the CAAQS. Additionally, the analysis for long-term local air

quality impacts showed that future CO concentration levels along roadways and at intersections affected by project traffic will not exceed the 1-hour and 8-hour state CO pollutant concentration standards.

Lastly, neither construction nor operational emissions will be generated in excess of the SCAQMD's regional threshold criteria (see Impacts 3.4-3 and 3.4-4); thus, a less than significant impact is expected. On the basis of the preceding discussion, the project is determined to be consistent with the first criterion.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2011 or increments based on the years of project buildout phase.

  CEQA requires that projects be consistent with the applicable air quality management plan. Projects that are consistent with the projections of employment and population identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) prepared by SCAG are considered consistent with the AQMP growth projections, because the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. The proposed project was analyzed to determine whether it would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecast in the AQMP.

  The project would include development of a mixed-use residential and commercial retail project. As such, it would generate new housing and employment in the area. The project would not result in a significant increase in population since it is designed to accommodate current and projected population growth within the City of Wildomar. The RCPG prepared by SCAG is based on this projected growth. As stated in Section 2.0, Project Description, The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The full buildout of the project proposes to construct 275 residential lot single-family units. Therefore, the increase in housing and employment resulting from the proposed project would not be beyond the regional growth projections and in fact would facilitate the appropriate housing and jobs balance for Wildomar because of the project's mixed-use nature. The proposed project is not regionally significant and would be consistent with the applicable AQMP. Therefore, the project impact would be less than significant.

Since the project satisfies both of the two aforementioned criteria for determining consistency, the project is deemed consistent with the AQMP and the impact is **less than significant**.

Mitigation Measures

None required.

Short-Term Construction-Generated Emissions of Criteria Air Pollutants (Standard of Significance 2)

Impact 3.4.2 Construction-generated emissions could result in an air quality violation concerning localized significance. This impact is considered **potentially significant**.

As previously stated, the SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

For this project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the Norco/Corona area (SCAQMD SRA 22) since this area includes the project site. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter ≤10 microns (PM_{10}), and particulate matter ≤2.5 microns ($PM_{2.5}$). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size; however, the tables can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

The SCAQMD has issued guidance on LSTs for 1 acre, 2 acres, and 5 acres of disturbance. SCAQMD considers 5 acres the maximum amount of acreage that can be graded on any given day of construction. Therefore, for the purposes of this analysis, the SCAQMD LST for 5 acres of disturbance in any single day has been employed. CalEEMod reflects an equipment mix that can achieve 5 acres of disturbance per day. LSTs for a 5-acre site are applicable to the proposed project as this is the largest amount of acreage identified as part of the SCAQMD localized significance threshold methodology. The nearest existing sensitive receptor to the development boundaries may be located adjacent to the proposed development. However, the SCAQMD methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 3.4-5 presents the results of localized emissions during construction activity.

TABLE 3.4-5
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION (WITHOUT MITIGATION)
(POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
2012	69.75	38.42	21.20	12.84
2013	65.43	36.76	9.88	6.40
2014	60.85	35.30	9.61	6.13
2015	23.15	17.84	2.43	1.98
Maximum Daily Emissions	69.75	38.42	21.20	14.20
SCAQMD Localized Threshold	371	1,965	13	8
Significant?	**No**	**No**	**Yes**	**Yes**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files for the estimated emissions.

As shown, emissions of PM_{10} and $PM_{2.5}$ exceed localized significance thresholds for construction activity and thus represent a **potentially significant** impact.

Mitigation Measures

MM 3.4.2a The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).
- The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.)
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.4.2b Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

Table 3.4-6 summarizes the results of localized emissions during construction activity with implementation of mitigation measures **MM 3.4.2a** and **MM 3.4.2b**.

TABLE 3.4-6
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION (WITH MITIGATION)
(POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
2012	69.75	38.42	10.18	6.78
2013	65.43	36.76	5.90	4.38
2014	60.85	35.30	5.62	4.38
2015	23.15	17.84	2.43	1.98
Maximum Daily Emissions	69.75	38.42	10.18	6.78
SCAQMD Localized Threshold	371	1,965	13	8
Significant?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files for the estimated emissions.

As shown, emissions resulting from short-term construction activity would not exceed the localized significance thresholds with implementation of mitigation measures **MM 3.4.2a** and **MM 3.4.2b.** This impact is **less than significant**.

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (Standard of Significance 2)

Impact 3.4.3 Construction-generated emissions will not contribute substantially to an existing or projected air quality violation. This impact is considered **less than significant**.

Construction activities associated with the proposed project will result in emissions of CO, ROG, NO_x, SO_x, PM_{10}, and $PM_{2.5}$. While construction activities may vary depending on contractors, the following assumptions concerning construction activities will be used in the environmental analysis for the proposed project. Construction-related emissions are expected from:

- Site preparation
- Grading
- Asphalt paving
- Building construction
- Architectural coatings
- Construction workers commuting
- Materials delivery

The project will begin construction no earlier than 2012. This date is a conservative estimate, and since construction equipment emissions will decrease with time due to technological

advancements,[1] this estimate would represent a "worst-case" analysis should construction begin any time after 2012.

Project construction would occur as four distinct and independent actions: (1) site preparation, (2) grading, (3) asphalt paving, and (4) physical building construction and painting activity. A detailed summary of construction equipment assumptions by phase is provided in **Table 3.4-7**. Construction equipment estimates were derived for the project applicant as well as from model defaults in CalEEMod.

TABLE 3.4-7
CONSTRUCTION EQUIPMENT ASSUMPTIONS

Site Preparation Equipment	
Description	**Number**
Rubber-Tired Dozer	3
Tractor/Loader/Backhoe	4
Grading Equipment	
Description	**Number**
Grader	1
Scraper	2
Rubber-Tired Dozer	1
Tractor/Loader/Backhoe	2
Excavator	2
Asphalt Paving Equipment	
Description	**Number**
Pavers	2
Paving Equipment	2
Rollers	2
Physical Building Construction/Painting Equipment	
Description	**Number**
Air Compressor	1
Tractor/Loader/Backhoe	3
Forklift	3
Cranes	1
Generator Set	1
Welder	1

Source: Urban Crossroads 2012

[1] In August 2011, the EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced the first-ever program to reduce emissions and improve fuel efficiency of heavy-duty trucks. The EPA and the NHTSA have each adopted complementary standards under their respective authorities covering model years 2014–2018, which together form a comprehensive Heavy-Duty National Program. The goal of the joint rulemakings is to present coordinated federal standards that help manufacturers to build a single fleet of vehicles and engines that are able to comply with both. The Heavy-Duty National Program is projected to reduce fuel use and air pollutant emissions from medium- and heavy-duty vehicles, from semi trucks to the largest pickup trucks and vans, as well as all types and sizes of work trucks and buses in between. A second phase of regulations is planned for model years beyond 2018. The goals would include spurring innovation as well as updating the assessment of actual emissions and fuel use from this sector. Such future regulation would also be designed to align with similar programs developed outside the United States.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Additionally, based on discussion with the project applicant, it is anticipated that the site will balance, and no import or export of soil will be required. Additionally, construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site), were estimated using CalEEMod.

The estimated maximum daily construction emissions are summarized in **Table 3.4-8**. (Please refer to specific detailed modeling inputs/outputs contained in **Appendix 3.4-1**.)

TABLE 3.4-8
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (WITHOUT MITIGATION)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 2012 Construction	8.49	69.75	38.42	0.07	21.20	12.84
Year 2013 Construction	8.04	65.43	36.76	0.07	9.88	6.40
Year 2014 Construction	23.63	60.85	35.30	0.07	9.61	6.13
Year 2015 Construction	23.37	23.15	17.84	0.03	2.43	1.98
Maximum Daily Emissions	**26.63**	**69.75**	**38.42**	**0.07**	**21.20**	**12.84**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files and additional calculations for the estimated emissions.

As shown in **Table 3.4-8**, emissions resulting from project construction will not exceed any applicable thresholds. This impact is considered **less than significant**. For informational purposes, **Table 3.4-9** depicts construction-generated emissions after implementation of mitigation measures **MM 3.4.2a** and **MM 3.4.2b**.

TABLE 3.4-9
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (WITH MITIGATION)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 2012 Construction	8.49	69.75	38.42	0.07	10.18	6.78
Year 2013 Construction	8.04	65.43	36.76	0.07	5.90	4.38
Year 2014 Construction	23.63	60.85	35.30	0.07	5.62	4.11
Year 2015 Construction	23.37	23.15	17.84	0.03	2.43	1.98
Maximum Daily Emissions	**26.63**	**69.75**	**38.42**	**0.07**	**10.18**	**6.78**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files and additional calculations for the estimated emissions.

Mitigation Measures

None required.

Air Quality Standard or Air Quality Violation: Long-Term Operational Emissions (Standard of Significance 2)

Impact 3.4.4 Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. This impact is considered to be **less than significant**.

Operational activities associated with the proposed project will result in emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Vehicles
- Combustion emissions associated with natural gas and electricity
- Fugitive dust related to vehicular travel
- Landscape maintenance equipment
- Emissions for consumer products
- Architectural coatings

Vehicles

Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak-hour traffic volumes and traffic operations in the vicinity of the project. The project-related operational air quality impact centers primarily on the vehicle trips generated by the project. Trip characteristics available from the traffic impact analysis prepared for the project were utilized in this analysis. The estimated emissions resulting from vehicle operations are summarized in **Table 3.4-10**.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and the consumption of natural gas. However, because electrical generating facilities for the project area are located outside the South Coast Air Basin, criteria pollutant emissions from off-site generation of electricity is excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod. The estimated combustion emissions are provided in **Table 3.4-10** (detailed emission calculations are provided in **Appendix 3.4-1**).

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust. The emissions estimates for travel on paved roads were calculated using CalEEMod, as it is assumed that all project roadways would be paved as part of the construction of these roads. The estimated PM_{10} and $PM_{2.5}$ emissions from vehicles for fugitive dust are summarized in **Table 3.4-10**, and details are provided in **Appendix 3.4-1**.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. The estimated landscape maintenance emissions are provided in **Table 3.4-10**, and detailed model outputs are presented in **Appendix 3.4-1**.

Emissions for Consumer Products and Fireplaces

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

CalEEMod also considers the number of woodstoves and hearths (fireplaces) of various types as well as the usage of these devices. Woodstoves are separate from fireplaces since a home may have both and these devices may have different use patterns. For purposes of this analysis, only natural gas hearths are considered since wood-burning stoves and fireplaces would be prohibited in accordance with SCAQMD Rule 445.

Architectural Coatings

Over a period of time, the buildings that are part of this project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod. The estimated architectural coating emissions are provided in **Table 3.4-10**, and detailed model outputs are presented in **Appendix 3.4-1**.

Operations Emissions Summary

The project-related operations emissions burdens, along with a comparison of SCAQMD recommended significance thresholds, are shown in **Table 3.4-10**.

TABLE 3.4-10
OPERATIONAL-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (MAXIMUM EMISSIONS)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions						
Area Source Emissions [1]	12.56	0.27	23.42	–	0.46	0.45
Energy Source Emissions [2]	0.33	2.83	1.21	0.02	0.23	0.23
Mobile Emissions [3]	21.07	48.44	203.94	0.33	36.36	3.20
Maximum Daily Emissions	**33.97**	**51.54**	**228.57**	**0.35**	**37.05**	**3.88**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source Emissions [1]	12.56	0.27	23.42	–	0.46	0.45
Energy Source Emissions [2]	0.33	2.83	1.21	0.02	0.23	0.23
Mobile Emissions [3]	20.55	50.53	195.67	0.30	36.40	3.23
Maximum Daily Emissions	**33.44**	**53.63**	**220.30**	**0.32**	**37.09**	**3.91**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012
Notes: Please refer to Appendix 3.4-1 for the CalEEMod output files and additional supporting information for the estimated emissions.
1. Includes emissions of landscape maintenance equipment and architectural coatings emissions.
2. Includes emissions of natural gas consumption.
3. Includes emissions of vehicle emissions and fugitive dust related to vehicular travel.

As shown in **Table 3.4-10**, emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity. As a result, this impact would be considered **less than significant**.

Mitigation Measures

None required.

Substantial Carbon Monoxide Pollutant Concentrations (Standard of Significance 4)

Impact 3.4.5 The proposed project will not contribute to localized concentrations of CO that would exceed applicable ambient air quality standards. This is considered to be a **less than significant** impact.

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined, as shown based on historical data presented in **Table 3.4-3**. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). There have been no subsequent air quality planning documents for CO since attainment of this pollutant. As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SCAB are due to unusual meteorological and topographical conditions, and are not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a carbon monoxide hotspot analysis was conducted for four busy intersections in Los Angeles during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service (LOS) in the vicinity of the Wilshire Boulevard /Veteran Avenue intersection and found it to operate at LOS E at peak morning traffic and LOS F at peak afternoon traffic. (The capacity of a transportation system is referred to as the level of service and is generally defined as a ratio of traffic volume to roadway capacity. While it is customary to refer to an LOS using an alphabetic reference A–F, the inevitable comparison to school grades is not accurate. From a purely transportation standpoint, a roadway with an LOS of D is a roadway used to its design capacity.)

At buildout of the project, the highest number of average daily trips would be 70,700 for Scott Road east and west of Haun Road, which is lower than the values studied in the 1992 CO Plan. Consequently at buildout of the proposed project, according to the traffic impact analysis prepared for the project, none of the intersections in the vicinity of the proposed project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to project area meteorology, such as air-confining structures like a tunnel or overhead freeway, to conclude that this intersection would yield higher CO concentrations if modeled in detail. As a result, the South Coast Air Basin has been designated as attainment for CO since 2007 (Urban Crossroads 2012), and even very busy intersections do not result in exceedances of the CO standard. Thus, impacts are expected to be **less than significant**, and no additional analysis is required. Consequently, sensitive receptors would not be significantly affected by CO emissions generated by project-related traffic.

Mitigation Measures

None required.

Toxic Air Contaminants (Standard of Significance 4)

Impact 3.4.6 The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions. This impact is considered **less than significant**.

Sensitive receptors can include uses such as long-term healthcare facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors.

As discussed under Impact 3.4.2, for conservative analysis purposes, sensitive receptors were considered to be at a distance of 25 meters from the project boundary, and the proposed project would not exceed SCAQMD localized significance thresholds. Therefore, the exposure of sensitive receptors to toxic air contaminants during construction activities is considered a less than significant impact.

Concerning exposure of sensitive receptors to toxic air contaminants during project operations, in April 2005, CARB released the *Land Use and Air Quality Handbook: A Community Health Perspective*, which offers guidance on siting sensitive land uses in proximity to sources of air toxics. Sensitive land uses identified in the handbook include residential communities, schools and school yards, day care centers, parks and playgrounds, and hospitals and medical facilities. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter (DPM), which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway, defined as an urban roadway with more than 100,000 daily trips. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to DPM exposure are lowered proportionately. The project site is over 2.5 miles (13,241 feet) feet east of Interstate 15. Therefore, the site lies beyond the CARB-recommended buffer area and future receptors would not be negatively affected by toxic air contaminants generated on Interstate 15. In addition, while the project site is located adjacent to Bundy Canyon Road, this facility is not considered a major roadway as it does not accommodate more that 100,000 daily trips on average. There are no other potential sources of air toxics in the

vicinity of the project. Toxic air contaminant impacts to sensitive receptors are considered to be **less than significant**.

Mitigation Measures

None required.

Exposure of Sensitive Receptors to Odorous Emissions (Standard of Significance 5)

Impact 3.4.7 Development of the proposed project will not result in exposure of sensitive receptors to substantial odorous emissions. Thus, this impact is considered to be **less than significant**.

The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements such as those described in mitigation measure **MM 3.4.2b** would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease upon completion of the respective phase of construction activity and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant.

The Farm Mutual Water Company wastewater treatment facility is located south of the proposed project boundaries. The facility uses a lagoon system and spray field to treat and dispose of the domestic wastewater from The Farm residential development. Under normal

operation, a wastewater treatment plant will not generate odor. The spray field is located north of the wastewater treatment facility and is separated from the proposed project site by a chain-link security fence. Lot 128 of the proposed subdivision map is the closest to the spray field fence at a distance of approximately 150 feet. The spray field is designed to minimize the potential for wind to blow the spray out of the field. Vegetation grows along the spray field where water is present. The combination of design, setback, and vegetation ensures that water from the spray field does not leave the property. The fence ensures that existing residents and those of the proposed project cannot come into contact with wastewater. The wastewater treatment plant is operated by the Farm Mutual Water Company and regulated by the California State Water Resources Control Board. The City has received no complaints of odors from the wastewater treatment facility or spray field from the existing residents of The Farm community, and the proposed project will not affect current operations of the facility. There is no reason to anticipate that the wastewater treatment facility will create odors or otherwise impact the proposed project.

Mitigation Measures

None required.

3.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for air quality includes the entirety of the South Coast Air Basin. The SCAB is currently designated nonattainment for O_3, NO_2, PM_{10}, and $PM_{2.5}$ under state standards and for O_3, PM_{10}, and $PM_{2.5}$ under federal standards. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Nonattainment Criteria Pollutants (Standard of Significance 3)

Impact 3.4.8 Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered **less than cumulatively considerable.**

CEQA Section 21100(e) addresses evaluation of cumulative effects, allowing the use of approved land use documents in a cumulative impact analysis. CEQA Guidelines Section 15064(i)(3) further stipulates that for an impact involving a resource addressed by an approved plan or mitigation program, the lead agency may determine that a project's incremental contribution is not cumulatively considerable if the project complies with the adopted plan or program. In addressing cumulative effects for air quality, the SCAQMD's Air Quality Management Plan is the most appropriate document to use because it sets forth a comprehensive program that will lead the South Coast Air Basin, including the project area, into compliance with all federal and state air quality standards. The AQMP also utilizes control measures and related emissions reduction estimates based on emissions projections for a future development scenario derived from land use, population, and employment characteristics

defined in consultation with local governments. Since the proposed project is in conformance with the Air Quality Management Plan, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. As a result, this impact would be considered **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

CARB (California Air Resources Board). 2005. *Land Use and Air Quality Handbook: A Community Health Perspective*.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook.*

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Urban Crossroads. 2012. *Oak Creek (Tentative Tract Map No. 36388) (PA 11-0261) Air Quality Impact Analysis*.

3.5 Noise

This section discusses the existing noise setting, identifies potential noise impacts associated with implementation of the proposed project, and recommends mitigation measures to address potential impacts. Specifically, this section analyzes potential noise impacts due to development of the project area relative to the existing ambient noise environment and applicable noise criteria. Noise mitigation measures are recommended where the predicted noise levels would exceed applicable noise standards.

3.5.1 ACOUSTIC FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency.

AMPLITUDE

Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

FREQUENCY

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA (EPA 1971). Common community noise sources and associated noise levels, in dBA, are depicted in **Figure 3.5-1**.

ADDITION OF DECIBELS

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

SOUND PROPAGATION AND ATTENUATION

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 decibels for each

doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 decibels for each doubling of distance from a line source, depending on ground surface characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or a body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from the source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from a highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in minimum 5 dB of noise reduction. Taller barriers provide increased noise reduction.

Noise reductions afforded by building construction can vary depending on construction materials and techniques. Standard construction practices typically provide approximately 15 dBA exterior-to-interior noise reductions for building facades, with windows open, and approximately 20–25 dBA with windows closed. With compliance with current Title 24 energy efficiency standards, which require increased building insulation and inclusion of an interior air ventilation system to allow windows on noise-impacted façades to remain closed, exterior-to-interior noise reductions typically average approximately 25 dBA. The absorptive characteristics of interior rooms, such as carpeted floors, draperies, and furniture, can result in further reductions in interior noise.

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COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: City of Wildomar

Figure 3.5-1
Noise

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HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A 10 dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

A limitation of using a single noise-level increase value to evaluate noise impacts, as discussed above, is that it fails to account for pre-development noise conditions. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. The FICON recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL, L_{dn}). FICON-recommended noise evaluation criteria are summarized in **Table 3.5-1**.

TABLE 3.5-1
FEDERAL INTERAGENCY COMMITTEE ON NOISE RECOMMENDED CRITERIA FOR EVALUATION OF INCREASES IN AMBIENT NOISE LEVELS

Ambient Noise Level Without Project	Increase Required for Significant Impact
< 60 dB	5.0 dB, or greater
60–65 dB	3.0 dB, or greater
> 65 dB	1.5 dB, or greater

Source: FICON 2000

As depicted in **Table 3.5-1**, an increase in the traffic noise level of 5.0, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance (FICON 2000).

EFFECTS OF NOISE ON HUMAN ACTIVITIES

The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and to increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. Noise-related effects on human activities are discussed in more detail below.

Speech Communication

For most noise-sensitive land uses, an interior noise level of 45 dB L_{eq} is typically identified for the protection of speech communication in order to provide for 100 percent intelligibility of speech sounds. Assuming an average 20 dB reduction in sound level between outdoors and indoors (which is an average amount of sound attenuation that assumes windows are closed), this interior noise level would equates to an exterior noise level of 65 dBA L_{eq}. For outdoor voice communication, an exterior noise level of 60 dBA L_{eq} allows normal conversation at distances up to 2 meters with 95 percent sentence intelligibility (EPA 1971). Based on this information, speech interference begins to become a problem when steady noise levels reach approximately 60 to 65 dBA. Within interior noise environments, an average-hourly background noise level of 45 dBA L_{eq} is typically recommended for noise-sensitive land uses, such as educational facilities (Caltrans 2002).

Annoyance and Sleep Disruption

With regard to potential increases in annoyance, activity interference, and sleep disruption, land use compatibility determinations are typically based on the use of the cumulative noise exposure metrics (i.e., CNEL or L_{dn}). Perhaps the most comprehensive and widely accepted evaluation of the relationship between noise exposure and the extent of annoyance was one originally

developed by Theodore J. Schultz in 1978. Schultz's research findings provided support for L_{dn} as the descriptor for environmental noise. Research conducted by Schultz identified a correlation between the cumulative noise exposure metric and individuals who were highly annoyed by transportation noise. When expressed graphically, this relationship is typically referred to as the Schultz curve. The Schultz curve indicates that approximately 13 percent of the population is highly annoyed at a noise level of 65 dBA L_{dn}. It also indicates that the percentage of people describing themselves as being highly annoyed accelerates smoothly between 55 and 70 dBA L_{dn}. A noise level of 65 dBA L_{dn} is a commonly referenced dividing point between lower and higher rates of people describing themselves as being highly annoyed (Caltrans 2002).

The Schultz curve and associated research became the basis for many of the noise criteria subsequently established for federal, state, and local entities. Most federal and State of California regulations and policies related to transportation noise sources establish a noise level of 65 dBA CNEL/L_{dn} as the basic limit of acceptable noise exposure for residential and other noise-sensitive land uses. For instance, with respect to aircraft noise, both the Federal Aviation Administration (FAA) and the State of California have identified a noise level of 65 dBA L_{dn} as the dividing point between normally compatible and normally incompatible residential land use generally applied for determination of land use compatibility. For noise-sensitive land uses exposed to aircraft noise, noise levels in excess of 65 dBA CNEL/L_{dn} are typically considered to result in a potentially significant increase in levels of annoyance (Caltrans 2002).

Allowing for an average exterior-to-interior noise reduction of 20 dB, an exterior noise level of 65 dBA CNEL/L_{dn} would equate to an interior noise level of 45 dBA CNEL/L_{dn}. An interior noise level of 45 dB CNEL/L_{dn} is generally considered sufficient to protect against activity interference at most noise-sensitive land uses, including residential dwellings, and would also be sufficient to protect against sleep interference (EPA 1971). In California, the California Building Code establishes a noise level of 45 dBA CNEL as the maximum acceptable interior noise level for residential uses (other than detached single-family dwellings). Use of the 45 dBA CNEL threshold is further supported by recommendations provided in the State of California Office of Planning and Research's General Plan Guidelines, which recommend an interior noise level of 45 dB CNEL/L_{dn} as the maximum allowable interior noise level sufficient to permit "normal residential activity" (OPR 2003).

The cumulative noise exposure metric is currently the only noise metric for which there is a substantial body of research data and regulatory guidance defining the relationship between noise exposure, people's reactions, and land use compatibility. However, when evaluating environmental noise impacts involving intermittent noise events, such as aircraft overflights and train pass-bys, the use of cumulative noise metrics may not provide a thorough understanding of the resultant impact. The general public often finds it difficult to understand the relationship between intermittent noise events and cumulative noise exposure metrics. In such instances, supplemental use of other noise metrics, such as the L_{eq} or L_{max} descriptor, may be helpful as a means of increasing public understanding regarding the relationship between these metrics and the extent of the resultant noise impact (Caltrans 2002).

Noise Reduction

Various methods can be employed to reduce noise levels, including enclosures, barriers, and sound-dampening materials. The methods employed are dependent on various factors, including source and receptor characteristics as well as environmental conditions. With regard to typical community noise sources, noise reduction techniques typically focus on the isolation or shielding of the noise source from nearby noise-sensitive receptors. The more common methods include the use of buffers, enclosures, and barriers. In general, these techniques contribute to

decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise but are less effective than solid barriers. Changes in design specifications and use of equipment noise control devices (e.g., mufflers and silencers) are also commonly employed to reduce stationary-source (i.e., non-transportation) noise levels. Additional noise control techniques commonly used for transportation noise sources include traffic control, such as prohibiting heavy-duty trucks and reducing speed limits along primarily affected corridors. However, an approximate 20 mile per hour reduction in speed would typically be required to achieve a noticeable decrease in noise levels. In some instances, the use of noise-reducing pavements, such as rubberized asphalt, has also been used to reduce traffic noise.

3.5.2 EXISTING SETTING

Noise-sensitive land uses in the area consist predominantly of single-family residential land uses located south of the project area, along The Farm Road, Harvest Way West, and Harvest Way East, and along the north side of Bundy Canyon Road.

To assess the current ambient noise levels both within and around the proposed project site, the roadways surrounding the proposed project were evaluated. This evaluation included establishing noise level contour boundaries for the 55, 60, 65, and 70 dBA Community Noise Equivalent Levels (CNEL) for each of the surrounding roadway segments. **Table 3.5-2** presents these existing CNEL noise contour boundaries with existing traffic volumes for all roadway segments adjacent to Bundy Canyon Road.

TABLE 3.5-2
EXISTING CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	72.0	135	291	627	1,351
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	72.7	151	325	700	1,508
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	72.4	144	309	667	1,436
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	72.5	146	315	680	1,464
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	71.3	123	264	570	1,227
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	71.4	124	267	575	1,239
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	71.4	124	267	575	1,239
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	70.4	106	229	494	1,064
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	72.7	150	324	698	1,503
Bundy Canyon Rd.	East of I-215 Fwy.	74.8	208	448	966	2,080
Sunset Ave.	North of Bundy Canyon Rd.	45.8	RW	RW	RW	RW
Sunset Ave.	South of Bundy Canyon Rd.	40.7	RW	RW	RW	RW
Murrieta Rd.	North of Bundy Canyon Rd.	66.6	RW	128	275	592

Source: Urban Crossroads 2012
RW = Location of the respective noise contour falls within the right-of-way of the road.

3.5.3 REGULATORY FRAMEWORK

LOCAL

City of Wildomar

The City of Wildomar adopted the County of Riverside noise standards and noise ordinance upon city incorporation. The City ordinance was used to assess potential noise impacts. The City of Wildomar addresses two separate types of noise sources through the CEQA process: mobile and stationary. The mobile, or transportation-related, noise impacts are controlled using the 24-hour Community Noise Equivalent Level (CNEL) to assess the land use compatibility for community noise exposure. To control community noise impacts from stationary (non-transportation) noise sources (such as speakerphones, trash compactors, etc.), the City of Wildomar has identified the worst-case noise levels for daytime and nighttime activities. In the context of this noise analysis, the noise impacts associated with the commercial/mixed-use land use activities found in the proposed development are governed by the City noise standards for stationary sources. Off-site project-related vehicular traffic is governed by the CNEL noise level standards.

Mobile Noise Standards

The City of Wildomar General Plan Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. For the purposes of this project, the noise impacts associated with traffic are controlled by the General Plan Noise Element.

The General Plan standards are derived from standards contained in the *General Plan Guidelines*, a publication of the California Office of Planning and Research (2003). These standards are used by many California cities and counties. The Noise Element includes standards for land use compatibility for community noise exposure. For single-family residential areas, the exterior noise levels should remain below 65 dBA CNEL, and the interior noise levels should remain below 45 dBA CNEL. As shown in **Table 3.5-2**, many of the roadway segments exceed the 65 dBA CNEL standard at 100 feet from centerline.

For commercial uses, the noise compatibility matrix sets guidelines according to the predicted noise exposure level. **Table 3.5-3** presents the General Plan land use and noise compatibility matrix. According to the noise compatibility matrix, an ambient noise level of up to 65 dBA CNEL for residential uses and up to 70 dBA CNEL for commercial uses is considered "normally acceptable."

Stationary Noise Standards

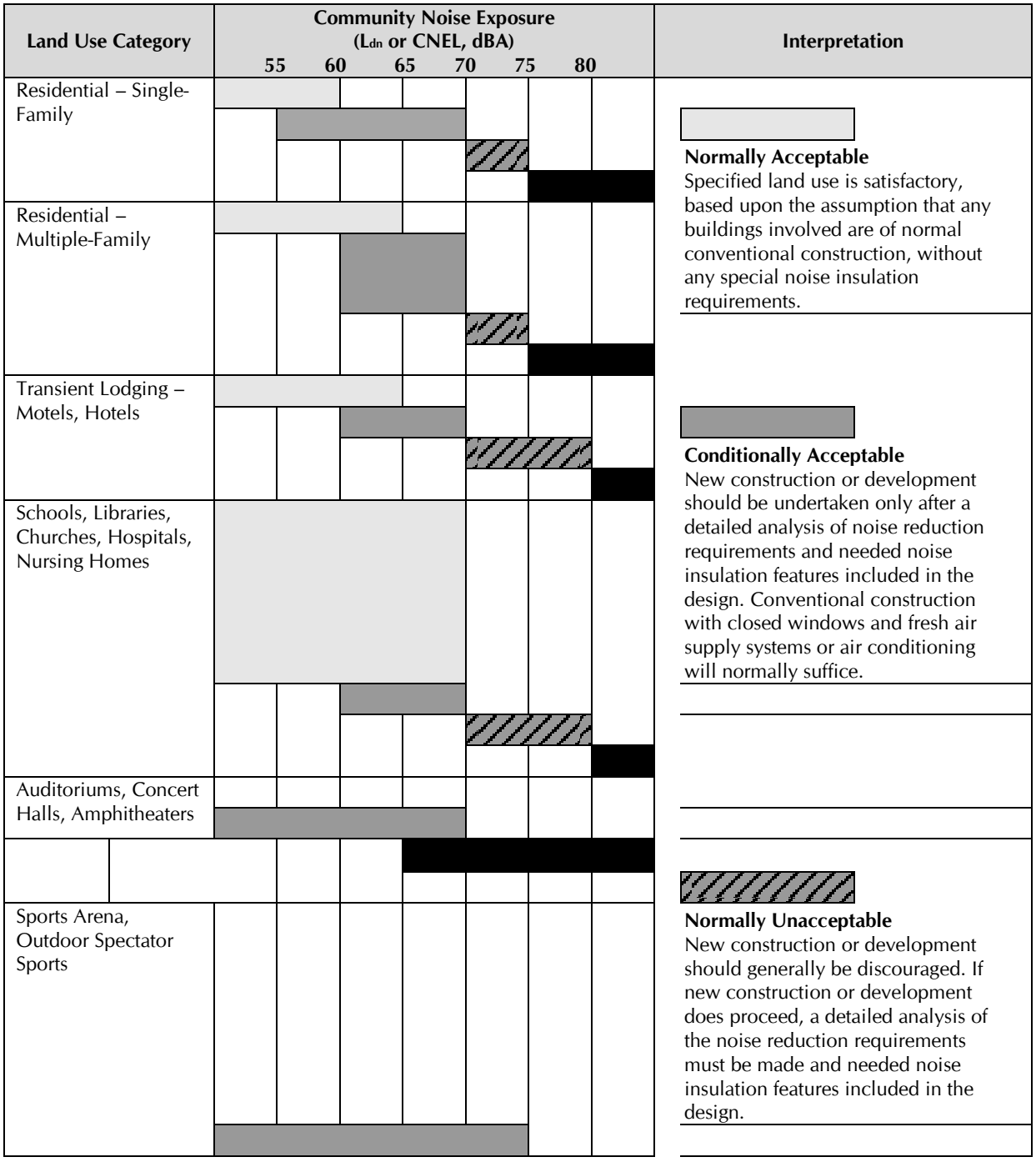
The City of Wildomar has set exterior noise limits to control delivery trucks, trash compactors, speakerphones, vehicle activities, and mechanical ventilation system noise impacts associated with development. The City considers noise generated by the use of motor vehicles to be a stationary noise source when operated on private property such as at a truck terminal or warehousing facility. These facility-related noises, as projected to any portion of any surrounding property containing a "habitable dwelling, hospital, school, library, or nursing home," must not exceed the following worst-case noise levels.

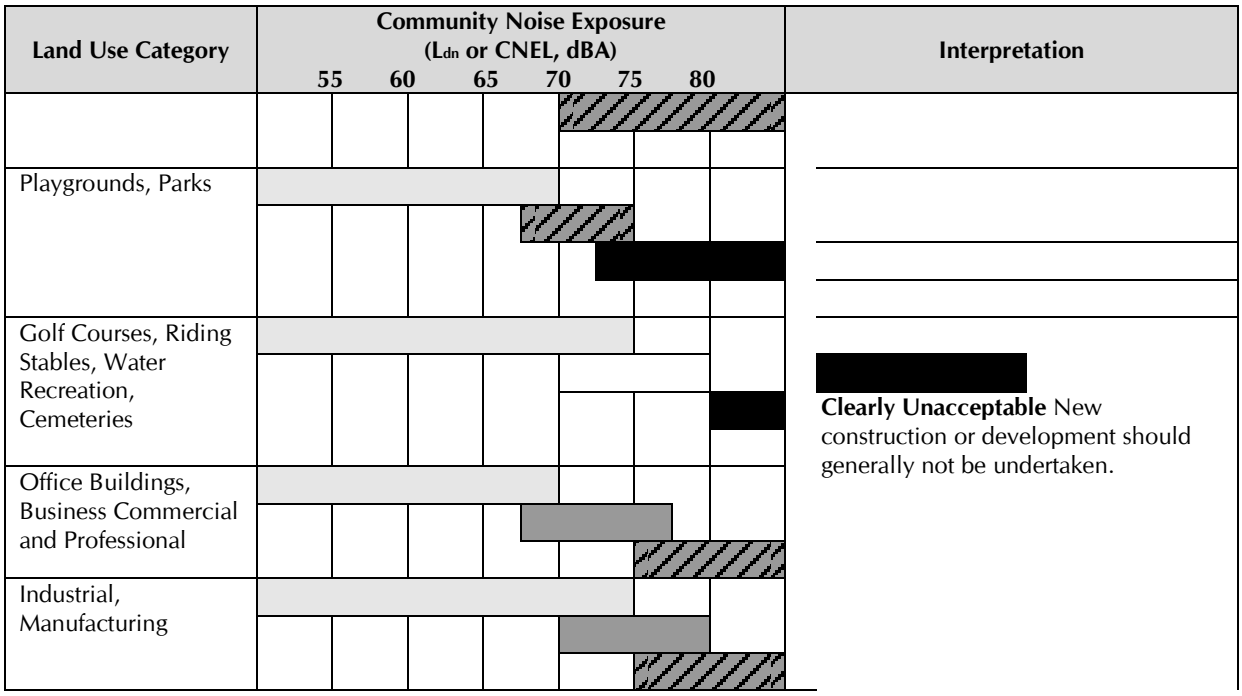
Policy N 4.1 of the City of Wildomar General Plan Noise Element sets an exterior noise limit not to be exceeded for a cumulative period of more than 10 minutes in any hour of 65 dBA L_{eq} for

daytime hours of 7 AM to 10 PM and 45 dBA L_{eq} during the noise-sensitive nighttime hours of 10 PM to 7 AM. This is consistent with the stationary source requirements included in the General Plan Noise Element.

Policy N 4.8 of the Noise Element requires that loading docks of industrial land uses minimize the potential noise impacts of vehicles on the site as well on adjacent land uses.

TABLE 3.5-3
CITY OF WILDOMAR LAND USE COMPATIBILITY NOISE CRITERIA





Source: California Office of Noise Control

Community Noise Assessment Criteria

The noise criteria presented in this section is based on well-documented criteria and research into human response to community noise. In community noise assessment, changes in noise levels greater than 3 dBA are often identified as "barely perceptible," while changes of 5 dBA are "readily perceptible." Studies show that a relative noise impact of 5 dBA triggers community reaction (sporadic complaints to widespread complaints to several legal threats to vigorous action). In the range of 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. However, in a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over years rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels becomes discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people. While a 1 dBA increase may be perceptible to a minority of very noise-sensitive people, noise increases of up to 3 dBA are barely perceptible to most people. The 3 dBA increase criteria represent a balance of community benefits and reasonableness.

For purposes of this analysis, based on the experience of the technical report and also upon previous discussions with City staff, roadway noise impacts would be considered significant if the proposed project increases noise levels for a noise-sensitive land use by 3 dBA CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

GROUNDBORNE VIBRATION

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria

based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in **Table 3.5-13** and **Table 3.5-14**, respectively, included in subsection 3.5.3 above. The criteria differentiate between transient and continuous/frequent sources. Transient sources of groundborne vibration include intermittent events, such as blasting, whereas continuous and frequent events would include the operations of equipment, including construction equipment, and vehicle traffic on roadways (Caltrans 2002, 2004).

3.5.4 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Criteria for determining the significance of noise impacts were developed based on information contained in the California Environmental Quality Act Guidelines (CEQA Guidelines, Appendix G). According to those guidelines, a project may have a significant effect on the environment if it would result in the following conditions:

1) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.

2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

5) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels.

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

The nearest airport is Skylark Airport, which is located approximately 4 miles west of the proposed project. The proposed project site is not located within 2 miles of a public airport or private airstrip, nor would implementation of the proposed project affect airport operations. For these reasons, exposure to aircraft noise levels would be considered less than significant and is not discussed further in this DEIR.

Temporary noise impacts associated with the proposed project would be associated with short-term construction-related activities. Long-term permanent increases in noise levels would occur with on-site operational activities, as well as potential increases in traffic noise levels along area roadways. Potential increases in groundborne vibration levels would be primarily associated with short-term construction-related activities. For purposes of this analysis and where applicable, the City of Wildomar noise standards were used for evaluation of project-related noise impacts.

SHORT-TERM EXPOSURE TO CONSTRUCTION-RELATED NOISE

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. Grading activities typically represent one of the highest potential sources of noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Construction-Related Noise Standards

Due to their short-term nature, construction activities are not covered by the City's standards for stationary noise sources. The Noise Element includes the following policies to minimize noise impacts from construction activities:

N 12.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 12.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

N 12.3: Condition subdivision approval adjacent to developed/occupied noise sensitive land uses by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project through the use of such methods as:

- Temporary noise attenuation fences
- Preferential location of equipment
- Use of current noise suppression technology and equipment

N 12.4: Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

Construction Noise Level Impacts

The US Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to noise levels in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source to the receptor would be reduced to 62 dBA at 100 feet from the source to the receptor and would be further reduced by another 6 dBA to 56 dBA at 200 feet from the source to the receptor.

Construction Noise Level Impact Analysis

Although construction noise would result in a short-term increase greater than 5 dBA over ambient noise levels, construction noise is of short-term duration and will not present any long-term impacts on the project site or to the surrounding area. To minimize the potential short-term noise impacts during the construction activities for the proposed project, several construction noise reduction measures are identified in the Impacts and Mitigation Measures subsection below.

LONG-TERM ON-SITE EXPOSURE TO PROJECT-GENERATED NOISE

The project site will be subjected to transportation- and non-transportation-related noise impacts. This section discusses the potential noise impacts from the adjacent streets to the noise-sensitive residential portions of the proposed project and the potential stationary noise impacts. The City of Wildomar does not consider the commercial property within the proposed project site noise sensitive; therefore, specific analysis and mitigation regarding the impact of noise on future commercial land uses will not be considered in this Draft EIR.

Traffic-Related Noise Level Assessment

An analysis has been performed to determine the expected transportation-related noise impacts for the affected outdoor usable areas. The proposed subdivision (see **Figure 2.0-4**) was used to predict the future noise environment. This information identifies the relationship between the roadway centerline elevation, the pad elevation and the centerline distance to the noise barrier, and the backyard observer. The rear-yard exterior noise levels were determined based on an observer location 10 feet from the existing property line wall. Key input data for these barrier performance equations include the relative source-barrier-receiver horizontal separations, the relative source-barrier-receiver vertical separations, the typical noise source spectra, and the barrier transmission loss. The following general assumptions were used in determining the source and receiver geometry:

<u>Receiver Assumptions</u>	
Horizontal Geometry:	Distance behind top-of-slope: 10 feet
Vertical Geometry:	Height above pad for ground-level receivers: • Exterior Noise: 5 feet • First Floor Interior: 5.5 feet • Second Floor Interior: 14.5 feet
<u>Source Assumptions</u>	
Horizontal Geometry:	All vehicles are located at the single-lane equivalent acoustic center of the full roadway.
Vertical Geometry:	Height above road grade: • Autos = 0.0 feet • Medium Trucks = 2.3 feet • Heavy Trucks = 8.0 feet

Future Traffic Noise Levels

The industry standard Federal Highway Administration (FHWA) traffic noise prediction model and the traffic composition and timing modeling assumptions required by the Riverside County

Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures were used to analyze noise impacts from Bundy Canyon Road to the proposed project. The modeling assumptions are outlined in **Tables 3.5-4** and **3.5-5**, and represent the countywide assumptions for calculations of the expected future noise impacts. **Table 3.5-6** presents a summary of future exterior noise level impacts. Based on the FHWA traffic noise prediction model, the future unmitigated exterior noise levels for the lots analyzed will range from 72.8 to 75.0 dBA CNEL. Based on the calculated noise level impacts presented, future traffic-related noise level impacts are expected to exceed the City of Wildomar exterior noise level standard of 65 dBA CNEL. In order to reduce the exterior noise level impact below the exterior noise level standard, a 6.5-foot-high noise barrier is required for lots 33–50 and a 6.0-foot-high barrier is required for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road. With the construction of the noise barrier, exterior noise level impacts will range from 60.9 to 64.8 dBA CNEL and remain below the City of Wildomar exterior noise level standard of 65 dBA CNEL.

The computer outputs for the specific site impacts are included in **Appendix 3.5-1**. The grading plans used for this analysis are included in **Appendix 3.5-2.**

TABLE 3.5-4
HOURLY TRAFFIC FLOW DISTRIBUTION[1]

Motor Vehicle Type	Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Night (10 PM to 7 AM)	Total % Traffic Flow
Secondary, Collector				
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%
Major, Arterial, Urban Arterial				
Automobiles	75.0%	14.0%	10.5%	92.00%
Medium Trucks	48.0%	2.0%	50.0%	3.00%
Heavy Trucks	48.0%	2.0%	50.0%	5.00%

Source: Urban Crossroads 2012
[1] Required County of Riverside vehicle mixes

TABLE 3.5-5
ON-SITE ROADWAY PARAMETERS

Roadway	Segment	Buildout ADT[1]	Speed (MPH)	Site Conditions
Bundy Canyon Road	Monte Vista Dr. to Harvest Way West	32,000	55	Soft
	Harvest Way West to Harvest Way East	29,900	55	Soft
	Harvest Way East to Sunset Ave.	30,700	55	Soft

Source: Urban Crossroads 2012
[1] Based on required County of Riverside Level of Service C Roadway Design Capacity. (ADT = Average Daily Traffic)

TABLE 3.5-6
FUTURE EXTERIOR NOISE LEVELS (DBA CNEL)

Lot	Unmitigated Noise Level (dBA CNEL)	Mitigated Noise Level (dBA CNEL)	Required Barrier Height (feet)
46	75.0	60.9	6.5
38	74.4	64.8	6.5
213	73.8	64.1	6.0
207	73.4	63.6	6.0
91	73.6	64.1	6.0
203	73.3	63.6	6.0
94	73.8	64.8	6.0

Source: Urban Crossroads 2012

LONG-TERM OFF-SITE TRANSPORTATION NOISE IMPACTS

To assess the off-site noise level impacts associated with development of the proposed project, noise contours were developed for the following traffic scenarios:

- Existing: This scenario refers to the existing traffic noise conditions, without the proposed project.
- Project Completion (Year 2015) without/with Project: This scenario refers to the background noise conditions at project completion (Year 2015) without and with the proposed project.
- Horizon Year 2035 without/with Project: This scenario refers to the background noise conditions at Horizon Year 2035 without and with the proposed project.

Traffic Noise Contour Boundaries

Traffic noise contour boundaries are often desired by local land planning and zoning authorities to represent sound level exposures on land that is being considered for development and is adjacent to highways. Noise contour boundaries represent the equal levels of noise exposure and are measured from the center of the roadway. Traffic noise contour boundaries are typically calculated at distances of 100 feet from a roadway centerline. CNEL noise contour boundaries are also determined below for the 55, 60, 65, and 70 dBA noise levels. The off-site transportation noise contour calculations are presented in **Appendix 3.5-1**.

The distance from the centerline of the roadway to the CNEL contour boundaries for roadways in the proposed project's vicinity is presented in **Table 3.5.2** and in **Tables 3.5-7** through **3.5-10.** The noise contour boundaries do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

TABLE 3.5-7
YEAR 2015 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	73.8	179	386	831	1,791
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	74.7	207	445	959	2,066
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	74.6	203	438	944	2,033
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	74.6	203	437	942	2,029
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.1	187	402	866	1,865
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.2	189	408	879	1,894
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.4	197	425	915	1,972
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.2	223	481	1,036	2,231
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.0	342	737	1,587	3,419
Bundy Canyon Rd.	East of I-215 Fwy.	77.9	338	729	1,570	3,383
Sunset Ave.	North of Bundy Canyon Rd.	49.1	RW	RW	RW	41
Sunset Ave.	South of Bundy Canyon Rd.	59.6	RW	43	93	201
Murrieta Rd.	North of Bundy Canyon Rd.	71.0	117	252	543	1,170

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 3.5-8
YEAR 2015 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	73.9	181	390	840	1,811
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.0	216	466	1,004	2,163
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	74.9	213	459	989	2,131
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	74.9	213	459	989	2,131
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.4	194	421	906	1,953
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.6	201	434	935	2,014
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.8	209	451	972	2,094
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.4	231	497	1,071	2,307

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.1	347	748	1,612	3,473
Bundy Canyon Rd.	East of I-215 Fwy.	78.0	339	730	1,574	3,390
Sunset Ave.	North of Bundy Canyon Rd.	51.1	RW	RW	RW	55
Sunset Ave.	South of Bundy Canyon Rd.	60.4	RW	49	106	228
Murrieta Rd.	North of Bundy Canyon Rd.	71.1	119	256	552	1,189

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 3.5-9
HORIZON YEAR 2035 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	74.7	205	442	953	2,052
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.2	221	477	1,027	2,213
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	75.1	218	469	1,010	2,177
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	75.1	217	468	1,008	2,172
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.5	200	430	926	1,996
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.6	203	437	942	2,029
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.9	211	455	981	2,113
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.7	239	514	1,107	2,386
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.4	365	787	1,695	3,651
Bundy Canyon Rd.	East of I-215 Fwy.	78.4	361	777	1,673	3,605
Sunset Ave.	North of Bundy Canyon Rd.	57.0	RW	RW	63	136
Sunset Ave.	South of Bundy Canyon Rd.	60.0	RW	47	101	217
Murrieta Rd.	North of Bundy Canyon Rd.	71.4	125	269	579	1,246

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 3.5-10
HORIZON YEAR 2035 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	74.7	207	446	961	2,071
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.4	231	497	1,071	2,307
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	75.3	227	489	1,054	2,271
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	75.1	219	472	1,017	2,190
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.8	208	448	966	2,080
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	75.0	214	462	966	2,145
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	75.2	224	482	1,038	2,235
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.9	246	530	1,141	2,459
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.5	370	797	1,717	3,700
Bundy Canyon Rd.	East of I-215 Fwy.	78.4	361	778	1,677	3,612
Sunset Ave.	North of Bundy Canyon Rd.	57.4	RW	RW	67	145
Sunset Ave.	South of Bundy Canyon Rd.	60.8	RW	52	113	243
Murrieta Rd.	North of Bundy Canyon Rd.	71.5	127	273	587	1,265

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road

Existing Roadway Noise Levels

Table 3.5-2 presents the existing noise contour boundaries. **Table 3.5-2** shows that for existing traffic volumes, all segments adjacent to Bundy Canyon Road currently exceed the City of Wildomar's 65 dBA CNEL standard for noise-sensitive residential areas at 100 feet from each roadway's centerline.

Opening Year (Year 2015) Project Traffic Noise Level Contributions

Table 3.5-11 presents a comparison of the opening year (Year 2015) without and with the proposed project noise levels shown in **Tables 3.5-7** and **3.5-8**. The roadway noise impacts will increase on all segments from 0.1 dBA CNEL to 2.0 dBA CNEL with the development of the proposed project.

TABLE 3.5-11
YEAR 2015 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
Bundy Canyon Rd.	West of I-15 Fwy.	73.8	73.9	0.1	NO
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	74.7	75.0	0.3	NO
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	74.6	74.9	0.3	NO
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	74.6	74.9	0.3	NO
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.1	74.4	0.3	NO
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.2	74.5	0.3	NO
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.4	74.8	0.4	NO
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.2	75.4	0.2	NO
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.0	78.1	0.1	NO
Bundy Canyon Rd.	East of I-215 Fwy.	77.9	78.0	0.1	NO
Sunset Ave.	North of Bundy Canyon Rd.	49.1	51.1	2.0	NO
Sunset Ave.	South of Bundy Canyon Rd.	59.6	60.6	1.0	NO
Murrieta Rd.	North of Bundy Canyon Rd.	71.0	71.1	0.1	NO

Source: Urban Crossroads 2012

[1] A significant impact is considered both a level above 65 dBA CNEL and an increase greater than 3.0 dBA.

Horizon Year 2035 Project Traffic Noise Level Contributions

Table 3.5-12 presents a comparison of Horizon Year 2035 without and with the proposed project noise levels shown in **Tables 3.5-7** and **3.5-8**. The roadway noise impacts will increase on all segments from 0.0 dBA CNEL to 1.0 dBA CNEL with the development of the proposed project.

TABLE 3.5.12
HORIZON YEAR 2035 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
Bundy Canyon Rd.	West of I-15 Fwy.	74.7	74.7	0.0	NO
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.2	75.4	0.2	NO
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	75.1	75.3	0.2	NO
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	75.1	75.3	0.2	NO
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.5	74.8	0.3	NO
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.6	74.9	0.3	NO
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.9	75.2	0.3	NO

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.7	75.8	0.1	NO
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.4	78.5	0.1	NO
Bundy Canyon Rd.	East of I-215 Fwy.	78.4	78.4	0.0	NO
Sunset Ave.	North of Bundy Canyon Rd.	57.0	57.4	0.4	NO
Sunset Ave.	South of Bundy Canyon Rd.	60.0	61.0	1.0	NO
Murrieta Rd.	North of Bundy Canyon Rd.	71.4	71.5	0.1	NO

Source: Urban Crossroads 2012

[1] A significant impact is considered both a level above 65 dBA CNEL and an increase greater than 3.0 dBA.

Off-Site Transportation-Related Project Noise Impacts

Project-related vehicular source noise may affect permanent and ongoing ambient noise conditions and would not be considered a temporary or periodic noise source. Applying the thresholds of significance discussed above, potentially permanent increases in the ambient noise levels generated by project traffic will be considered potentially significant if:

- Vehicular source noise exceeds applicable City standards;
- Ambient conditions are within the normally acceptable community noise exposure levels identified in the Noise Element, and the project increases the noise to levels above the normally acceptable community noise exposure at any sensitive receptor by an audible amount (3 dB or more); or
- Ambient conditions exceed the normally acceptable community noise exposure level identified in the Noise Element, *and* the project increases the ambient noise at any sensitive receptor by an audible amount (3 dB or more).

As indicated above, for all other roadway segments, the project's incremental vehicular source noise contributions will be considered barely perceptible (less than 3.0 dBA CNEL).

Exposure to Groundborne Vibration

The groundborne vibration criteria recommended by Caltrans for evaluation of potential structural damage is based on building classifications, which take into account the age and condition of the building. For residential structures and newer buildings, Caltrans considers a minimum peak-particle velocity (ppv) threshold of 0.5 inches per second (in/sec) for transient sources and 0.3 in/sec for continuous/frequent sources to be sufficient to protect against building damage. With the exception of fragile buildings, ruins, and ancient monuments, continuous groundborne vibration levels below approximately 0.2 in/sec ppv are unlikely to cause structural damage. In terms of human annoyance, continuous vibrations in excess of 0.04 in/sec ppv and transient sources in excess of 0.25 in/sec ppv are identified by Caltrans as being "distinctly perceptible." Within buildings, short periods of groundborne vibration in excess of 0.2 in/sec ppv are generally considered to result in increased levels of annoyance (Caltrans 2002, 2004).

Groundborne vibration levels would be considered significant if predicted short-term construction or long-term operational groundborne vibration levels attributable to the proposed

project would exceed recommended criteria demonstrated by **Tables 3.5-13** and **3.5-14** at nearby existing structures.

In estimating the potential of groundborne vibration emitted from common construction equipment, the following formula is used by Caltrans and the Federal Transit Administration:

PPVEquipment = PPVRef (25/D)n (in/sec)

Where:

PPVRef = reference PPV at 25 feet

D = distance from equipment to the receiver in feet

n = 1.1 (the value related to the attenuation rate through ground)

This formula is then used to determine the groundborne vibration caused by common construction equipment, which is displayed by **Table 3.5-15**.

TABLE 3.5-13
DAMAGE POTENTIAL TO BUILDINGS AT VARIOUS GROUNDBORNE VIBRATION LEVELS

Structure and Condition	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.20	0.10
Historic and Some Old Buildings	0.50	0.25
Older Residential Structures	0.50	0.30
New Residential Structures	1.00	0.50
Modern Industrial/Commercial Buildings	2.00	0.50

Source: Caltrans 2002, 2004
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

TABLE 3.5-14
ANNOYANCE POTENTIAL TO PEOPLE AT VARIOUS GROUNDBORNE VIBRATION LEVELS

Human Response	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans 2002, 2004
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment

TABLE 3.5-15
REPRESENTATIVE CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Vibratory Roller	0.210
Large Tractors	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Tractors	0.003

Source: Caltrans 2004; FTA 2006

LAND USE COMPATIBILITY

Proposed land uses are evaluated in comparison to the City's General Plan noise standards for land use compatibility shown in **Table 3.5-3**. Accordingly, residential land uses are considered normally acceptable within exterior noise environments up to 60 dBA CNEL/L_{dn} and conditionally acceptable at levels up to 70 dBA CNEL/L_{dn}. Commercial land uses and neighborhood parks are considered normally acceptable within exterior noise environments up to 70 dBA CNEL/L_{dn}. Commercial uses are considered conditionally acceptable at levels up to approximately 78 dBA CNEL/L_{dn}, and neighborhood parks are considered conditionally acceptable within exterior noise environments up to 75 dBA CNEL/L_{dn}.

METHODOLOGY

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment.

Short-Term Construction Noise

Predicted noise levels at nearby noise-sensitive land uses were calculated utilizing typical noise levels and usage rates associated with construction equipment, derived from the Federal Highway Administration's Roadway Construction Noise Model (version 1.1). Construction noise levels are predicted assuming an average noise attenuation rate of 6 dB per doubling of distance from the source.

Transportation Noise

The following methods and procedures were used to model and analyze the future traffic noise environment.

FHWA Traffic Noise Prediction Model

The roadway noise impacts from vehicular traffic were projected using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108 (the FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major,

or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

Traffic Noise Prediction Model Inputs

Table 3.5-16 presents the FHWA Traffic Noise Prediction Model roadway parameters used in this analysis. Soft site conditions were used to develop the noise contours to analyze the traffic noise impacts. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Even though the proposed project will result in development, the areas adjacent to the roadway will remain earthen and vegetated rather than completely covered with concrete, asphalt, or another building material. Therefore, soft site conditions better represent the noise level contours.

The Existing, Project Completion (Year 2015), and Horizon Year 2035 average daily traffic volumes used for the study and presented in **Table 3.5-17** were provided by the Traffic Impact Analysis prepared by Urban Crossroads in May 2012.

TABLE 3.5-16
OFF-SITE ROADWAY PARAMETERS

Roadway	Segment	Roadway Classification[1]	Vehicle Speed (MPH)	Site Conditions
Bundy Canyon Road	West of I-15 Fwy.	Urban Arterial	40	Soft
Bundy Canyon Road	I-15 Fwy. to Sellers Rd.	Urban Arterial	40	Soft
Bundy Canyon Road	Sellers Rd. to Monte Vista Dr.	Urban Arterial	40	Soft
Bundy Canyon Road	Monte Vista Dr. to Harvest Way West	Urban Arterial	40	Soft
Bundy Canyon Road	Harvest Way West to Harvest Way East	Urban Arterial	40	Soft
Bundy Canyon Road	Harvest Way East to Sunset Ave.	Urban Arterial	40	Soft
Bundy Canyon Road	Sunset Ave. to Murrieta Rd.	Urban Arterial	40	Soft
Bundy Canyon Road	Murrieta Rd. to Sweetwater Canyon Rd.	Urban Arterial	40	Soft
Bundy Canyon Road	Sweetwater Canyon Rd. to I-215 Fwy.	Urban Arterial	40	Soft
Bundy Canyon Road	East of I-215 Fwy.	Urban Arterial	40	Soft
Sunset Avenue	North of Bundy Canyon Rd.	Collector	40	Soft
Sunset Avenue	South of Bundy Canyon Rd.	Collector	40	Soft
Murrieta Road	North of Bundy Canyon Rd.	Arterial	40	Soft

Source: Urban Crossroads 2012

[1]According to the City of Wildomar General Plan Circulation Element

TABLE 3.5-17
AVERAGE DAILY TRAFFIC FOR EXISTING, YEAR 2015, AND POST YEAR 2035 CONDITIONS

Roadway	Segment	Average Daily Traffic (1,000s)				
		Existing	Year 2015		Post Year 2035	
			No Project	With Project	No Project	With Project
Bundy Canyon Road	West of I-15 Fwy.	15.6	23.8	24.2	29.2	29.5
Bundy Canyon Road	I-15 Fwy. to Sellers Rd.	18.4	29.5	31.4	32.7	34.6
Bundy Canyon Road	Sellers Rd. to Monte Vista Dr.	17.1	28.5	30.9	31.9	34.0
Bundy Canyon Road	Monte Vista Dr. to Harvest Way West	17.6	28.7	30.6	31.8	33.7
Bundy Canyon Road	Harvest Way West to Harvest Way East	13.5	25.3	27.1	28.0	29.8
Bundy Canyon Road	Harvest Way East to Sunset Ave.	13.7	25.9	28.1	28.7	30.9
Bundy Canyon Road	Sunset Ave. to Murrieta Rd.	13.7	27.5	30.1	30.5	33.2
Bundy Canyon Road	Murrieta Rd. to Sweetwater Canyon Rd.	10.9	33.1	34.6	36.6	38.1
Bundy Canyon Road	Sweetwater Canyon Rd. to I-215 Fwy.	18.3	62.8	64.1	69.3	70.6
Bundy Canyon Road	East of I-215 Fwy.	29.8	61.8	62.0	68.0	68.2
Sunset Avenue	North of Bundy Canyon Rd.	0.6	0.7	1.1	4.3	4.7
Sunset Avenue	South of Bundy Canyon Rd.	0.1	7.7	9.8	8.6	10.7
Murrieta Road	North of Bundy Canyon Rd.	5.8	16.1	16.5	17.7	18.0

Source: Urban Crossroads 2012

[1]*According to the Traffic Impact Analysis prepared by Urban Crossroads in May 2012*

GROUNDBORNE VIBRATION

Groundborne vibration levels associated with construction-related activities were evaluated utilizing typical groundborne vibration levels rates associated with construction equipment, obtained from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment (2006) guidelines. Groundborne vibration impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby land uses, and typically applied criteria for structural damage and human annoyance are shown in **Tables 3.5-13** and **3.5-14**.

IMPACTS AND MITIGATION MEASURES

Exposure to Excessive Noise Levels (Standard of Significance 1)

Impact 3.5.1 The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, following implementation of the recommended mitigation measures below, the potential impact will be **less than significant with mitigation incorporated**.

The results of the noise impact analysis prepared for the proposed project indicate the future unmitigated exterior noise levels for the lots analyzed will range from 72.8 to 75.0 dBA CNEL. Based on the calculated noise level impacts presented, future traffic-related noise levels are expected to exceed the City of Wildomar exterior noise level standard of 65 dBA CNEL. To reduce expected traffic noise impacts in order to meet the City of Wildomar 65 dBA CNEL exterior and 45 dBA CNEL interior noise standard, the project applicant will implement noise mitigation measures **MM 3.5.1a** and **MM 3.5.1b**.

With the recommended exterior noise mitigation measures, including the construction of a 6.5-foot-high noise barrier at lots 33–50 and a 6.0-foot-high barrier at lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road, the exterior noise levels at the first- and second-floor building facade will range from 63.5 to 74.3 dBA CNEL. The noise analysis shows that the "windows open" condition will not provide adequate interior noise mitigation.

To meet the 45 dBA CNEL interior noise standard, an interior noise level reduction ranging from 18.5 to 29.3 dBA CNEL is required. The required interior noise level reduction at lots 33–50, 89–96, 131–144, 152–164, and 198–222 adjacent to Bundy Canyon Road can be accomplished with a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations and upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations.

Additionally, lots 1–3, 145–151, 173, 197, and 223–224, will require a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations. With these design features, the future interior noise levels will be below the City of Wildomar 45 dBA CNEL interior level standard. However, because the building designs of the homes are not known, mitigation measure **MM 3.5.1f** requires that a noise study be submitted with the building permit application for these lots to ensure that the architectural design allows the structure to meet the interior noise standards.

Mitigation Measures

MM 3.5.1a The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

1. Masonry block
2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot
3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot
4. Earthen berm

5. Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

Timing/Implementation: *Prior to a Certificate of Occupancy for lots 33–50 (Phase 18 planning area)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1b The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

1. Masonry block
2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot
3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot
4. Earthen berm
5. Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

Timing/Implementation: *Prior to a Certificate of Occupancy for lots 89–96, 131–144, 150–164 (Phase 9 planning area) and 198–222 (Phase 17A planning area)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1c The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.

Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 33–50, 89–96, 131–144, 152–164, and 198–222*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1d The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.

Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 1–3, 145–151, 173, 197, and 223–224*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1e All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1f A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.

Timing/Implementation: *As a part of building permit requirements*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

With implementation of mitigation measures **MM 3.5.1a** and **MM 3.5.1b**, the proposed project will meet the City of Wildomar 65 dBA CNEL exterior noise level standard for residential development. The noise study concluded that interior noise levels would be acceptable on the ground floor with window ratings of STC 26 and on the second floor with STC 29 windows as required in mitigation measures **MM 3.5.1c** through **MM 3.5.1e**. However, at this point it is uncertain whether any of the parcels indicated in the mitigation measures will have second floors, and there are not housing plans to examine to calculate the interior noise levels. Therefore, **MM 3.5.1f** requires that the design of the buildings being requested on certain lots be evaluated to ensure the interior noise standards can be met. With implementation of the above mitigation measures, both the exterior and interior noise levels can be reduced to a **less than significant** impact.

Exposure Excessive Groundborne Vibration or Noise (Standard of Significance 2)

Impact 3.5.2 The implementation of proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels. This impact is considered **less than significant.**

Construction methods used for the proposed project will involve graders, excavators, and various sized trucks as well as personal vehicles. **Table 3.5-15** illustrates the peak particle velocity for various types of equipment, including vibratory rollers, large tractors, and loaded trucks. Use of a vibratory roller is likely for roadway construction. As noted in the table, the velocity at 25 feet from the sources is 0.21 inches per second. **Table 3.5-14** notes that the vibration would be strongly perceptible as an intermittent source. The Caltrans acceptable vibration standard ranges from 0.30 to 0.50 for older and newer residential structures, respectively. Further, the maximum velocity will be at 25 feet or closer to the equipment. As there are no structures on site, and no structures within 25 feet of any area being developed as part of the proposed project, the actual ground vibration will be less. As the projected ground vibration is less than the acceptable standard, this impact is considered **less than significant**.

Mitigation Measures

None required.

Result in a Permanent Increase in Ambient Noise Levels (Standard of Significance 3)

Impact 3.5.3 Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity. However, this potential increase in the ambient noise may be mitigated through the implementation of the mitigation measure listed below, resulting in a **less than significant impact with mitigation incorporated**.

To assess the off-site noise levels associated with development of the proposed project, noise level contour boundaries for the 55, 60, 65, and 70 dBA CNEL noise levels were developed for each of the alternatives included in the proposed project's traffic impact analysis (see **Appendix 3.3-1**). For noise impacts to be considered significant, the project traffic volumes must create a noise level increase of greater than 3 dBA on the study area roadway segments and the resulting noise level must exceed the City of Wildomar 65 dBA CNEL exterior noise level standard.

For the Opening Year 2015 and the Horizon Year 2035 scenarios, **Tables 3.5-11** and **3.5-12** show that potential traffic noise level impacts will range from 0.0 to 2.0 dBA CNEL; therefore, the proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible (less than 3.0 dBA CNEL). There will be no significant impacts to the ambient noise levels due to increased traffic noise.

Future uses within the commercial area of the proposed project near the intersection of Bundy Canyon Road and Sunset Avenue have the potential to produce unacceptable operational noise levels. Typical noise impacts associated with the operation of a commercial center include truck maneuvering and unloading, air conditioning units, trash compactors, and speakerphones. However, it is not possible to calculate the specific noise impacts at the specific project level without final plans and the location of the potential noise sources. At the time that site plans or building permits are proposed for uses within the commercial site, the following mitigation measure will be implemented, resulting in a **less than significant** impact.

Mitigation Measures

MM 3.5.3 The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.

Timing/Implementation: *Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning area*

Enforcement/Monitoring: *City of Wildomar Planning Department*

With implementation of mitigation measure **MM 3.5.3**, the project's impact on ambient noise levels will be **less than significant.**

Result in a Temporary Increase in Ambient Noise Levels (Standard of Significance 4)

Impact 3.5.4 Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. This temporary impact will be reduced through the implementation of the mitigation measures listed below, resulting in a **less than significant impact with mitigation incorporated**.

The proposed project site is surrounded by existing single-family homes at varying distances. To estimate the construction noise impacts, typical reference construction noise level sources were placed within the project site and then used to estimate the potential noise impacts on the neighboring noise-sensitive land uses. Using a drop-off rate of 6 dBA per doubling of distance, noise levels are estimated at 83 dBA L_{eq} at 100 feet, at 77 dBA at 200 feet, and at 71 dBA at 400 feet. This noise level impact represents a worst-case condition when grading equipment is operating near the project boundaries and adjacent to the noise-sensitive residential areas adjacent to the project site. To reduce the noise impacts to the adjacent noise-sensitive residential community, several noise mitigation measures are provided below.

Mitigation Measures

MM 3.5.4a Pursuant to Section 9.48.020 of the City of Wildomar Municipal Code establishing noise regulations, from June through September, construction can occur from 6:00 AM through 6:00 PM. During the period of October through May, construction activities can occur from 7:00 AM through 6:00 PM (Municipal Code Section 9.48.020I(1)(2)). Hours of construction during these seasons shall be limited to these time frames.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.4b During all project site excavation and grading, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The

construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.4c The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.4d Homeowners adjacent to project construction areas shall be notified via US mail and postings on the construction site at least 24 hours prior to the commencement of major construction-related noise impacts, such as grading, which may affect them.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

The mitigation measures above recognize that construction noise is of short-term duration and will not present any long-term impacts on the project site or surrounding area. Therefore, with implementation of mitigation measures **MM 3.5.4a** through **MM 3.5.4d**, this impact will be **less than significant**.

3.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The geographic extent of the cumulative setting for noise consists of the proposed project site and the surrounding areas along Bundy Canyon Road within the City of Wildomar. Cumulative development conditions could result in increased cumulative roadway noise levels and could also result in increased noise associated with future development. As noted earlier, ambient noise levels in the proposed project area are influenced by traffic noise emanating from area roadways, particularly Bundy Canyon Road. The land uses allowed in the area are residential and rural residential in nature and would not be expected to result in stationary sources of noise. There are no industrial or large commercial projects existing or proposed within the project area, and neither the existing general plan designations nor the zoning would allow for nonresidential development. Potential noise from the small commercial property considered as part of the proposed project is addressed in mitigation measure **MM 3.5.3**. Therefore, the only factor affecting cumulative noise within the project area is future traffic noise levels.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Cumulative Noise Levels

Impact 3.5.5 Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels. The impact would be considered **less than cumulatively considerable.**

The proposed project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. Traffic projections for Horizon Year (2035) with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The No Project column in **Table 3.5-12** is based on forecasts reflecting the area-wide growth in traffic anticipated between existing conditions and Horizon Year (2035) conditions. Predicted increases in future cumulative traffic noise levels along primarily affected roadways are depicted in **Tables 3.5-11** and **3.5-12**. Predicted distances to future cumulative traffic noise contours are identified in **Table 3.5-10**.

As noted in the tables, area-wide growth will result in most of the increase in noise affecting the proposed project. Implementation of the proposed project would result in predicted increases of 0.0 to 1.0 dB in 2035, and such low levels of increase are considered barely perceptible (Urban Crossroads 2012). The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways. It is important to note that the existing traffic noise levels presented in **Table 3.5-2** do not take into account noise reductions provided by existing structures, barriers, or terrain. Given that the proposed project would not result in a significant contribution to traffic noise levels, the proposed project's cumulative contribution to ambient noise levels would be considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

Caltrans (California Department of Transportation). 2002. *Transportation Related Earthborne Vibrations*.

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3.6 Geology and Soils

This section describes the current geologic and soil conditions of the proposed Oak Creek Canyon Development project site and general vicinity and analyzes issues such as potential exposure of people and property to seismic and geologic hazards such as ground rupture, settlement, and landslides. The types of soils that have been identified on the project site and their properties as they relate to the proposed project are also discussed. Impacts associated with erosion during construction and operation of the proposed project are discussed in Section 3.7, Hydrology and Water Quality, of this Draft EIR**.** Much of the information in this section is based on the Preliminary Geotechnical Investigation report prepared for the Oak Creek Canyon Residential Development (LGC 2012), included as **Appendix 3.6-1.**

3.6.1 EXISTING SETTING

TOPOGRAPHY AND GEOLOGY

The project site is located regionally within the Peninsular Ranges Geomorphic Province of California. Characterized by steep, elongated valleys that tend west to northwest, the topography of the northwest-trending Peninsular Ranges is controlled by the Elsinore fault zone, which extends from the San Gabriel River Valley southeasterly to the United States/Mexico border.

The mountainous regions of the Peninsular Ranges Geomorphic Province are underlain by Pre-Cretaceous, metasedimentary and metavolcanic rocks, and Cretaceous plutonic rocks of the Southern California Batholith. Tertiary and Quaternary rocks generally comprise non-marine sediments consisting of sandstone, mudstones, conglomerates, and occasionally volcanic units.

Locally, the project site is located in an area of shallow alluvium underlain by gabbroic bedrock. Several rock piles and outcrops occur throughout the site. Areas of artificial fill (undocumented) were observed adjacent to the existing roadways and within a borrow area north of the existing residential tract, generally north of the intersection of Harvest Way East and Deep Well Drive. Additional localized areas of artificial fill (undocumented) were observed throughout the project site (LGC 2012).

The topography of the site consists of moderate to steeply sloping terrain, with natural drainage channels in canyon areas, and a general elevation of the property of 1,700 to 1,950 feet above mean sea level (amsl). Local drainage generally follows toward the east and northeast (LGC 2012). (See **Figure 3.6-1**)

SOIL AND MINERAL RESOURCES

The earth materials on the site are composed of artificial fill, undocumented or previously placed by others, topsoil, Quaternary alluvium, Quaternary older alluvium, and Cretaceous gabbro bedrock. The location of each of these underlying soil types is included in **Appendix 3.6-2,** and a general description of the soil and bedrock materials observed on the site follows.

- **Artificial Fill, Undocumented (map symbols Afu and Afo):** Undocumented artificial fill materials were encountered and mapped throughout the site. These materials are typically locally derived from the native materials and consist generally of brown silty sand with gravel and large rock (locally). These materials are generally inconsistent, poorly consolidated fills and road fills.

- **Topsoil (not a mapped unit):** Topsoil was encountered mantling the bedrock throughout the site. This unit generally consists of reddish brown to brown, dry to moist, loose, silty to clayey sands. Typically, the topsoil was noted with scattered rocks and rootlets.

- **Quaternary Alluvium (map symbol Qal):** Quaternary alluvium was encountered in the drainage channels throughout the site. This alluvial unit consists predominantly of brown to red brown silty sand to poorly graded sand. This unit is generally moist and loose to medium dense in condition.

- **Quaternary Older Alluvium (map symbol Qoal):** Quaternary older alluvium consisted of dark brown to reddish brown, damp to moist, medium dense silty sand to clayey sand with scattered gravel and cobbles.

- **Cretaceous Gabbro (map symbol Kgb):** Cretaceous age granitic rocks composed of gabbro make up this unit. This rock unit was mapped generally throughout the site and underlies the other units at varying depths. Gabbroic rocks were observed to be light brown and reddish brown, fine to medium grained, unweathered to intensely weathered, and in a soft to very hard state.

A December 2011 field investigation also included the excavation of 24 test pits. The depth of the test pits ranged from approximately 5 to 18 feet. During the subsurface investigation, representative bulk and relatively undisturbed samples were retained for laboratory testing. Laboratory testing was performed on representative soil samples and included moisture and density tests, maximum dry density and optimum moisture content, Expansion Index, direct shear, and corrosion. The results and a discussion of these tests are contained in **Appendix 3.6-1.**

SEISMIC HAZARDS

In populated areas, the greatest potential for loss of life and property damage could come as a result of ground shaking from a nearby earthquake. The degree of damage depends on many interrelated factors. Among these are the Richter magnitude, focal depth, distance from the causative fault, source mechanism, duration of shaking, high rock accelerations, type of surficial deposits or bedrock, degree of consolidation of surficial deposits, presence of high groundwater, topography, and design, type, and quality of building construction.

No known faults are shown on the current available geologic maps as crossing the project site. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. According to the Fault Activity Map of California and Adjacent Areas prepared by the California Geological Survey, the closest Quaternary fault to the site is the Elsinore-Temecula fault located approximately 4.5 miles from the site. As demonstrated in **Figure 3.6-2**, other faults within 20 miles of the subject site that may result in shaking to the site include the Elsinore-Glen Ivy, San Jacinto-San Jacinto Valley, Chino-Central Avenue (Elsinore Strand), San Jacinto-San Bernardino, and San Jacinto-Anza faults, among others (LGC 2012).

GROUNDWATER

Groundwater was not encountered within the test pits during the field investigation. However, seasonal perched groundwater is expected to be encountered within the canyon areas where Quaternary alluvial deposits were noted (LGC 2012).

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EXISTING TOPOGRAPHY

Source: City of Wildomar

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Figure 3.6-1
Existing Topo

PMC®

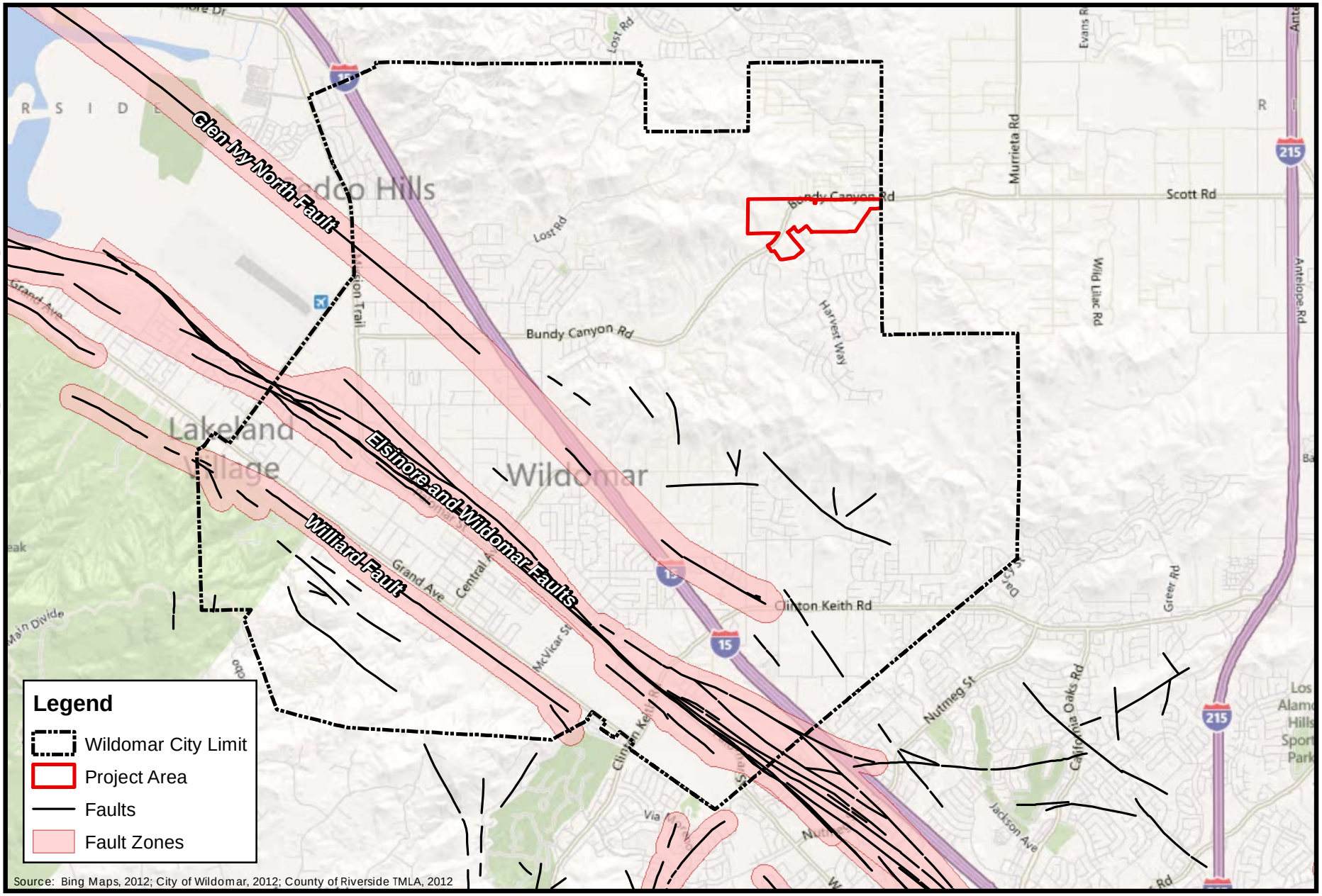


Figure 3.6-**2**
Fault Zones within the City of Wildomar

LANDSLIDES

Review of geologic literature and geologic mapping did not indicate the presence of landslides on or adjacent to the site. The potential for the existence of landslides is considered insignificant since the site is underlain by hard to very hard gabbroic bedrock, which is generally not susceptible to landslides (LGC 2012).

LIQUEFACTION

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density non-cohesive (granular) soils; and high-intensity ground motion. Studies indicate that saturated, loose to medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Cohesive soils may be susceptible to liquefaction if they meet all of the following criteria, commonly referred to as the "Chinese Criteria" (LGC 2012):

- Clay content (defined as percent finer than 0.005 mm) less than 15 percent;
- Liquid limit less than 35 percent;
- In situ moisture content greater than 0.9 times the liquid limit.

Effects of liquefaction on level ground include settlement, sand boils, and bearing capacity failures below structures.

Due to the remedial grading and dense nature of on-site Cretaceous gabbro bedrock, the potential for liquefaction is considered nil, and the possibility of liquefaction-related damages is expected to be remote (LGG 2012).

3.6.2 REGULATORY FRAMEWORK

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 (originally enacted as the Alquist-Priolo Special Studies Zones Act and renamed in 1994) and is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. There are no Earthquake Fault Zones subject to the Alquist-Priolo Earthquake Fault Zoning Act in the area of the project site (LGC 2012).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses nonsurface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Passed by the California legislature in 1990, this law was codified in the California Public Resources Code as Division 2, Chapter 7.8A, and became operative in April 1991. The Seismic Hazards Mapping Act resulted in a mapping program that is intended to reflect areas that have the potential for liquefaction, landslide, strong earth ground shaking, or other earthquake and geologic hazards. In Riverside County, only Murietta has an official seismic-hazard zone map. The City of Wildomar is shown as a planned mapping area as of the date of the map in 2008.

California Building Standards Code

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC [California Code of Regulations, Title 24]). The CBSC is based on the Uniform Building Code (UBC), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the UBC are reflected in the CBSC requirements. Through the CBSC, the State of California provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. Wildomar enforces the CBSC through its Municipal Code. The City Building Code (Wildomar Municipal Code, Title 8) incorporates the CBSC, including recent changes.

LOCAL

City of Wildomar General Plan and The Farm Specific Plan

The General Plan includes policies designed to ensure that planning of land uses and new development is compatible with the local geologic and soil resources. **Appendix 3.6-1** includes applicable geology and soils policies and an evaluation of the consistency of the proposed amendment to The Farm Specific Plan with those policies. While this Draft EIR analyzes the proposed project's consistency with the City of Wildomar General Plan pursuant to California Environmental Quality Act (CEQA) Section 15125(d), the City of Wildomar City Council will ultimately make the determination of the project's consistency with the General Plan.

City of Wildomar Development Standards

The City requires that all grading conform to the California Building Code and to City of Wildomar Ordinance 457 governing grading in the city. The City also requires a grading permit before any grading can occur that involves 50 or more cubic yards. As part of the grading permit process, dust control measures are identified and incorporated into the permit. The permit also requires control-landscape plans for manufactured slopes greater than 3 feet in vertical height signed by a registered landscape architect and bonded per the requirements of Ordinance 457. The grading permit must be accompanied by a geotechnical soils reports to the City Engineer for review and approval prior to issuance.

3.6.3 PROJECT IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a geology, soils, or mineral resources impact is considered significant if project implementation would result in any of the following:

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to California Geological Survey (formerly Division of Mines and Geology) Special Publication 42.

   ii) Strong seismic ground shaking.

   iii) Seismic-related ground failure, including liquefaction.

   iv) Landslides.

2) Result in substantial soil erosion or the loss of topsoil.

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Impacts associated with erosion and loss of topsoil are discussed in Section 3.7, Hydrology and Water Quality. Therefore, Standard of Significance 2 from the above list will not be addressed in this section. The project will tie into the existing sewer system for the Wildomar area, rather than use septic systems. Because septic systems are not being implemented, impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems will not affect the project site. Therefore, Standard of Significance 5 from the above list will not be addressed in the Draft EIR.

METHODOLOGY

The analysis in this section is based on review of the Preliminary Geotechnical Investigation (LGC 2012). The purpose of the investigation was to evaluate the pertinent geotechnical conditions at the site and to provide geotechnical design criteria for, but not limited to, grading, construction, foundation design, retaining walls, pavement design, and other relevant aspects relative to the proposed development of the site.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts Associated with Fault Rupture and Strong Seismic Ground Shaking (Standard of Significance 1)

Impact 3.6.1 The potential for the project site to be exposed to hazards associated with fault rupture or strong seismic ground shaking is considered unlikely. Therefore, this impact is considered **less than significant**.

As discussed in the Existing Setting subsection above, there are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site (LGC 2012). Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region, which may affect the site, include soil liquefaction and dynamic settlement. Other secondary seismic effects include shallow ground rupture, seiches, and tsunamis. In general, these secondary effects of seismic shaking are a possibility throughout Southern California; severity is dependent on the distance between the site and the causative fault and the on-site geology. The major active fault that could produce these secondary effects is the Elsinore-Temecula fault located approximately 4.5 miles from the site. Other faults within 20 miles of the subject site include the Elsinore-Glen Ivy, San Jacinto-San Jacinto Valley, Chino-Central Avenue (Elsinore Strand), San Jacinto-San Bernardino, and San Jacinto-Anza faults, among others. However, as no known faults exist at the project site, the potential for ground rupture from a fault and associated strong seismic ground shaking is considered to be low. Furthermore, the proposed project would be designed in accordance with CBSC requirements that address structural seismic safety. Therefore, impacts associated with ground rupture of a known earthquake fault or strong seismic shaking are considered to be **less than significant**.

Mitigation Measures

None required.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (Standard of Significance 1)

Impact 3.6.2 The project site does not include soils which may be subject to seismic-related ground failure, including liquefaction and landslide. This impact is considered **less than significant**.

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density non-cohesive (granular) soils; and high-intensity ground motion. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Cohesive soils may be susceptible to liquefaction if they meet all of the Chinese Criteria.

A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. As noted in Section 2.3 of **Appendix 3.6-1**, the proposed project is underlain by very hard gabbroic bedrock, which is generally not susceptible to landslides (LGC 2012, p. 6). The potential for liquefaction or landslide is considered **less than significant**.

Mitigation Measures

None required.

Impacts Associated with Liquefaction or Collapse (Standard of Significance 3)

Impact 3.6.3 Within the project site, areas of undocumented artificial fills, alluvium, and portions of the old alluvium may become unstable as a result of the project. These areas of unsuitable, undocumented fill may be excavated, allowing for this impact to be **less than significant impact with mitigation incorporated**.

The proposed project site is located in an area of shallow alluvium underlain by gabbroic bedrock. The earth materials on the site are composed of artificial fill, undocumented or previously placed by others, topsoil, Quaternary alluvium, Quaternary older alluvium, and Cretaceous gabbro bedrock. The areas of undocumented artificial fill, alluvium, and portions of the old alluvium are not suitable to support the structures of the proposed project. Furthermore, all the earth materials on the project site are prone to potential settlement. This potential could result in a significant impact if the soils in question are not over-excavated to the underlying competent Cretaceous gabbro within the areas of the proposed structures, fill, or improvements. By over-excavating the building foundation areas, undocumented fill is removed and the foundations can be placed on more stable material. Mitigation measure **MM 3.6.3** requires over-excavation of undocumented artificial fill and old alluvium to ensure more stable foundations. The excavated material may be re-compacted under the direction of a qualified geotechnical engineer. The project engineer considers the amount of excavated material in the calculation of the cut and fill balance for the site. No excavated material will leave the proposed project site.

Mitigation Measures

MM 3.6.3 All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.

Timing/Implementation: *During grading and building activities*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

Implementation of mitigation measure **MM 3.6.3** will reduce this impact to **less than significant**.

Expansive Soils (Standard of Significance 4)

Impact 3.6.4 Soils testing indicates that non-expansive and expansive soils are present within the proposed project site. Identification and excavation of expansive soils located within the proposed project site will allow this impact to be **less than significant with mitigation incorporated**.

Laboratory testing indicates that some of the soils may be prone to expansion. Section 4.0 of the geotechnical report provides recommendations on foundations consistent with the soil

conditions found on the project site. These recommendations involve excavation depths and widths, as well as ensuring that excavations into compacted fill are adequate. The measures included in the report represent conventional construction techniques. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. The City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis. While Section 4.2 of **Appendix 3.6-1** lists several methods of addressing expansive soils and building foundations, numerous other methods may also be applied after consultation with the City and soils engineers. The precise method will be determined based on building and soils type and approved by the City as part of the building permit process. Adherence to the recommendations in **Appendix 3.6-1**, as well as compliance with mitigation measure **MM 3.6.3**, will result in a **less than significant** impact regarding expansive soils.

Mitigation Measures

None required.

3.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Geotechnical impacts tend to be site-specific rather than cumulative in nature. For example, seismic events may damage or destroy a building on the project site, but the construction of a development project on one site would not cause any adjacent parcels to become more susceptible to seismic events, nor can a project affect local geology in such a manner as to increase risks regionally.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Soil Stability and Seismic Impacts

Impact 3.6.5 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the City of Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts. The proposed project's incremental contribution would be **less than cumulatively considerable**.

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property to result in buildable lots and supporting infrastructure. The resulting project site will be visually and topographically different from the other lands surrounding the proposed project site. While some grading occurred for the surrounding homes, much of the prior development occurred with minimal or building pad–specific grading only. As shown in **Figure 2.0-3**, the realigned Bundy Canyon Road will generally be lower that the surrounding development. Along Bundy Canyon Road, there are locations where the use of a retaining wall is necessary to allow for a more productive use of the area occupied by the slope. A retaining wall is shown in **Figure 2.0-8** between Harvest Way East and Sunset Street. The wall is necessary to provide for storm drainage basins in Unit 4 and to allow more of the commercial land in Unit 5 to be available for development.

The proposed project will either ensure that grading at the periphery is a match to existing topography to avoid subsidence or erosion, or provide appropriate engineered retaining walls at the project boundary. With compliance with existing codes and standards, including the California Building Code and implementation of mitigation measure **MM 3.6.3**, the proposed project's contribution to cumulative impacts related to the area's geology would be **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

California Department of Conservation. 2012a. Alquist-Priolo Earthquake Fault Zone Maps. Accessed July 2012. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm.

———. 2012b. Seismic Hazards Zonation Program. Accessed July 2012. http://gmw.consrv.ca.gov/shmp/html/pdf_maps_so.html.

LGC Inland. 2012. *Preliminary Geotechnical Investigation for the Oak Creek Canyon Residential Development, Assessor's Parcel Numbers (APNs): 362-070-001. -003, -006, -010, 013, -018, 021, -023, -024; 362-008-004, -005, -007, -008, -009, -012; 362-090-004, -009, and -015 in the City of Wildomar, County of Riverside, California.*

3.7 HYDROLOGY AND WATER QUALITY

This section describes surface water and groundwater features for the proposed project site and relevant surrounding areas and addresses potential issues associated with drainage, erosion, and flooding associated with increased stormwater runoff and water quality. Draft EIR Section 3.10, Public Services and Utilities, discusses impacts related to water supplies and the provision of water service to residents and businesses.

3.7.1 EXISTING SETTING

REGIONAL HYDROLOGY

Water on the project site drains naturally to two separate receiving watersheds, the Santa Ana Watershed and the Santa Margarita Watershed, as shown in **Figure 3.7-1**.

Santa Ana Watershed

The Santa Ana Watershed (SAW) is located in the northwestern corner of Riverside County. The SAW is bounded on the south by the Santa Margarita Watershed, on the east by the Salton Sea Watershed, on the southwest by Orange County, and on the northwest by San Bernardino County. The SAW, including the San Jacinto River sub-watershed, encompasses 1,603 square miles (22 percent of the 7,300 square miles within Riverside County) and includes one of the 28 cities within Riverside County (Riverside County 2011, pp. 2-8 and 2-10).

Because the SAW is arid, there is little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed—primarily the San Bernardino, Santa Ana, and San Jacinto mountains. This upper zone has the highest gradient and soils/geology that do not allow large quantities of percolation of surface water into the ground. Flows consist mainly of snowmelt and storm runoff from the lightly developed San Bernardino National Forest. From the City of San Bernardino to the City of Riverside, the Santa Ana River flows perennially, mostly due to treated discharges from wastewater treatment plants. From the City of Riverside to Prado Dam, the flow in the Santa Ana River consists of highly treated wastewater and groundwater discharges, potable water transfers, irrigation runoff, groundwater forced to the surface by shallow/rising bedrock, and minor amounts of urban stormwater runoff, which provides a proportionately greater contribution to the flow of the river during significant storm events. Lake Elsinore is the only natural freshwater lake of any size in the SAW. A variety of water storage reservoirs (e.g., Lake Perris, Canyon Lake, and Lake Mathews) and flood control areas (Prado Dam area) have been created to hold surface water in Riverside County (Riverside County 2011, p. 2-11).

Climate and Precipitation

The climate of the SAW is Mediterranean with hot, dry summers and cooler, wetter winters. Average annual precipitation ranges from 10 to 13 inches per year in the inland alluvial valleys, reaching 36 inches or more in the San Bernardino and San Jacinto mountains. Most of the precipitation in the SAW occurs between November and March in the form of rain, with variable amounts of snow in the higher elevations. The climate cycle of the Santa Ana Watershed results in high surface water flows in the spring and early summer, followed by low flows during the dry season. Winter and spring floods generated by storms are not uncommon in wet years (Riverside County 2011, pp. 2-10 and 2-11).

Santa Margarita River Watershed

The Santa Margarita Watershed (SMW) covers approximately 746 square miles, split into a mountainous highland (upper drainage basin) and a broad, flat-topped sea terrace (coastal

drainage basin). The boundary between the upper drainage basin and the coastal drainage basin transitions at the county line between Riverside and San Diego counties.

The upper drainage basin is formed almost solely by Murrieta Creek, which has a drainage area of 222 square miles and is a major tributary of the greater 750-square-mile Santa Margarita Watershed. This watershed consists of three major portions: the Murrieta Creek sub-watershed to the north, the Temecula Creek sub-watershed to the southeast, and the Santa Margarita River to the southwest. The SMW currently contains three major water storage reservoirs: Lake Skinner and the recently completed Diamond Valley Reservoir, which are part of the Murrieta Creek sub-watershed, and Vail Lake, which is part of the Temecula Creek sub-watershed. These reservoirs control over 50 percent of the SMW. Runoff entering the reservoirs is initially stored and excess flows (depending on available storage volume) are discharged downstream. The combined reservoirs have a substantial storage capacity capable of significantly reducing downstream flows from the natural condition.

Temecula and Murrieta creeks join along the Elsinore fault zone at the head of Temecula Canyon to form the Santa Margarita River. Temecula Canyon is approximately 5 miles long and is a steep, narrow, and rocky canyon. The San Diego-Riverside county line crosses Temecula Canyon. From here, the river traverses 27 miles to the Pacific Ocean (Riverside County 2006, pp. 2-15 and 2-17).

Climate and Precipitation

The climate of the SMW is typically Mediterranean, characterized by warm dry summers and cool rainy winters. About 75 percent of the precipitation occurs during the four-month period from December through March. Mean seasonal precipitation ranges from less than 10 inches near Vail Reservoir to over 40 inches west of Palomar Observatory, varying with elevation and topographic influences. Precipitation increases with increasing elevation to the summit of the Coastal Range. Shading effects of the Coastal Range lead to a marked decrease in precipitation throughout the lower portions of the inland area. Precipitation increases again farther away from the Coastal Range in the northeastern area of the inland area (Riverside County 2006, p. 2-17).

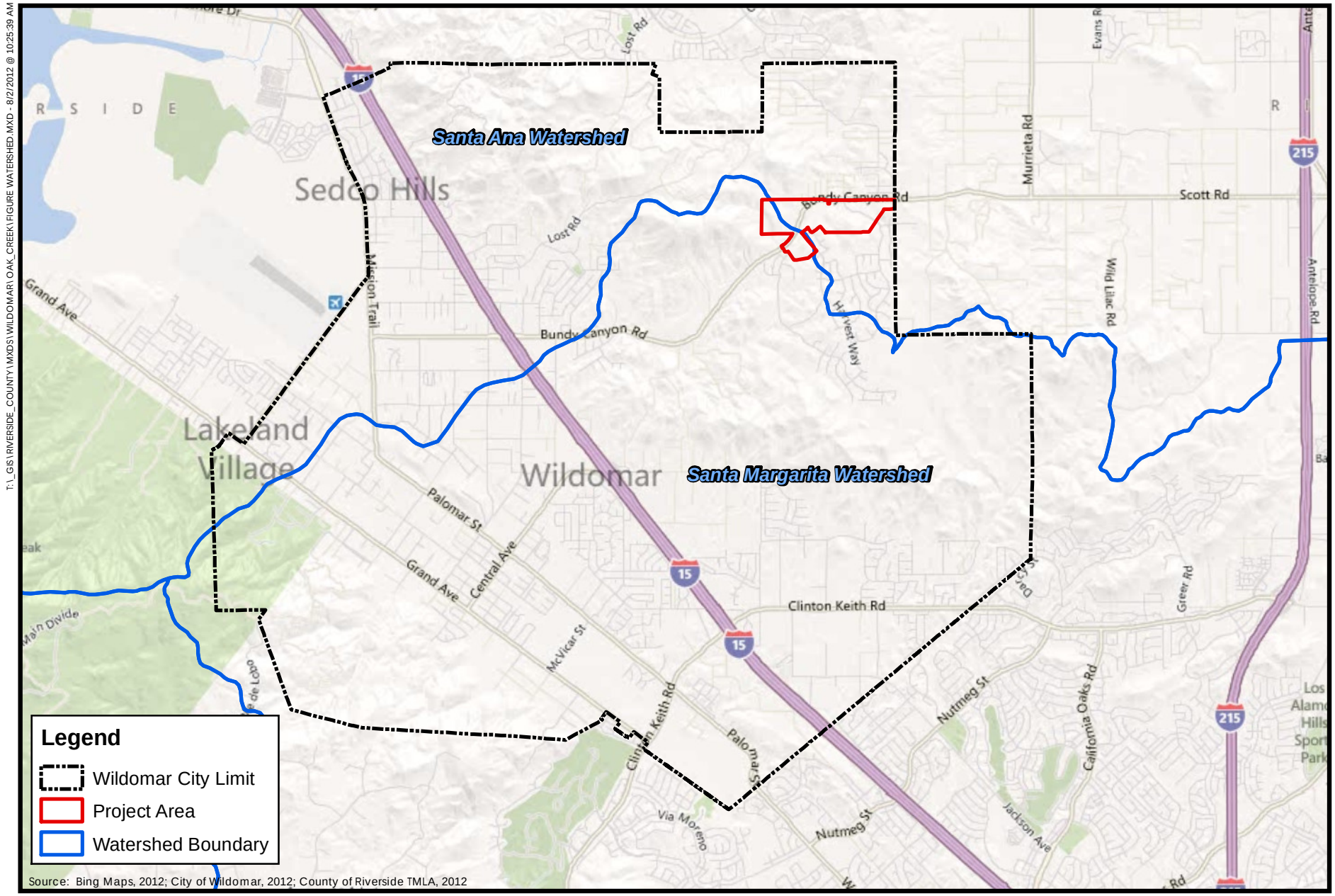


Figure 3.7-1
Watershed Map

Project Site Topography and Drainage Conditions

The topography of the site is varied, ranging from relatively flat-lying areas with gentle slopes to moderately sloping foothills to steep sloping hillsides with stream-cut valleys. The relatively flat areas located on the south side of Bundy Canyon Road are the result of agricultural land uses that have taken place for decades. All natural topographic irregularities have long been eliminated by seasonal plowing and disking. The elevation through the majority of the central portion of the site is between the 1,720- and 1,740-foot contours. The elevation along the base of the foothills is between 1,740 and 1,760 feet, and is also the result of past agricultural land uses. The highest elevation (1,950 feet) is present in the rugged northwest corner of the site. The southern portion of the site slopes downward to the north and includes three areas with elevations above 1,800 feet (Principe and Associates 2010, p. 4).

The project site is not currently developed with any storm drain improvements; drainage therefore flows naturally within the canyons and swales on the site. As stated above, the project site drains to two separate receiving watersheds, the Santa Margarita Watershed and the Santa Ana Watershed. Within those watersheds, the project site drains to six receiving waters, including Murrieta Creek, the Santa Margarita River, and Santa Margarita Lagoon in the Santa Ana Watershed, and the San Jacinto River, Canyon Lake, and Lake Elsinore in the Santa Margarita Watershed.

The climate of the City of Wildomar is dry-subtropical or Mediterranean, characterized by mild winters and hot, dry summers as defined on the Koppen climate classification system. Mild sea breezes carry pollutants from urbanized Los Angeles to inland areas such as Riverside. Temperature inversion is the prime factor that allows contaminants to accumulate in the South Coast Air Basin. An inversion occurs when warm air masses lie over cool moist marine layer, often forming a cap, preventing pollutants from escaping upward. Temperature inversions are stronger in the summer than in winter due to calm wind conditions. Rainfall in the project area averages from 11 to 15 inches per year.

FLOODING

According to Flood Insurance Rate Map (FIRM) Panel 06065 C2063G, published by the Federal Emergency Management Agency (FEMA), for Riverside County dated August 28, 2008, the project site is designated as Zone X. Zone X is defined by FEMA as an area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. FIRM panels are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile. **Figure 3.7-2** depicts the FEMA-designated flood zones within and adjacent to the project site.

GROUNDWATER AND SOILS

According to the preliminary geotechnical investigation performed for the proposed project (LGC 2012), groundwater was not encountered within the test pits during the field investigation (see **Appendix 3.6-1**). However, seasonal perched groundwater is expected to be encountered in the canyon areas where Quaternary alluvial deposits were noted (LGC 2012).

Hydrologic soil groups are based on estimates of runoff potential. Soils are divided into one of four groups (A, B, C, and D) according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration

storms. The existing soil classifications for the project site consists of Group A, Group B, and Group D, as described below (JLC 2011a, p. 4):

- Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

- Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

- Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

WATER QUALITY

Five of the six receiving waters for the project site are included on the 2006 Clean Water Act Section 303(d) List of Water Quality Limited Segments requiring total maximum daily loads (TMDL). A TMDL is a quantifiable assessment of potential water quality issues, contributing sources, and load reductions or control actions needed to restore or protect bodies of water. TMDLs are discussed further under the Regulatory Framework subsection below. **Tables 3.7-1** and **3.7-2** detail the pollutants that are impairing the water bodies and the status of the TMDLs.

TABLE 3.7-1
RECEIVING WATERS FOR URBAN RUNOFF FROM SITE – SANTA MARGARITA WATERSHED

Receiving Water	303(d) List Impairments	TMDL Status
Murrieta Creek	Phosphorus, Nitrogen, Iron, Manganese	TMDL needed
Santa Margarita River	Phosphorus	TMDL needed
Santa Margarita Lagoon	Eutrophic	TMDL needed

Source: JLC 2011b

TABLE 3.7-2
RECEIVING WATERS FOR URBAN RUNOFF FROM SITE – SANTA ANA WATERSHED

Receiving Water	303(d) List Impairments	TMDL Status
San Jacinto River	None	N/A
Canyon Lake	Nutrients, Pathogens	Approved 2004
Lake Elsinore	Nutrients, Organic Enrichment – Low Dissolved Oxygen, Sediment/Siltation, Unknown Toxicity, Polychlorinated Biphenyls	Approved 2004

Source: JLC 2011b

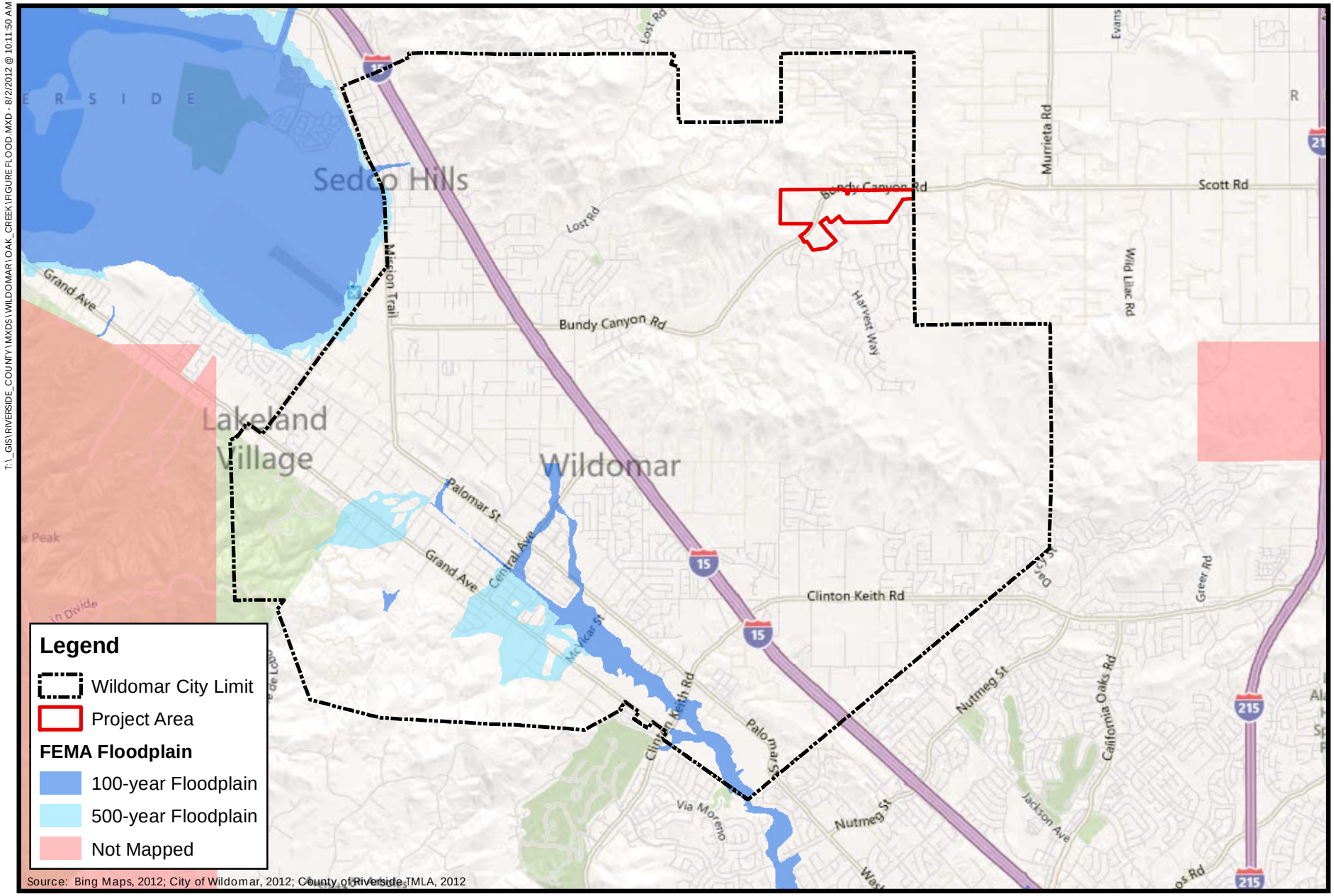


Figure 3.7-2
FEMA Floodplain Map

3.7.2 REGULATORY FRAMEWORK

FEDERAL AND STATE

Clean Water Act

The federal Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) are the agencies with the primary responsibility for implementing federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The project site is located in a portion of the state that is regulated by the San Diego Regional Water Quality Control Board (SDRWQCB), and the water quality standards for water bodies in the San Diego region are primarily contained in the *Water Quality Control Plan for the San Diego Basin* (Basin Plan) (SDRWQCB 1994), which is discussed in more detail below.

Sections 401 and 404 of the CWA

Sections 401 and 404 of the CWA are administered through the Regulatory Program of the US Army Corps of Engineers (USACE) and regulate the water quality of all discharges of fill or dredged material into waters of the United States, including wetlands and intermittent stream channels. Section 401, Title 33, Section 1341 of the Clean Water Act sets forth water quality certification requirements for any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters.

Section 404, Title 33, Section 1344 of the Clean Water Act in part authorizes the USACE to:

- Set requirements and standards pertaining to such discharges: subparagraph (e);
- Issue permits "for the discharge of dredged or fill material into the navigable waters at specified disposal sites:" subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if "the discharge of such materials into such area would have an unacceptable, adverse effect on municipal water supplies and fishery areas:" subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);
- Provide for individual state or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such state or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain federal or state projects from regulation under this section: subparagraph (r); and

- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).

National Pollutant Discharge Elimination System

As authorized by Section 402(p) of the CWA, the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues NPDES permits to cities and counties through the RWQCBs, and it is the responsibility of the RWQCBs to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements. Waste discharge requirements for discharges to surface waters also serve as NPDES permits. The SDRWQCB and applicable NPDES permit are discussed in more detail below.

General Construction Activity Storm Water Permits and Stormwater Pollution Prevention Plans

In accordance with NPDES regulations, the SWRCB has issued a Statewide General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ) for construction activities within the state. The Construction General Permit (General Permit) is implemented and enforced by the RWQCBs. The General Permit applies to any construction activity affecting 1 acre or more and requires those activities to minimize the potential effects of construction runoff on receiving water quality. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ.

General Permit applicants are required to submit to the appropriate regional board Permit Registration Documents for the project, which include a Notice of Intent, a risk assessment, a site map, a signed certification statement, an annual fee, and a stormwater pollution prevention plan (SWPPP). The permit program is risk based wherein a project's risk is based on the project's potential to cause sedimentation and the risk of such sedimentation on the receiving waters. A project's risk determines its water quality control requirements, ranging from Risk Level 1, which consists of only narrative effluent standards, implementation of best management practices (BMPs), and visual monitoring, to Risk Level 3, which consists of numeric effluent limitations, additional sediment control measures, and receiving water monitoring. Additional requirements include compliance with post-construction standards focusing on low impact development (LID), preparation of rain event action plans, increased reporting requirements, and specific certification requirements for certain project personnel.

The SWPPP must include implementing best management practices to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction best management practices included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

Total Maximum Daily Loads

Under CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act of 1969 (discussed below), the State of California is required to establish beneficial uses of state waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes

the total maximum daily load (TMDL) process to assist in guiding the application of state water quality standards, requiring the states to identify waters whose water quality is "impaired" (affected by the presence of pollutants or contaminants) and to establish a TMDL or the maximum quantity of a particular contaminant that a water body can assimilate without experiencing adverse effects on the beneficial use identified. The establishment of TMDLs is generally a stakeholder-driven process that involves investigation of sources and their loading (pollution input), estimation of load allocations, and identification of an implementation plan and schedule. Where stakeholder processes are not effective, total maximum daily loads can be established by the RWQCBs or the US Environmental Protection Agency (EPA). TMDLs are adopted as amendments to the Basin Plan.

As discussed in the Existing Setting subsection above and shown in **Tables 3.7-1** and **3.7-2**, the project site would discharge into five Section 303(d) listed impaired waterways**.** TMDLs have been established for only two of those—Canyon Lake and Lake Elsinore.

Porter-Cologne Water Quality Control Act

In 1969, the California legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The CWA and the Porter-Cologne Water Quality Control Act are similar in many ways, with the fundamental purpose of both laws being to protect the beneficial uses of water. An important distinction between the two is that the Porter-Cologne Water Quality Control Act addresses both groundwater and surface water, while the CWA addresses surface water only.

The Porter-Cologne Water Quality Control Act established the SWRCB and the nine RWQCBs as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning, including groundwater and surface water management programs and control and use of recycled water.

REGIONAL

The project site is actually within the jurisdictional boundaries of two RWQCBs—the San Diego RWQCB and the Santa Ana RWQCB. However, in 2010 the Santa Ana and San Diego Regional Water Quality Control Boards agreed to a jurisdictional exchange to reduce the complexity of Small Municipal Separate Storm Sewer System (MS4) Permit administration and compliance. Under this exchange, the cities of Wildomar and Murrieta, including the proposed project site, are regulated wholly by the SDRWQCB and are required to comply with the SDRWQCB MS4 Permit (NPDES No. CA S0108766, Order No. R9-2010-0016).

Regional Water Quality Control Board, San Diego Region

The San Diego Regional Water Quality Control Board (SDRWQCB) has responsibility for controlling water quality in San Diego County, Imperial County, and parts of Riverside County. As previously stated, the water quality standards for water bodies in the San Diego region are primarily contained in the *Water Quality Control Plan for the San Diego Basin* (SDRWQCB 1994). Water quality standards for the Santa Ana watershed are managed with the *Riverside County Drainage Area Management Plan, Santa Ana Region* (Riverside County 2011).

Water Quality Control Plan for the San Diego Basin (Basin Plan)

The *Water Quality Control Plan for the San Diego Basin* designates beneficial uses for water bodies in the San Diego region and establishes water quality objectives and implementation plans to protect those beneficial uses. Specifically, the Basin Plan (1) designates beneficial uses for surface water and groundwater; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The San Diego RWQCB issues permits, called waste discharge requirements and master reclamation permits, which require that waste and reclaimed water not be discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan. The SDRWQCB enforces these permits through a variety of administrative means.

Waste Discharge Requirements for Riverside County MS4s (Order No. R9-2010-0016)

The federal CWA was amended in 1987 to address stormwater runoff from municipal and industrial dischargers. One requirement of the amendment was that many municipalities throughout the United States were obligated for the first time to obtain NPDES permits for discharges of stormwater runoff from their municipal separate storm sewer system (MS4). In response to the CWA amendment (and the pending federal NPDES regulations which would implement the amendment), the SDRWQCB issued a municipal stormwater permit, Order No. 90-46, in July 1990 to the co-permittees for their MS4 discharges. NPDES No. CAS0108766, Order No. R9-R9-2010-0016 (Waste Discharge Requirements for Discharges from the MS4s Draining the County of Riverside, the Incorporated Cities of Riverside County, and the Riverside County Flood Control and Water Conservation District within the San Diego Region) is the fourth iteration of the stormwater permit for MS4s in the Riverside County portion of the San Diego region.

The order specifies requirements necessary for the co-permittees to reduce the discharge of pollutants in stormwater to the maximum extent practicable and to achieve water quality standards. Some of the requirements, such as the revised Watershed Water Quality Workplan (Watershed Workplan) section, are designed to specifically address high priority water quality problems. Other requirements, such as for unpaved roads, are a result of the SDRWQCB's identification of water quality problems through investigations and complaints during the previous permit period. Other requirements address program deficiencies that have been noted during audits, report reviews, and other SDRWQCB compliance assessment activities. The proposed project would be required to comply with all applicable provisions of the order.

LOCAL

Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance (County Ordinance No. 754.2)

The purpose of the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance is to reduce pollutants in stormwater discharges to the maximum extent practicable, regulate illicit connections and discharges to the storm drain system, and regulate non-stormwater discharges to the storm drain system. The ordinance requires new development projects to control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water via best management practices

(BMPs) that may, among other things, require new developments or redevelopments to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse. The ordinance is implemented through the *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District 2006).

3.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A project is considered to have significant impacts if implementation of the project will:

1) Violate any water quality standards or waste discharge requirements.

2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

6) Otherwise substantially degrade water quality.

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

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

9) Expose people or structures to a significant loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

10) Inundation by seiche, tsunami, or mudflow.

Based on the elevation of the project site above sea level and the lack of nearby enclosed bodies of water, the potential for inundation by seiche, tsunami, or mudflow is nonexistent. Therefore, no impact would occur, and these issues (Standard of Significance 10) will not be addressed further in this Draft EIR.

Riverside County identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system digital coverage of potential dam inundation zones. The county's dam inundation zones are identified in Figure S-10 of the Riverside County General Plan. According to Figure S-10, the project site is not within any dam inundation hazard zones. In addition, the project is not in the vicinity of any levees. Therefore, no impact would occur, and these issues (Standard of Significance 9) will not be addressed further in this Draft EIR.

METHODOLOGY

The hydrology and water quality analysis presented below is based on a review of published information, reports, and plans regarding regional and local hydrology, climate, topography, and geology obtained from private and governmental agencies as well as from Internet websites. Primary sources include the project's preliminary and supplemental hydrology and hydraulic studies (JLC 2011a, 2012), the SDRWQCB's Basin Plan, and NPDES No. CAS0108766, Order No. R9-2010-0016.

Drainage

JLC Engineering & Consulting Inc. (2011a) prepared the *Preliminary Hydrology and Hydraulic Study for Tentative Tract Map 3688,* which is the area covered by the proposed project (see **Appendix 3.7-1**). The project's preliminary and supplemental hydrology and hydraulic studies (JLC 2011a, 2012) were prepared to determine anticipated changes to the existing drainage patterns on the site as well as the adequacy of the proposed drainage system in terms of capacity and water quality treatment. It should be noted that the existing condition hydrology analyses were performed for four watershed areas designated as Areas A, B, C, and D, which are referenced in **Tables 3.7-3** through **3.7-8** below. The off-site hydrology analyses were performed in order to determine the maximum peak 100-year flow rate of stormwater to the project site from the existing off-site areas and to appropriately size the storm drain facilities conveying the off-site flows. The total pre-project watershed is approximately 870 acres. Area A, the westerly watershed, crosses Bundy Canyon Road from north to south. Area B crosses Bundy Canyon Road from north to south and has a downstream terminus at Bundy Canyon Road and Palm Avenue. Area C is a small area (approximately 28 acres) adjacent to Bundy Canyon Road between Palm Avenue and Club Avenue. Area D is the easterly watershed area that discharges at Bundy Canyon Road. Areas A, B C, and D are shown on **Figure 3.7-3**.

Water Quality

The project's preliminary and supplemental hydrology and hydraulic studies (JLC 2011a, 2012) and Preliminary Water Quality Management Plan (JLC 2011b) were reviewed to determine potential sources and types of pollutants that could be generated by project construction and/or operation. The SWRCB statewide permit and SDRWQCB permit requirements were reviewed to determine if water quality would be sufficiently protected or if further mitigation would be required.

Flooding

The FEMA Flood Insurance Rate Map covering the site was reviewed to determine if any portion of the project site is designated as a flood hazard zone, and the proposed site plans were reviewed to determine if any development is proposed in such areas.

IMPACTS AND MITIGATION MEASURES

Degrade Water Quality or Violate Standards (Standards of Significance 1 and 6)

Impact 3.7.1 Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources. This impact would be **less than significant with mitigation incorporated**.

When land is in a natural or undeveloped condition, most stormwater (rainwater) slowly infiltrates into the soil and is stored either temporarily or permanently on the surface or in underground layers of soil. When the rate of rainfall exceeds the infiltration capacity of the soil or when impervious surfaces are introduced, the rainwater begins to flow over the surface of the land to low-lying areas, ditches, channels, streams, and rivers. Rainwater that flows off of a site is defined as stormwater runoff. As stormwater runoff flows over the land, it picks up and carries sediment, chemicals, trash, etc., that are eventually discharged to local waterways. As such, stormwater is a major contributor to water quality degradation.

Project Construction

During construction activities, erosion potential and the possibility of water quality impacts are always present and occur when protective vegetative cover is removed and soils are disturbed. Construction activities can result in sediment runoff rates, which greatly exceed natural erosion rates of undisturbed lands, causing siltation and impairment of receiving waters. In addition to sediment, stormwater flowing over a construction site can carry various pollutants such as nutrients, bacteria and viruses, oil and grease, heavy metals, organics, pesticides, gross pollutants, and miscellaneous waste into receiving waters. These pollutants can originate from soil disturbances, construction equipment, building materials, and workers.

In the case of the proposed project, grading of the site, along with other construction activities, may introduce sediments and other contaminants typically associated with construction into stormwater runoff, potentially resulting in the degradation of downstream surface water and groundwater. The proposed project has the potential to result in the generation of new dry weather runoff containing these pollutants and to increase the concentration and/or total load of the pollutants in wet weather stormwater runoff. Dry weather urban runoff in the storm drain system occurs when there is no measurable precipitation. It originates from human activities, including car washing, landscape irrigation, street washing, dewatering during construction activities, and natural groundwater seepage that discharges to the storm drain system. Dry weather urban runoff can contain high levels of pollutants, as the water typically flows over paved or highly developed surfaces.

The SWRCB is responsible for implementing the Clean Water Act and has issued a Statewide General Permit (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ) for construction activities within the state (see the Regulatory Framework subsection above). In the project area, the Construction General Permit (CGP) is implemented and enforced by the SDRWQCB. In accordance with the requirements of the CGP, prior to construction of the proposed project, a risk assessment must be prepared and submitted to the SDRWQCB to determine the project's risk level and associated water quality control requirements. These requirements will, at a minimum, include the preparation and implementation of a stormwater pollution prevention plan identifying specific BMPs to be implemented and maintained on the site in order to comply with the applicable narrative effluent standards.

The best management practices that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs and (2) non-stormwater management and materials management BMPs. Erosion and sediment control BMPs fall into four main subcategories:

- Erosion controls
- Sediment controls
- Wind erosion controls
- Tracking controls

Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Examples of erosion control BMPs are preserving existing vegetation, mulching, and hydroseeding. Sediment controls are practices to collect soil particles after they have migrated, but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and detention basins. Wind erosion controls prevent soil particles from leaving the site in the air. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site. Tracking controls prevent sediment from being tracked off site via vehicles leaving the site to the extent practicable. A stabilized construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include:

- Good housekeeping activities such as storing of materials covered and elevated off the ground, in a central location;
- Securely locating portable toilets away from the storm drainage system and performing routine maintenance;
- Providing a central location for concrete washout and performing routine maintenance;
- Providing several dumpsters and trash cans throughout the construction site for litter/floatable management; and
- Covering and/or containing stockpiled materials and overall good housekeeping on the site.

The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for the BMPs and to determine the

effectiveness of the BMPs that are being implemented. The SWPPP is a "living document" and as such can be modified as construction activities progress. Additional requirements include compliance with post-construction standards focusing on low impact development (LID) and preparation of rain event action plans.

The SWRCB has also issued a Statewide General Permit (Water Quality Order R5-2008-0081, NPDES No. CAG995001) for dewatering and other low-threat discharges to surface waters within the state. Should construction of the proposed project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit. Mitigation measure **MM 3.7.1** requires preparation of a stormwater pollution prevention plan (SWPPP) and indicates the types of BMPs that are typically required as part of the permit.

Project Operation

The proposed project would convert approximately 91.8 acres of the site's 167.95 acres from naturally vegetated open space to urban uses. This conversion will substantially increase the impervious surface area of the site through the introduction of new and improved roads and driveways, parking areas, rooftops, and other surfaces. An increase in impervious surface area would substantially increase runoff potentially containing urban pollutants. Runoff from the proposed landscape areas could also contribute pollutants from fertilizers and pesticides. Expected pollutants for the project site include sediment/turbidity, nutrients, organic compounds (petroleum hydrocarbons), trash and debris, oxygen demanding substances, bacteria and viruses, oil and grease, pesticides, and metals.

As identified above, water on the project site drains to two separate receiving watersheds: the Santa Margarita Watershed and the Santa Ana Watershed. Within those watersheds, the project site drains to six receiving waters, some of which are Section 303(d) listed impaired waterways as detailed in **Table 3.7-1** and **Table 3.7-2**. The expected pollutants that would contribute to the Section 303(d) impaired water bodies are shown in **Table 3.7-3**.

TABLE 3.7-3
EXPECTED URBAN RUNOFF POLLUTANTS AND 303(D) IMPAIRMENTS

Expected Pollutant	Expected or Potential Source	303(d) Listing
Sediment/Turbidity	Attached & Detached Residential Development, Streets	Yes
Nutrients	Attached & Detached Residential Development	Yes
Organic Compounds (Petroleum Hydrocarbons and Polychlorinated Biphenyls)	Automotive Repair Shops, Parking Lots, Streets	Yes
Trash and Debris	Attached & Detached Residential Development, Commercial Development, Parking Lots, Streets	No
Oxygen-Demanding Substances	Detached Residential Development, Restaurants	No
Bacteria and Viruses	Detached Residential Development, Restaurants	Yes
Oil and Grease	Attached Residential Development, Commercial Development, Parking Lots, Streets	No

Expected Pollutant	Expected or Potential Source	303(d) Listing
Pesticides	Attached & Detached Residential Development	No
Metals	Parking Lots, Streets	Yes

Source: JLC 2011b

The project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins (see **Figure 3.7-3**). The stormwater basins will slow the speed of the runoff and allow debris and sediment to settle to the bottom of the basin or to be trapped and later removed during routine maintenance. Stormwater from the basins will be allowed to flow into a storm drain line located in Bundy Canyon Road. The stormwater would eventually flow into Canyon Lake and Lake Elsinore, consistent with the Drainage Area Management Plan for the Santa Ana Watershed (JLC 2011b, p. A-20).

The proposed storm drain system is designed to adequately reduce stormwater flows for the required water quality volume and mitigate flows to pre-project levels. As discussed further under Impact 3.7.3 below, according to the preliminary hydrology and hydraulic study (JLC 2011a), the proposed extended detention basins have been designed to adequately treat the on-site flows for water quality purposes as well as to mitigate flows for increased runoff.

Water Quality

A Preliminary Water Quality Management Plan (WQMP) (JLC 2011b) was prepared for the proposed project (**Appendix 3.7-2**), which is enforceable under the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance (County Ordinance No. 754.2). A subsequent final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. The WQMP identifies a series of specific best management practices to be incorporated into the design to achieve four goals of the program: (1) minimize urban runoff; (2) minimize impervious footprint; (3) conserve natural areas; and (4) minimize directly connected impervious areas. Measures for design of the project in the preliminary WQMP include:

Site Design Concept 1 – Minimize Urban Runoff

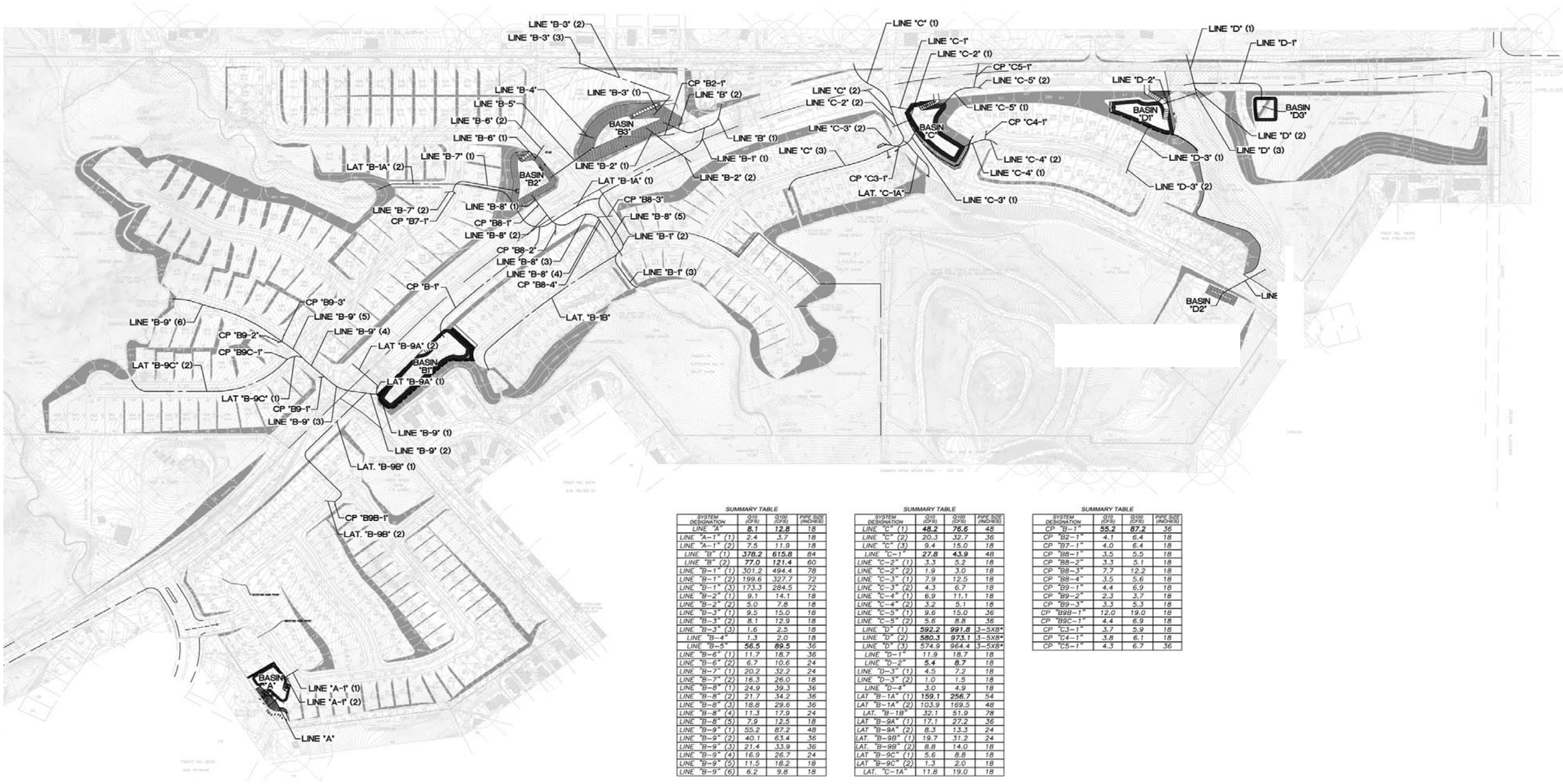
- Maximize the permeable area.
- Incorporate landscaped buffer areas between sidewalks and streets.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.
- Where soils conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct on-site ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.

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TENTATIVE TRACT MAP NO. 36388

IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DRAINAGE FACILITIES MAP



SUMMARY TABLE

SYSTEM DESIGNATION	Q15 (CFS)	Q100 (CFS)	PIPE SIZE (INCHES)
LINE "A"	**8.1**	**12.8**	18
LINE "A-1" (1)	2.4	3.7	18
LINE "A-1" (2)	7.5	11.9	18
LINE "B" (1)	**378.2**	**615.8**	84
LINE "B" (2)	**77.0**	**121.4**	60
LINE "B-1" (1)	301.2	494.4	78
LINE "B-1" (2)	199.6	327.7	72
LINE "B-1" (3)	173.3	284.5	72
LINE "B-2" (1)	9.1	14.1	18
LINE "B-2" (2)	5.0	7.8	18
LINE "B-3" (1)	9.5	15.0	18
LINE "B-3" (2)	8.1	12.9	18
LINE "B-3" (3)	1.6	2.5	18
LINE "B-4"	1.3	2.0	18
LINE "B-5"	**56.5**	**89.5**	36
LINE "B-6" (1)	11.7	18.7	36
LINE "B-6" (2)	6.7	10.6	24
LINE "B-7" (1)	20.2	32.2	24
LINE "B-7" (2)	16.3	26.0	18
LINE "B-8" (1)	24.9	39.3	36
LINE "B-8" (2)	21.7	34.2	36
LINE "B-8" (3)	18.8	29.6	36
LINE "B-8" (4)	11.3	17.9	24
LINE "B-8" (5)	7.9	12.5	18
LINE "B-9" (1)	55.2	87.2	48
LINE "B-9" (2)	40.1	63.4	36
LINE "B-9" (3)	21.4	33.9	36
LINE "B-9" (4)	16.9	26.7	24
LINE "B-9" (5)	11.5	18.2	18
LINE "B-9" (6)	6.2	9.8	18

SUMMARY TABLE

SYSTEM DESIGNATION	Q15 (CFS)	Q100 (CFS)	PIPE SIZE (INCHES)
LINE "C" (1)	**48.2**	**76.6**	48
LINE "C" (2)	20.3	32.7	36
LINE "C" (3)	9.4	15.0	18
LINE "C-1"	**27.8**	**43.9**	48
LINE "C-2" (1)	3.3	5.2	18
LINE "C-2" (2)	1.9	3.0	18
LINE "C-3" (1)	7.9	12.5	18
LINE "C-3" (2)	4.3	6.7	18
LINE "C-4" (1)	6.9	11.1	18
LINE "C-4" (2)	3.2	5.1	18
LINE "C-5" (1)	9.6	15.0	36
LINE "C-5" (2)	5.6	8.8	36
LINE "D" (1)	**592.2**	**991.8**	3-5XB*
LINE "D" (2)	**580.3**	**973.1**	3-5XB*
LINE "D" (3)	574.9	964.4	3-5XB*
LINE "D-1"	11.9	18.7	18
LINE "D-2"	**5.4**	**8.7**	18
LINE "D-3" (1)	4.5	7.2	18
LINE "D-3" (2)	1.0	1.5	18
LINE "D-4"	3.0	4.9	18
LAT "B-1A" (1)	**159.1**	**256.7**	54
LAT "B-1A" (2)	103.9	169.5	48
LAT. "B-1B"	32.1	51.9	78
LAT "B-9A" (1)	17.1	27.2	36
LAT "B-9A" (2)	8.3	13.3	24
LAT. "B-9B" (1)	19.7	31.2	24
LAT. "B-9B" (2)	8.8	14.0	18
LAT "B-9C" (1)	5.6	8.8	18
LAT "B-9C" (2)	1.3	2.0	18
LAT. "C-1A"	11.8	19.0	18

SUMMARY TABLE

SYSTEM DESIGNATION	Q15 (CFS)	Q100 (CFS)	PIPE SIZE (INCHES)
CP "B-1"	**55.2**	**87.2**	36
CP "B2-1"	4.1	6.4	18
CP "B7-1"	4.0	6.4	18
CP "B8-1"	3.5	5.5	18
CP "B8-2"	3.3	5.1	18
CP "B8-3"	7.7	12.2	18
CP "B8-4"	3.5	5.6	18
CP "B9-1"	4.4	6.9	18
CP "B9-2"	2.3	3.7	18
CP "B9-3"	3.3	5.3	18
CP "B9B-1"	12.0	19.0	18
CP "B9C-1"	4.4	6.9	18
CP "C3-1"	3.7	5.9	18
CP "C4-1"	3.8	6.1	18
CP "C5-1"	4.3	6.7	36

Source: City of Wildomar

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FEET

N

Figure 3.7-3
Stormwater System

PMC

Site Design Concept 2 – Minimize Impervious Footprint

- Maximize the permeable area.
- Construct walkways, trails, patios, overflow parking lots, alleys, driveways, low-traffic streets, and other low-traffic areas with open-jointed paving materials or permeable surfaces, such as pervious concrete, porous asphalt, unit pavers, and granular materials.
- Construct streets, sidewalks, and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of street where off-street parking is available.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.

Site Design Concept 3 – Conserve Natural Areas

- Conserve natural areas.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.

Site Design Concept 4 – Minimize Directly Connected Impervious Areas

- Residential and commercial sites must be designed to contain and infiltrate roof runoff or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
- Rural swale system: street sheet flows to vegetated swale or gravel shoulder, curbs at street corners, culverts under driveways and street crossings.
- Urban curb/swale system: street slopes to curb; periodic swale inlets drain to vegetated swale/biofilter.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.
- Overflow parking (parking stalls provided in excess of the co-permittee's minimum parking requirements) may be constructed with permeable paving.

A variety of design features intended to ensure water quality may be included in the final WQMP adopted for the proposed project. The land uses proposed with the project are conventional urban land uses involving personal and delivery vehicles, homes, landscaping, and a small amount of commercial construction. There is nothing inherent in the land uses that would

suggest increased pollutants or different types of pollutants to those found in existing development in the City of Wildomar. The permitted commercial uses are listed in Chapter 17.80 of the Wildomar Municipal Code and are retail or service commercial in nature. The more intensive commercial uses that might generate additional runoff, including gas stations and automobile repair, are conditional uses and subject to design-specific water quality protection features as part of the conditional use permit process.

The preliminary WQMP notes that the proposed project will construct eight detention basins as shown on **Figure 3.7-3**. The WQMP designates the Basins A, B1, B2, B3, C, D1, D2, and D3. With the exception of Basin B3, all of the detention basins will treat the flows for the required water quality volume, as well as mitigate flows for increased runoff. Basin B3 will only treat for water quality purposes, then discharge into Basin B2 where it will be mitigated for increased runoff. The flows will ultimately discharge back into the natural stream (JLC 2011b, p. A-10). It is the long-term plan that as much stormwater as possible be conveyed downstream into Canyon Lake and Lake Elsinore, consistent with the Drainage Area Management Plan for the Santa Ana Watershed (JLC 2011b, p. A-20).

The proposed project includes the following design features intended to achieve water quality standards:

- Use of County of Riverside guidelines to determine the minimum pavement width for public streets, driveways, and minimum sidewalks, as well as evaluations of low impact development methods such as landscape buffers.

- The proposed project incorporates landscaped areas between the developments and street areas.

- The proposed project uses the natural drainage systems where feasible for the off-site areas. The project uses the minimal amount of subsurface storm drain required for the project site.

- Education materials will be provided to property owners, occupants, operators, and employees at the time of purchase, occupancy, or hire.

- Activity restrictions, including prohibitions on power washing, dumping of oil, discharges of fertilizer, pesticides, or animal wastes, etc., will be enforced.

Additional BMPs will be incorporated within the project where feasible during final engineering. The project would also be required to implement BMPs to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse consistent with requirements of the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance.

Mitigation Measures

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that

potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

The project's proposed storm drain system, as well as implementation of the project's WQMP and applicable requirements, including implementation of appropriate BMPs post-construction, would remove sediment and pollutants from site runoff and minimize impacts to downstream surface water and groundwater resources. This impact would therefore be considered **less than significant**.

Interference with Groundwater Recharge Impacts (Standard of Significance 2)

Impact 3.7.2 The proposed project would introduce impervious surfaces in the form of structures and parking lots to a previously undeveloped piece of land. This would result in an incremental reduction in recharge of the local groundwater aquifer. This impact is considered **less than significant**.

The proposed project has large areas of open space and storm drainage basins designed to collect and detain stormwater runoff from the project. As the proposed project is primarily residential in nature the site will not have large areas of continuous impervious surface. The 5.21-acre commercial site represents approximately 3 percent of the total site area, and even if fully covered with impervious surface, would not result in significant coverage of the project area. The open space areas will remain undeveloped, although some small percentage may be covered by trails. Because the coverage will be limited, there is a large amount of open space, the WQMP includes BMPs to minimize the imperious footprint, and the proposed project will be outside of the planning area for the Lake Elsinore Groundwater Management Plan this impact is considered **less than significant.**

Mitigation Measures

None required.

Alter Drainage Patterns/Increase Stormwater Runoff (Standards of Significance 3, 4, and 5)

Impact 3.7.3 Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions. This impact is considered **less than significant**.

As previously explained, stormwater on undeveloped sites generally infiltrates into the soil to be stored either temporarily or permanently on the surface or underground. However, the natural drainage pattern of a site is altered when it is developed. Buildings, roads, and parking lots introduce impervious surfaces, such as asphalt, concrete, and roofing materials, to the landscape, resulting in a reduction in infiltration and an increase in the rate and volume of stormwater runoff. The increased flow rates and volumes of stormwater runoff may result in downstream erosion and/or flooding if not properly mitigated.

New development associated with the proposed project would alter drainage on the site and increase stormwater runoff rates and volumes by introducing 275 residential lots, a 5.21-acre commercial development, three parks, 12 local roadways, and other impervious surfaces and by providing improved storm drainage facilities for stormwater conveyance.

The project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight detention basins (see **Figure 3.7-3**). The basins are intended to protect the project site from flood, treat on-site flows for water quality purposes by removing sediment and debris, and mitigate flows for increased runoff due to development of the project as described above. The proposed project's storm drain system will intercept runoff from an off-site area comprising approximately 578 acres. The accepted runoff flows from off-site will be conveyed via a subsurface storm drain system to the downstream discharge points within the watershed boundaries. As the project's stormwater can only enter the stormwater system after passing through the basins, the off-site flows will remain separate from the on-site flows until the on-site flows have been treated for water quality purposes.

In order to determine the required storm drain placements, alignments, and sizes required to adequately protect the project site from on- and off-site flows, as well as to determine the required storage volume within the extended detention basins to adequately treat the flows for the required water quality and volume and mitigate flows to pre-project levels, a preliminary hydrology and hydraulic study (JLC 2011a) was completed for the project (see **Appendix 3.7-1** and **Appendix 3.7-3**).

The required water quality volume was sized using the *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District 2006), Worksheet 1, for volume-based BMPs. In addition, the *Drainage Area Management Plan, Santa Ana Region* (Riverside County 2011) recommends that stormwater volume not be infiltrated and rather allowed to be conveyed downstream to Canyon Lake and Lake Elsinore because those lakes are impacted by insufficient volume. As the proposed project will convey stormwater to underground pipes that are not designed for infiltration, this criterion would be implemented in the proposed project.

According to the preliminary hydrology and hydraulic study (JLC 2011a), the proposed storm drain alignments will provide flood protection to the project site for 100-year storm events, the proposed extended detention basins have been designed to adequately treat the on-site flows for water quality purposes as well as mitigate flows for increased runoff, and the off-site flows will be conveyed through a storm drain in Bundy Canyon Road constructed as part of the proposed project without adversely impacting the project site.

In addition, the supplemental preliminary hydrology and hydraulic study (JLC 2012) (**Appendix 3.7-4**) prepared for the project included a basin routing analysis to demonstrate that after implementation of the proposed project, stormwater flow rates would be less than the pre-project (existing) condition. The difference between the basin-routed flow rates and the pre-project flow rates is shown in **Table 3.7-4**.

TABLE 3.7-4
BASIN ROUTED FLOW RATES VS. PRE-PROJECT FLOW RATES

Area	Pre-Project Flow Rate (ft^3/s)			Basin Routing (ft^3/s) (Post-Project)			Difference		
	2 Yr, 24 Hr	10 Yr, 24 Hr	100 Yr, 24 Hr	2 Yr, 24 Hr	10 Yr, 24 Hr	100 Yr, 24 Hr	2 Yr, 24 Hr	10 Yr, 24 Hr	100 Yr, 24 Hr
A	0.2	1.4	12.2	0.2	1.0	0.2	0.0	-0.4	-12.0
B1	1.1	14.6	104.8	1.0	11.8	32.8	0.1	-2.8	-72.0
B3	1.4	17.9	125.0	1.1	13.0	6.7	0.3	-4.9	-118.3
C	0.5	6.2	43.9	0.4	4.9	1.1	0.1	-1.3	-42.8
D1	0.1	1.2	8.4	0.1	0.1	0.1	0.0	-1.1	-8.3
D2	0.1	0.7	6.0	0.0	0.3	0.4	0.0	-0.4	-5.6
D3	1.2	2.6	17.9	1.0	1.8	16.4	0.2	0.8	-1.4

Basin B2 is implemented for water quality purposes, during peak rainfall events flow will be directed to Basin B3.
Source: JLC 2012

Moreover, comparison analyses were performed at three locations where the existing culverts identified by **Figure 3.7-3** cross Bundy Canyon Road and at a point where on-site stormwater flows leave the project site boundary (Nodes 225, 304, and 408). The City Engineer selected these areas in order to address and compare the pre-project and post-project stormwater volumes, duration, and flow rates leaving the project site. As stated above, the project does not have to address volume, as Lake Elsinore has a waiver for mitigating volume because the lake is impaired for runoff volume. However, velocity was evaluated in order to demonstrate that the project would not adversely impact downstream watercourses. The results of the analyses are shown in **Tables 3.7-5** through **3.7-7**.

TABLE 3.7-5
DRAINAGE AREA B AT NODE 225
100-YEAR CONDITION FOR OFF-SITE PEAK FLOWS & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	100 Year, 1 Hour
Total Pre-Project Area B Flow Rate	**667.26**
Post-Project Basin B1 Routed Flow	32.8
Post-Project Basins B2 & B3 Routed Flow	6.7
Post-Project Area B Off-site Flow	494.4
Total Post-Project Area B Flow Rate	**533.9**

Source: JLC 2012

TABLE 3.7-6
DRAINAGE AREA C AT NODE 304
100-YEAR CONDITION FOR OFF-SITE PEAK FLOWS & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	100 Year, 1 Hour
Total Pre-Project Area C Flow Rate	**71.27**
Post-Project Basin C Routed Flow	1.1
Post-Project Area C Off-site Flow	32.7
Total Post-Project Area C Flow Rate	**33.8**

Source: JLC 2012

TABLE 3.7-7
DRAINAGE AREA D AT NODE 408
100-YEAR CONDITION FOR OFF-SITE PEAK FLOWS & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	100 Year, 1 Hour
Total Pre-Project Area D Flow Rate	**973.1**
Post-Project Basin D1 Routed Flow	0.1
Post-Project Basin D2 Routed Flow	0.4
Post-Project Basin D3 Routed Flow	8.2
Post-Project Area D Off-site Flow	964.4
Total Post-Project Area D Flow Rate	**973.1**

Source: JLC 2012

In addition, the total flow rates for the on-site area leaving the project site during the 10-year and 2-year 24-hour storm events were computed for the pre-project and post-project conditions. These results are included in **Table 3.7-8**.

TABLE 3.7-8
DRAINAGE AREA B, NODE 225
10-YEAR & 2-YEAR, 24-HOUR CONDITION ON-SITE PEAK FLOW RATE & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	Pre-Project		Post Project	
	10 Year, 24 Hour	2 Year, 24 Hour	10 Year, 24 Hour	2 Year, 24 Hour
Basin B1	14.6	1.1	11.8	1
Basin B2	17.9	1.4	13.1	1.1
Total Basin B	**32.5**	**2.5**	**24.9**	**2.1**
Total Basin C	**6.2**	**0.5**	**4.9**	**0.4**
Basin D1	1.2	0.1	0.1	0.1
Basin D2	0.7	0.1	0.3	0
Basin D3	2.6	1.2	1.7	1

Area	Pre-Project		Post Project	
	10 Year, 24 Hour	2 Year, 24 Hour	10 Year, 24 Hour	2 Year, 24 Hour
Total Basin D	4.5	1.4	2.1	1.1

Source: JLC 2012

The results of the basin routing indicate that the project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases.

As demonstrated by both the preliminary and supplemental hydrology studies completed for the project, the proposed storm drain system would mitigate flows for increased runoff and the off-site flows will be conveyed through the subsurface storm drain without adversely impacting the project site. Therefore, the project would not result in downstream erosion and/or flooding impacts as a result of increased flow rates and volumes leading to Lake Elsinore will not be reduced. This impact is considered to be **less than significant**.

Mitigation Measures

None required.

Flooding Hazards (Standards of Significance 7 and 8)

Impact 3.7.4 The project site is not within the 100-year floodplain or in an area designated by FEMA as a special flood hazard area. In addition, the project includes a storm drain system that will provide flood protection to the project site. This impact would therefore be **less than significant.**

As described in the Existing Setting subsection above, the project site is designated by FEMA as Zone X, indicating that the project site is in an area of minimal flood hazard. Furthermore, as described under Impact 3.7.3, the proposed project includes a storm drain system that will provide flood protection to the project site for 100-year storm events. Therefore, the project would not place development within the 100-year floodplain and would not expose people or structures to significant risk of flooding. Therefore, the proposed project would have a **less than significant** impact.

Mitigation Measures

None required.

3.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for hydrology and water quality includes the Santa Margarita and Santa Ana watersheds as described in detail in the Existing Setting subsection above.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Hydrology and Water Quality

Impact 3.7.5 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana

watersheds, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds. This is considered a **less than cumulatively considerable** impact.

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watersheds. However, as discussed in Impacts 3.7.1 through 3.7.4, the proposed project's storm drain system and implementation of a Water Quality Management Plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary and supplemental hydrology studies completed for the project, the proposed project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases. As such, the project is rendered non-contributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from the stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

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SDRWQCB (San Diego Regional Water Quality Control Board). 1994. *Water Quality Control Plan for the San Diego Basin*. (With amendments effective prior to April 25, 2007.)

3.8 Biological and Natural Resources

This section describes the biological natural resources present within and immediately surrounding the project site and includes a discussion of the special-status species and sensitive habitats potentially occurring in the area. This section analyzes impacts that could occur to biological resources due to project implementation and provides appropriate mitigation measures to reduce or avoid these impacts. The analysis of biological resources presented in this section is based on a review of the current project description, previous biological investigations, and reports prepared for the project site, as well as maps and available literature from federal, state, and local agencies. These materials are available in **Appendix 3.8-1**. Related discussions are found in Section 3.7, Hydrology and Water Quality, and Section 3.1, Land Use.

3.8.1 EXISTING SETTING

Information in this subsection is based on the report prepared by Principe and Associates (2010a) titled *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Previous Tract 28416*.

TOPOGRAPHY, HYDROGRAPHY, AND SOILS

Topography of the site is varied, ranging from relatively flat-lying areas with gentle slopes to moderately sloping foothills to steep sloping hillsides with stream-cut valleys. The relatively flat areas located on the south side of Bundy Canyon Road are the result of seasonal plowing and disking. The elevation through the majority of the central portion of the site is between the 1,720- and 1,740-foot contours. Elevations along the base of the foothills range between 1,740 and 1,760 feet and are also the result of past agricultural land uses. The highest elevation is present in the rugged northwest corner of the site at 1,940 feet. There is a 190-foot change in elevation along the west property line (1,940 to 1,750). The southern portion of the site slopes downward to the north and includes three areas with elevations above 1,800 feet.

Review of the Soil Survey of Western Riverside Area, California, revealed that the surficial soils at the site are included in the Cajalco-Temescal-Las Posas Association (Soils Map) (see **Appendix 3.8-1**). Within this association, 12 soil types have been mapped on the site:

- AyF – Auld cobbly clay, 8 to 50 percent slopes
- CaD2 – Cajalco fine sandy loam, 8 to 15 percent slopes, eroded
- CbF2 – Cajalco rocky fine sandy loam, 15 to 50 percent slopes, eroded
- LaC – Las Posas loam, 2 to 8 percent slopes
- LaC2 – Las Posas loam, 5 to 8 percent slopes, eroded
- LaD2 – Las Posas loam, 8 to 15 percent slopes, eroded
- LaE3 – Las Posas loam, 8 to 25 percent slopes, severely eroded
- PoC – Poterville clay, 0 to 8 percent slopes
- TeG – Terrace escarpments
- WyC2 – Wyman loam, 2 to 8 percent slopes, eroded
- YbC – Yokohl loam, 2 to 8 percent slopes
- YbE3 – Yokohl loam, 8 to 25 percent slopes, severely eroded

VEGETATION ASSOCIATIONS

Based on the Habitat Accounts in Volume 2 of the *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP; Riverside County 2003b), the vegetation associations present on the project site consist of chaparral (87.15 acres), grasslands (71.55 acres), and riparian forest/woodland/scrub (4.55 acres). The area of each vegetation association and the percentage of the project site they occupy are shown in **Table 3.8-1** below. In addition, **Figure 3.8-1** depicts the extent of each association within the project area.

TABLE 3.8-1
VEGETATION ASSOCIATIONS IDENTIFIED ON THE PROJECT SITE

Vegetation Associations	Area (Acres)	Percentage of Project Site
Chaparral	87.15	53.4%
Grasslands	71.55	43.8%
Riparian Forest/Woodland/Scrub	4.55	2.8%
Total	**163.25**	**100%**

The following discussion describes the vegetative associations listed in **Table 3.8-1**. Included in the discussion is a description of the species composition, community structure, and coverage of each association identified on site.

Chaparral

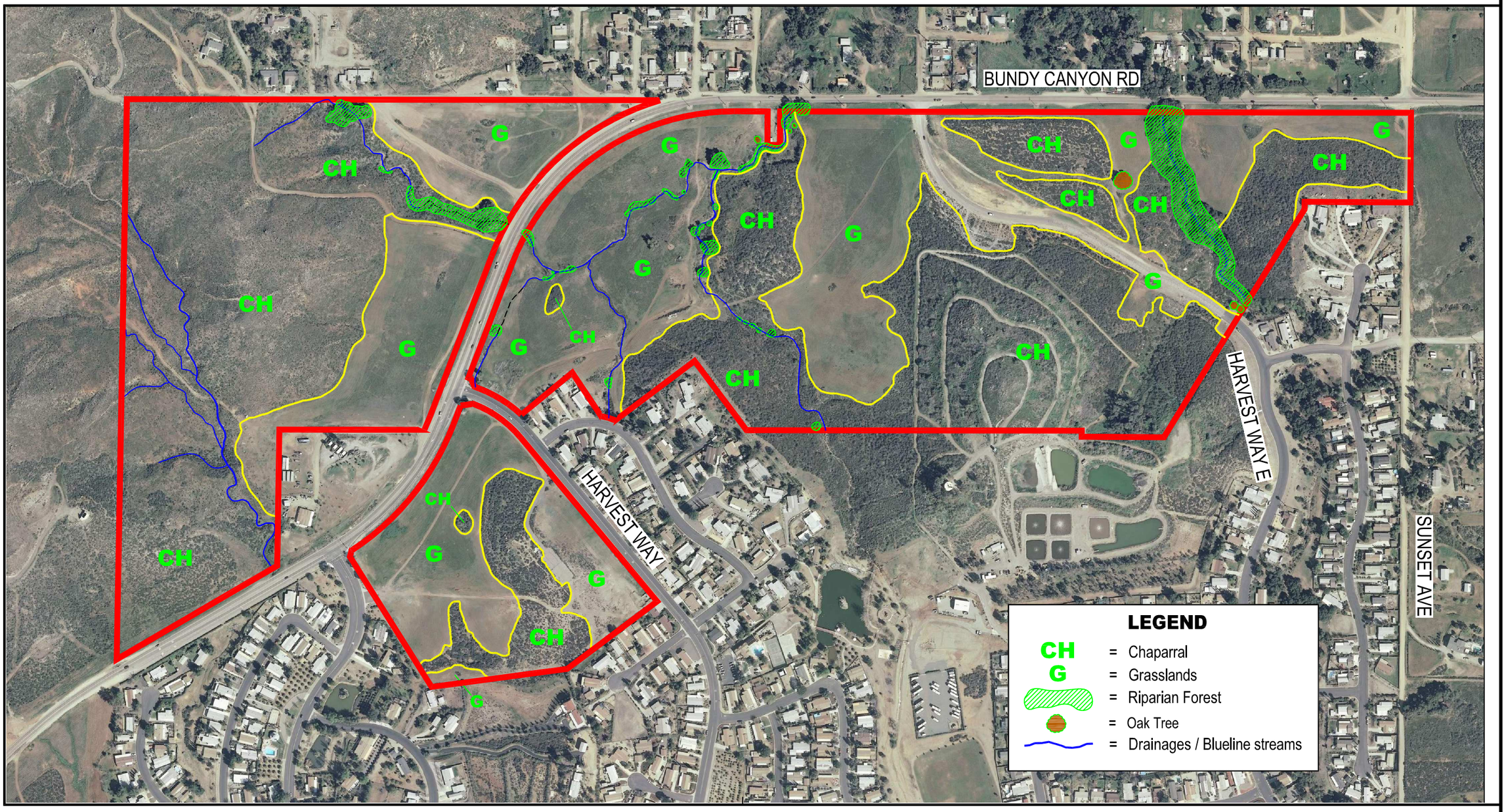
Chaparral vegetation is the most abundant and widespread vegetation type in western Riverside County, covering approximately 35 percent (435,000 acres) of the MSHCP Plan Area (Plan Area). Large contiguous stands of chaparral occur along the Santa Ana Mountains in the western portion of the Plan Area and along the San Bernardino, San Jacinto, and Agua Tibia mountains in the eastern and southern portions.

Four types of chaparral have been mapped for the Plan Area based on variation in species composition: chamise chaparral, red shank chaparral, semi-desert chaparral, and chaparral (undifferentiated). Most of the chaparral vegetation in the Plan Area is mapped as undifferentiated chaparral. This vegetation covers approximately 363,000 acres and encompasses 29 percent of the Plan Area.

Chaparral (Undifferentiated)

Chaparral (undifferentiated) is the mapped sub-association present on the project site. It is dominated by a more diverse mixture of species rather than being dominated solely by chamise (*Adenostoma fasciculatum* var. *fasciculatum*). It was previously divided into large and small patches by agricultural land uses. In the more undisturbed mesic areas, there are still typical large dense stands of 3- to 4-meter-high evergreen, sclerophyllous chaparral species. However, many of the smaller patches have been reduced to remnants. Where separated and isolated by agricultural land uses, the dominant chaparral species are stressed and dying (Principe and Associates 2010a). The growth form is open, and the understory comprises a high percentage of non-native grasses and weeds that have succeeded from the surrounding grasslands.

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Source: Principe and Associates, 2010

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Figure 3.8-1
Biological Resources Map

The mixture of chaparral species growing on the site includes coastal sagebrush (*Artemisia californica*), thick-leaved lilac (*Ceanothus crassifolius* var. *crassifolius*), hairy lilac (*Ceanothus oliganthus* var. *oliganthus*), sand pygmy-stonecrop (*Crassula connata*), valley cholla (*Cylindropuntia californica*), California witch's hair (*Cuscuta californica* var. *californica*), interior California buckwheat (*Eriogonum fasciculatum* subsp. *foliolosum*), yellow bush-penstemon (*Keckiella antirrhinoides* subsp. *antirrhinoides*), tree tobacco (*Nicotiana glauca*), prickly pear (*Opuntia xvaseyi*), spiny redberry (*Rhamnus crocea*), black sage (*Salvia mellifera*), Mexican elderberry (*Sambucus mexicana*), purple needlegrass (*Stipa pulchra*), and chaparral yucca (*Yucca whipplei*).

Understory species include cultivated oats, shortpod mustard, brome grasses, tocalote, bull thistle (*Cirsium vulgare*), jimsonweed (*Datura wrightii*), fascicled tarplant, long-stemmed golden yarrow (*Eriophyllum confertiflorum* var. *confertiflorum*), California everlasting (*Gnaphalium californicum*), California matchweed (*Gutierrezia californica*), slender sunflower (*Helianthus gracilentus*), weedy cudweed, Coastal deerweed *(Lotus scoparius* subsp. *scoparius),* caterpillar phacelia *(Phacelia cicutaria),* and granny's hairnet (*Pterostegia drymarioides*).

Grasslands

Grasslands occur throughout most of western Riverside County and cover approximately 11.8 percent (154,421 acres) of the Plan Area. The grassland vegetation sub-association growing on the project site is non-native grassland. Non-native grassland occurs throughout the majority of the Plan Area (11.6 percent), usually in close proximity to urbanized or agricultural land uses.

Non-native grasslands primarily are composed of annual grass species introduced from the Mediterranean basin and other Mediterranean climate regions, with variable presence of non-native and native herbaceous species. Species composition of non-native grasslands may vary over time and place based on grazing or fire regimes, soil disturbance, and annual precipitation patterns. Non-native grasslands typically produce deep layers of organic matter, which is inversely related to the abundance of non-native and native forbs. Non-native grasslands also typically support an array of annual forbs from the Mediterranean climate regions. Low abundances of native species are sometimes present within non-native grasslands. These species usually include disturbance specialists with several different growth forms (i.e., subshrubs, succulents, and herbaceous annuals).

Non-native grassland is now present in seven separate patches scattered throughout the project site. Native chaparral, coastal sage scrub, and valley and foothill grassland were likely cleared in the past for agricultural land uses. It appears that dry crops were grown at the site (oat hay). In recent years, agricultural production has ceased. Because agricultural areas are quickly succeeded by non-native grasses and weeds, they are mowed or disked periodically for fire prevention purposes. Areas located adjacent to Bundy Canyon Road and the existing homes are cleared more often and are basically maintained as bare ground. Less critical areas are left fallow and now support a mixture of cultivated oats *(Avena sativa)* and non-native grasses and weeds.

Species include cultivated oats, shortpod mustard (*Brassica geniculata*), brome grasses (*Bromus diandrus and B. madritensis* subsp. *rubens*), tocalote (*Centaurea melitensis*), common horseweed (*Conyza canadensis*), dove weed (*Croton setigerus*), fascicled tarplant (*Deinandra fasciculata*), grassland goldenbush (*Ericameria palmeri*), leafy daisy (*Erigeron foliosus* var. *foliosus*), eucalyptus (*Eucalyptus* sp.), weedy cudweed (*Gnaphalium luteo-album*), alkali heliotrope (*Heliotropium curassavicum* subsp. *oculatum*), telegraph weed (*Heterotheca grandiflora*), California juniper (*Juniperus californica*), prickly lettuce (*Lactuca serriola*), common

horehound (*Marrubium vulgare*), oleander (*Nerium oleander*), Russian thistle (*Salsola tragus*), Peruvian pepper tree (*Schinus molle*), Mediterranean schismus (*Schismus barbatus*), common groundsel (*Senecio vulgaris*), virgate wreathplant (*Stephanomeria virgata* subsp. *virgata*), vinegar weed (*Trichostema lanceolatum*), and rattail fescue (*Vulpia myuros* var. *myuros*).

Riparian Forest/Woodland/Scrub

Riparian forest/woodland/scrub subtypes are spatially distributed in drainages throughout much of western Riverside County and cover approximately 1.1 percent (14,545 acres) of the MSHCP Plan Area. Southern cottonwood/willow riparian forest makes up the largest proportion of the riparian vegetation in the Plan Area, comprising nearly one-half of the acreage (6,610 acres). Large complexes containing several of the riparian forest, woodland, and scrub types are located in several portions in the Plan Area. The stream channels within the San Mateo Canyon watershed and the Cleveland National Forest generally support riparian forest, southern sycamore/alder riparian woodland, and riparian scrub in connected stands. The Temecula area supports a diversity of riparian vegetation types among urban and agricultural land uses along Temecula Creek, Sandia Canyon, and portions of Wolf Valley.

Based on species composition, the mapped sub-association occurring on the project site is the riparian forest. Riparian forest can include any combination of riparian tree and shrub species along perennial stream channel banks, including alder, willows, cottonwood, sycamore, oaks, bay laurel, and black walnut. Where the stream channel receives perennial flows in some years but intermittent flows in others, white alder drops out of the vegetation. Where the stream channel receives only intermittent flow, willow species and western cottonwood become less common and western sycamore, coast live oak, and California bay laurel tend to move down into the channel. Along ephemeral stream channels, coast live oak and Southern California black walnut can grow within the channel as a continuum or ecotone from uplands on north-facing slopes.

On the project site, coast live oak trees (*Quercus agrifolia* var. *agrifolia*) dominate the riparian forest vegetation. Other associated riparian species include Western ragweed (*Ambrosia psilostachya* var. *californica*), mule fat (*Baccharis salicifolia*), giant wildrye (*Elymus condensatus*), California flowering ash (*Fraxinus dipetala*), western sunflower (*Helianthus annuus*), toyon (*Heteromeles arbutifolia*), sourclover (*Melilotus indicus*), tree tobacco, western cottonwood (*Populus fremontii* subsp. *fremontii),* California scrub oak (*Quercus berberidifolia*), narrow-leaved willow (*Salix exigua*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis* var. *lasiolepis*), Mexican elderberry (*Sambucus mexicana*), Mediterranean tamarisk (*Tamarix ramosissima*), poison oak (*Toxicodendron diversilobum*), hoary nettle (*Urtica dioica* subsp. *holosericea*), and cocklebur (*Xanthium strumarium* var. *canadense)*.

JURISDICTIONAL FEATURES

Information in this subsection is based on the report prepared by Principe and Associates (2010b) titled *Jurisdictional Delineation of Waters and Wetlands, Previous Tract 28416.*

Three reaches of intermittent blueline streams designated on the United States Geological Survey (USGS) Romoland Quadrangle are present on the site. These streams are ephemeral in nature. Two of them originate in the relatively undeveloped Sedco Hills located west and northwest of the site. The other, Cottonwood Canyon Creek, originates in the Menifee Hills located south of the site and passes through a small portion of The Farm. Water was flowing in an approximately 240-foot-long reach of the creek during surveys conducted by Principe and Associates in November 2010, with urban runoff as its source. Eight more ephemeral

watercourses are present on the site. Five originate in the Sedco Hills and have confluences with the two blueline streams. Two originate in the Menifee Hills and have confluences with one of the blueline streams. The upstream reaches of these watercourses have been significantly altered by existing development at The Farm. The last one appears to have developed from stormwater runoff along Bundy Canyon Road. The channel is not incised through the middle reach of this watercourse, but it does have a confluence with one of the blueline streams.

Wetlands were not delineated on the site. Two of the three blueline streams and the eight watercourses showed no evidences of hydrophytic vegetation, typical hydric soils, and wetland hydrology. The presence of flowing water at the soil surface in an approximately 240-foot-long reach of Cottonwood Canyon Creek is an indication of wetland hydrology, but there was an absence of more than 50 percent hydrophytic vegetation and typical hydric soils.

US Army Corps of Engineer (USACE) jurisdiction within the site totals 0.719 acres of waters of the United States. California Department of Fish and Game (CDFG) jurisdiction totals 3.831 acres of waters of the State and associated riparian habitat located contiguous to the watercourses. A summary of the jurisdictional waters occurring within the project site is included in **Table 3.8-2**, and the location of those same jurisdictional waters is shown on **Figure 3.8-2.**

TABLE 3.8-2
SUMMARY OF POTENTIAL JURISDICTIONAL WATERS

Drainage	Length (ft)	Average USACE Width (ft)	Average CDFG Width (ft)	USACE Acreage	CDFG Acreage
Blueline Stream 1	900	9.9	97.7	0.205	2.019
Blueline Stream 2a	1,026	2.7	36.1	0.040	0.850
Blueline Stream 2b	1,601	2.2	11.7	0.082	0.430
Blueline Stream 3	1,825	4.0	4.0	0.167	0.167
Watercourse A	1,431	3.0	6.4	0.097	0.211
Watercourse B	731	2.0	1.2	0.033	0.020
Watercourse C	623	1.2	3.5	0.011	0.050
Watercourse D	436	2.0	2.0	0.020	0.020
Watercourse E	304	1.5	1.5	0.010	0.010
Watercourse F	689	1.7	1.7	0.027	0.027
Watercourse G	211	1.5	1.5	0.007	0.007
Watercourse H	582	1.5	1.5	0.020	0.020
TOTALS	**10,359**			**0.719**	**3.831**

SENSITIVE HABITATS

Sensitive habitats include areas of special concern to resource agencies, areas protected under the California Environmental Quality Act (CEQA), areas designated as sensitive natural communities by the CDFG, areas outlined in Section 1600 of the California Fish and Game Code, areas regulated under Section 404 of the Clean Water Act (CWA), areas protected under Section 401 of the CWA, and areas protected under local regulations and policies.

The US Fish and Wildlife Service (USFWS) defines critical habitat as a specific area that is essential for the conservation of a federally listed species and which may require special management considerations or protection. There are no designated critical habitat areas within or immediately adjacent to the project site (see **Appendix 3.8-1**).

While the site does not support any specific sensitive habitat types, it is within the local management and fee areas of a small number of species and concerns.

- The site is located within the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663).
- The site provides suitable foraging and nesting habitat for various bird species afforded protection under the Migratory Bird Treaty Act of 1918 (MBTA).
- The site is located within the MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2).
- The site is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey following the Burrowing Owl Survey Instructions for Western Riverside Multiple Species Habitat Conservation Plan Area was prepared by Principe and Associates and is available in **Appendix 3.8-3**.
- A total of 0.26 acres of the 163.25-acre site is located within Cell #5046 of Cell Group J of the Sedco Hills Subunit (SU4) of the Elsinore Area Plan.

WILDLIFE CORRIDORS

Wildlife corridors are established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Corridors are present in a variety of habitats and link otherwise fragmented acres of undisturbed area. Maintaining the continuity of established wildlife corridors is important to sustain species with specific foraging requirements, preserve a species' distribution potential, and retain diversity among many wildlife populations. Therefore, resource agencies consider wildlife corridors to be a sensitive resource. Irrigation channels and agricultural land may provide enough cover to function as a migratory corridor for some species. The riparian corridors along the waterways within the project site serve as an aquatic and terrestrial wildlife migration corridor for areas within and surrounding the project site. Within the project site, Cottonwood Canyon Creek provides a wildlife movement corridor for migrations, foraging, and finding a mate between the Menifee Hills and Sedco Hills.

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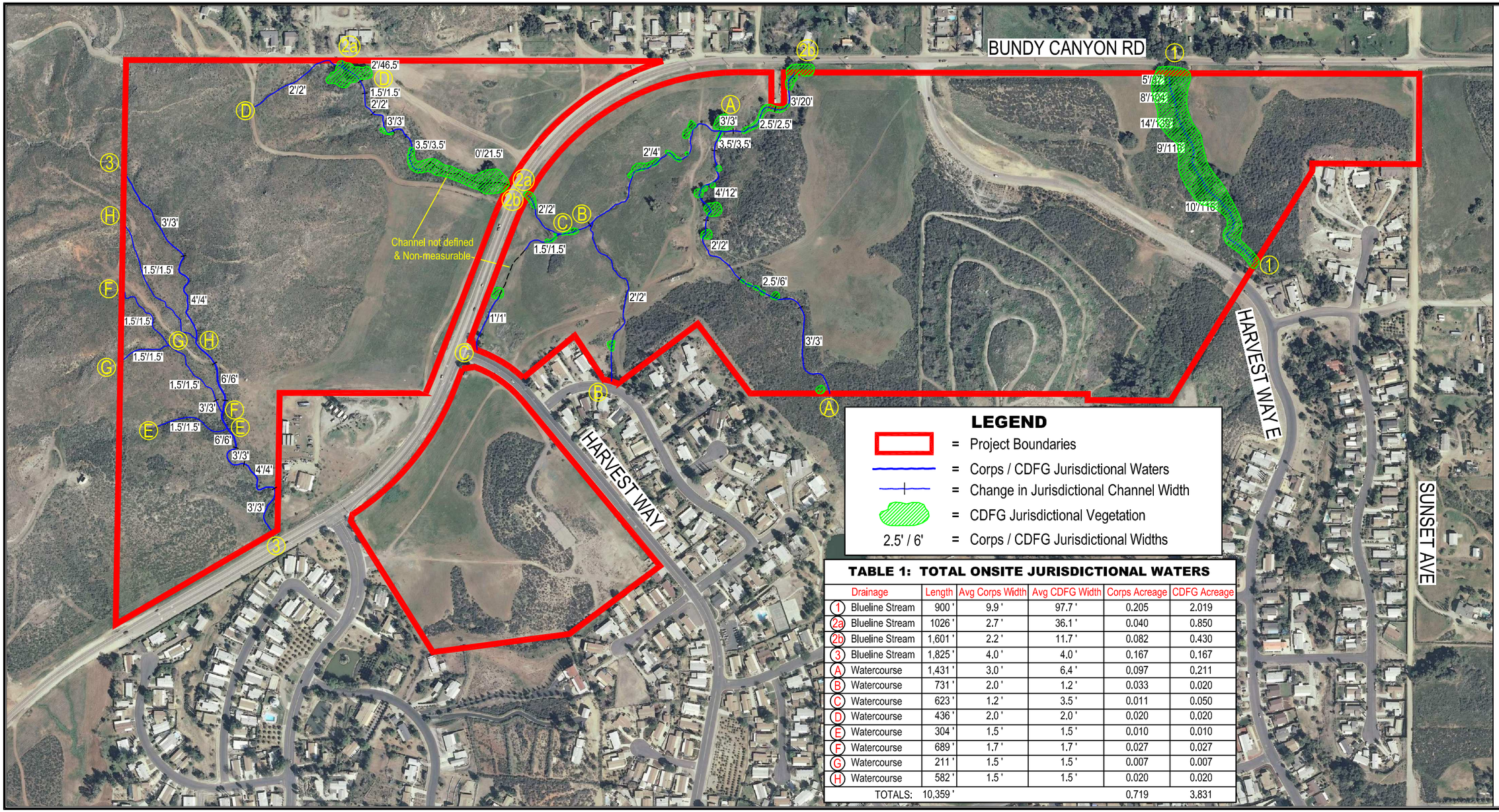


TABLE 1: TOTAL ONSITE JURISDICTIONAL WATERS

Drainage	Length	Avg Corps Width	Avg CDFG Width	Corps Acreage	CDFG Acreage
(1) Blueline Stream	900 '	9.9 '	97.7 '	0.205	2.019
(2a) Blueline Stream	1026 '	2.7 '	36.1 '	0.040	0.850
(2b) Blueline Stream	1,601 '	2.2 '	11.7 '	0.082	0.430
(3) Blueline Stream	1,825 '	4.0 '	4.0 '	0.167	0.167
(A) Watercourse	1,431 '	3.0 '	6.4 '	0.097	0.211
(B) Watercourse	731 '	2.0 '	1.2 '	0.033	0.020
(C) Watercourse	623 '	1.2 '	3.5 '	0.011	0.050
(D) Watercourse	436 '	2.0 '	2.0 '	0.020	0.020
(E) Watercourse	304 '	1.5 '	1.5 '	0.010	0.010
(F) Watercourse	689 '	1.7 '	1.7 '	0.027	0.027
(G) Watercourse	211 '	1.5 '	1.5 '	0.007	0.007
(H) Watercourse	582 '	1.5 '	1.5 '	0.020	0.020
TOTALS:	10,359 '			0.719	3.831

Source: Principe and Associates, 2010

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Figure 3.8-2
Jurisdictional Assessment

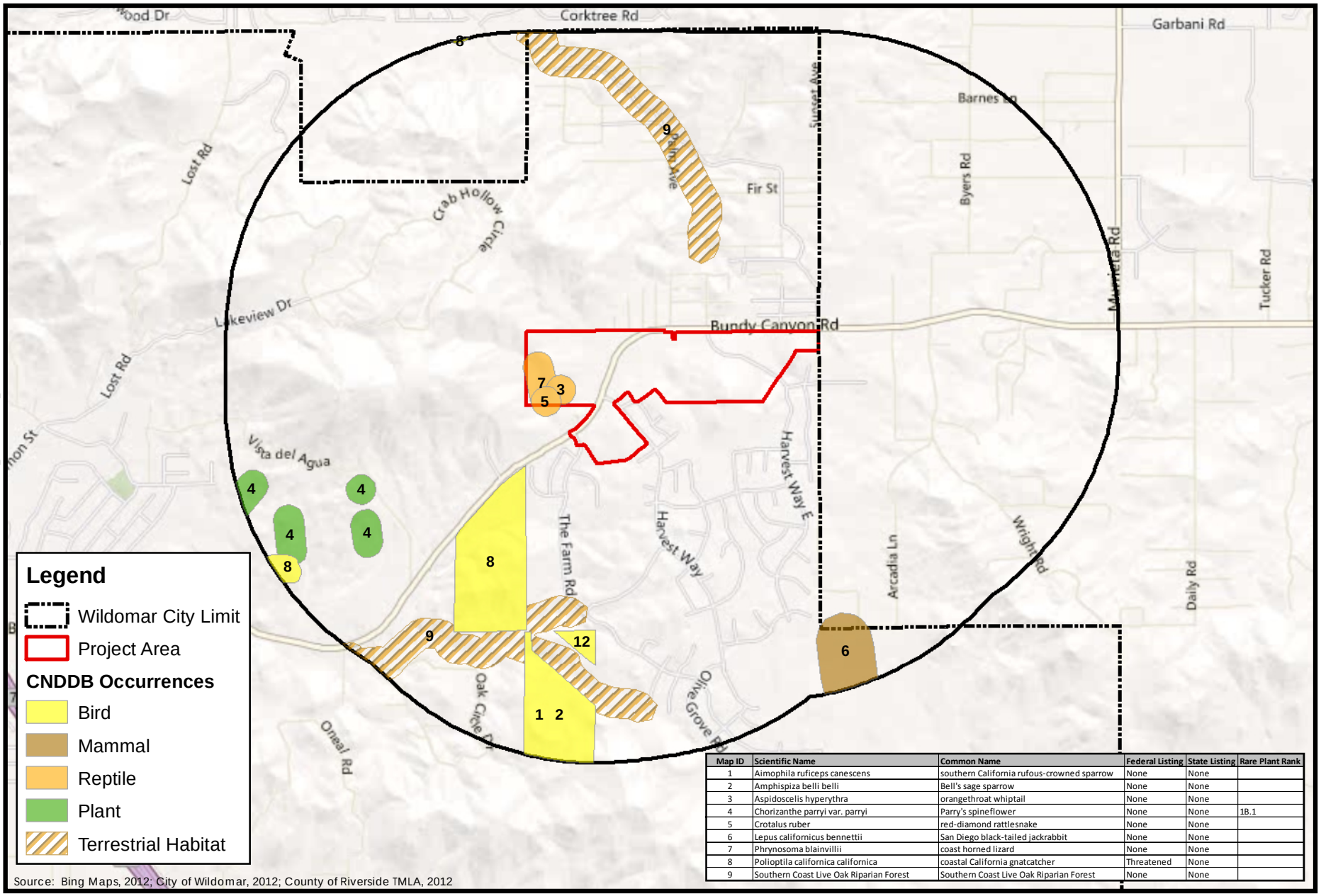
LISTED AND SPECIAL-STATUS PLANT AND ANIMAL SPECIES

Special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat (locally, regionally, or nationally) and are identified by a state and/or federal resource agency as such. These agencies include governmental agencies such as the California Department of Fish and Game (CDFG) and US Fish and Wildlife Service (USFWS) or private organizations such as the California Native Plant Society (CNPS). The degree to which a species is at risk of extinction is the limiting factor on a species' status designation. Risk factors to a species' persistence or population's persistence include habitat loss, increased mortality factors (take, electrocution, etc.), invasive species, and environmental toxins. In context of environmental review, special-status species are defined by the following codes:

- Species that are listed, proposed, or candidates for listing under the federal Endangered Species Act (ESA) (50 CFR 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996 candidates);
- Species that are listed or proposed for listing under the California Endangered Species Act (CESA) (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.);
- Species that are designated as Species of Special Concern by the CDFG;
- Species that are designated as Fully Protected by the CDFG (FGC Sections 3511, 4700, 5050, 5515);
- Species that meet the definition of rare or endangered under the California Environmental Quality Act (14 CCR Section 15380); and
- Protected under other regulations (e.g., local policies); or
- Otherwise receive consideration during environmental review.

A review of the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator; California Natural Diversity Database; USFWS Information, Planning, and Conservation System; and CNPS Inventory of Rare and Endangered Plants databases was completed to identify special-status species with the potential to occur in the project vicinity. The potential for each species to occur within the project area was evaluated based on known occurrences within a 1-mile and 5-mile radius. **Figure 3.8-3** shows the previously recorded occurrences of special-status species within 1 mile of the project, and **Table 3.8-3** provides a summary of all special-status species identified within 5 miles of the project.

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Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	None	None	
2	Amphispiza belli belli	Bell's sage sparrow	None	None	
3	Aspidoscelis hyperythra	orangethroat whiptail	None	None	
4	Chorizanthe parryi var. parryi	Parry's spineflower	None	None	1B.1
5	Crotalus ruber	red-diamond rattlesnake	None	None	
6	Lepus californicus bennettii	San Diego black-tailed jackrabbit	None	None	
7	Phrynosoma blainvillii	coast horned lizard	None	None	
8	Polioptila californica californica	coastal California gnatcatcher	Threatened	None	
9	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	None	None	

Figure 3.8-3
Previously Recorded Occurrences of Special-status Species within One-mile of the Project Area

TABLE 3.8-3
SPECIAL-STATUS SPECIES CONSIDERED IN THE IMPACT ANALYSIS

Scientific Name	Common Name	Federal/State Listing Rare Plant Rank	MSHCP Covered Species Adequately Conserved
Plants			
Allium munzii	Munz's onion	FE/ST/1B.1	Yes
Atriplex coronata var. *notatior*	San Jacinto Valley crownscale	FE/–/1B.1	Yes
Atriplex serenana var. *davidsonii*	Davidson's saltscale	–/–/1B.2	Yes
Brodiaea filifolia	thread-leaved brodiaea	FT/SE/1B.1	Yes
California macrophylla	round-leaved filaree	–/–/1B.1	Yes
Calochortus weedii var. *intermedius*	intermediate mariposa-lily	–/–/1B.2	Yes
Centromadia pungens ssp. *laevis*	smooth tarplant	–/–/1B.1	Yes
Chorizanthe parryi var. *parryi*	Parry's spineflower	–/–/1B.1	Yes
Chorizanthe polygonoides var. *longispina*	long-spined spineflower	–/–/1B.2	Yes
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1	Yes
Harpagonella palmeri	Palmer's grapplinghook	–/–/4.2	Yes
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	–/–/1B.1	Yes
Navarretia fossalis	spreading navarretia	FT/–/1B.1	Yes
Orcuttia californica	California Orcutt grass	FE/SE1.B.1	Yes
Invertebrates			
Branchinecta lynchi	vernal pool fairy shrimp	FT/–	Yes
Euphydryas editha quino	Quino checkerspot butterfly	FE/–	Yes
Streptocephalus woottoni	Riverside fairy shrimp	FE/–	Yes
Amphibians			
Spea hammondii	western spadefoot	–/SSC	Yes
Taricha torosa	Coast Range newt	–/SSC	Yes
Reptiles			
Aspidoscelis hyperythra	orangethroat whiptail	–/SSC	Yes
Crotalus ruber	red-diamond rattlesnake	–/SSC	Yes
Emys marmorata	western pond turtle	–/SSC	Yes
Phrynosoma blainvillii	coast horned lizard	–/SSC	Yes
Birds			
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	–/SSC	Yes
Amphispiza belli belli	Bell's sage sparrow	–/SSC	Yes

Scientific Name	Common Name	Federal/State Listing Rare Plant Rank	MSHCP Covered Species Adequately Conserved
Aquila chrysaetos	golden eagle	–/SSC	Yes
Athene cunicularia	burrowing owl	–/SSC	Yes
Buteo regalis	ferruginous hawk	–/SSC	Yes
Empidonax traillii extimus	southwestern willow flycatcher	FE/SE	Yes
Eremophila alpestris actia	California horned lark	–/SSC	Yes
Lanius ludovicianus	loggerhead shrike	–/SSC	Yes
Polioptila californica californica	coastal California gnatcatcher	FT/SSC	Yes
Vireo belli pusillus	least Bell's vireo	FE/SE	Yes
Mammals			
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	–/SSC	Yes
Dipodomys merriami parvus	San Bernardino Merriam's kangaroo rat	FE/SSC	Yes
Dipodomys stephensi	Stephens' kangaroo rat	FE/ST	Yes
Lepus californicus bennettii	San Diego black-tailed jackrabbit	–/SSC	Yes

Source: USFWS 2011; CDFG 2011a, 2011b; CNPS 2011

Code Designations

Federal	State	CNPS Rank
FT = Federally Threatened **FE** = Federally Endangered	**ST** = State Threatened **SE** = State Endangered **SSC** = Species of Special Concern	**1B** = Plant species that are rare, threatened, or endangered in California and elsewhere **0.1** = Seriously threatened in California (over 80% of occurrences threatened/high degree of immediacy of threat **0.2** = Fairly threatened in California (moderate degree/immediacy of threat)

Special-Status Plant Species

Federal and/or state-listed endangered and threatened plant and animal species known to occur in similar habitats present in the Wildomar area were not identified at the project site. Also, the site is not located within critical habitats for endangered and threatened species as identified by the USFWS. Typical clay and/or saline-alkali soils were not mapped at the site. Therefore, growing habitats for clay and/or saline-alkali endemic plant species are not present.

Federal and/or state-listed endangered, threatened, rare or candidate for federal and/or state-listed endangered, threatened, or rare plant and animal species known to occur in similar habitats present in the Wildomar area were not identified at the site (see **Appendix 3.8-1**).

3.8.2 REGULATORY FRAMEWORK

This section lists specific environmental review and consultation requirements and identifies permits and approvals that must be obtained from local, state, and federal agencies before implementation of the proposed project.

FEDERAL

Endangered Species Act

The federal Endangered Species Act (ESA) protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were actually listed during the environmental review process. Procedures for addressing impacts to federally listed species follow two principal pathways, both of which require consultation with the USFWS, which administers the ESA for all terrestrial species. The first pathway, Section 10(a) incidental take permit, applies to situations where a non-federal government entity must resolve potential adverse impacts to species protected under the ESA. The second pathway, Section 7 consultation, applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the Fish and Game Code (FGC).

All raptors and their nests are protected from take or disturbance under the MBTA (16 United States Code [USC], Section 703 et seq.) and California statute (FGC Section 3503.5). The golden eagle and bald eagle are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 USC, Section 669 et seq.).

Clean Water Act

Section 401 of the federal Clean Water Act (CWA) requires any applicant for a federal license or permit that is conducting any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The appropriate Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements.

Section 404 of the CWA prohibits the discharge of dredged or fill material into "waters of the United States" without a permit from the US Army Corps of Engineers (USACE). The USACE and the US Environmental Protection Agency (EPA) administer the Clean Water Act. In addition to streams with a defined bed and bank, the definition of waters of the United States includes wetland areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 Code of Federal Regulations [CFR] 328.3 7b). The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (OHWM) [33 CFR Section 328.4(c)(1)].

If adjacent wetlands occur, the limits of jurisdiction extend beyond the ordinary high water mark to the outer edge of the wetlands. The presence and extent of wetland areas are normally determined by examination of the vegetation, soils, and hydrology of a site. The majority of jurisdictional wetlands exhibit three wetland criteria, including hydrophytic vegetation, wetland hydrology, and hydric soils.

Substantial impacts to jurisdictional wetlands may require an individual permit. Small-scale projects may require a nationwide permit, which typically has an expedited process compared to the individual permit process. Mitigation of wetland impacts is required as a condition of the 404 permit and may include on-site preservation, restoration, or enhancement and/or off-site restoration or enhancement. The characteristics of the restored or enhanced wetlands must be equal to or better than those of the affected wetlands to achieve no net loss of wetlands.

Executive Order 13112 – Invasive Species

Executive Order 13112 – Invasive Species directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. As part of the proposed action, the USFWS and USACE issue permits and are responsible for ensuring that the proposed action complies with Executive Order 13112 and does not contribute to the spread of invasive species.

STATE

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Department of Fish and Game has the responsibility for maintaining a list of endangered and threatened species (Fish and Game Code – FGC 2070). Sections 2050 through 2098 of the FGC outline the protection provided to California's rare, endangered, and threatened species. Section 2080 of the FGC prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for state-listed species. The CDFG maintains a list of "candidate species," which are species that the CDFG formally notices as being under review for addition to the list of endangered or threatened species.

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the area and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFG encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFG would be in the form of an Incidental Take Permit.

Native Plant Protection Act

The Native Plant Protection Act of 1977 (FGC Section 1900 et seq.) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFG). An exception to this prohibition in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFG and give that state agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed (FGC Section 1913 exempts from take prohibition "the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way"). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

California Department of Fish and Game

The CDFG also maintains lists of "species of special concern," which serve as species "watch lists." The CDFG has also identified many species of special concern. Species with this status have limited distribution or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While they do not have statutory protection, they may be considered rare under CEQA and thereby warrant specific protection measures.

Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. CEQA Guidelines Section 15065 (Mandatory Findings of Significance) requires that a substantial reduction in numbers of a rare or endangered species be considered a significant effect. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on the California Native Plant Society's (CNPS) Lists 1A, 1B, and 2 would typically be considered under CEQA.

Sections 3500 to 5500 of the FGC outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFG cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock.

Under Section 3503.5 of the FGC it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

State and local public agencies are subject to Section 1602 of the FGC, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the CDFG. Under Section 1602, a discretionary Streambed Alteration Agreement permit from the CDFG must be issued by the CDFG to the project developer prior to the initiation of construction activities within lands under CDFG jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

LOCAL

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive, multijurisdictional habitat conservation plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. This plan is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts. The MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 (16 USC 1531 et seq.), as well as a natural community conservation plan (NCCP) under the NCCP Act of 2001 (Fish and Game Code, Section 2800 et seq.). The MSHCP allows the participating jurisdictions to authorize "take" of plant and wildlife species identified within the plan area. The USFWS and the CDFG have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted "take authorization" for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area. The MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, within the MSHCP Plan Area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks.

City of Wildomar General Plan

The General Plan includes the following policies to address effects of prospective development on biological resources. The following proposed General Plan policies will directly or indirectly address the direct mortality of individuals of listed, proposed, or candidate species or loss of habitat occupied by such species. The effectiveness of the policies at reducing such impacts is analyzed below and mitigation measures are provided to reduce the effects of future development on biological resources.

Open Space Policy 5.1: Substantially alter floodways or implement other channelization only as a "last resort," and limit the alteration to: (a) that necessary for the protection of public health and safety only after all other options are exhausted; (b) essential public service projects where or other feasible construction method or alternative project location exists; or (c) projects where primary function is improvement of fish and wildlife habitat.

Open Space Policy 5.2: If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors: (a) stream scour; (b) erosion protection and sedimentation; (c) wildlife habitat and linkages; (d) groundwater recharge capability; (e) adjacent property; (f) design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site-specific hydrologic study may be required.

Open Space Policy 5.3: Based upon site-specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

a) Public safety;

b) Erosion;

c) Riparian or wetland buffer;

d) Wildlife movement corridor or linkage; and

e) Slopes.

Open Space Policy 5.5: Development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.

Open Space Policy 5.6: Identify and, to the maximum extent feasible, conserve remaining upland habitat adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with those wetland and riparian areas.

Open Space Policy 5.7: Where land is prohibited from development due to its retention as natural floodways, floodplains and water courses, incentives should be available to the owner of such the land including density transfer and other mechanisms as may be adopted. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on the owner of properties following these policies.

Open Space Policy 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Open Space Policy 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate.

Open Space Policy 8.1: Cooperate with Federal and State agencies to achieve the sustainable conservation of forest land as a means of providing open space and protecting natural resources and habitat lands included in the MSHCPs.

Open Space Policy 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

Open Space Policy 17.1: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of development applications.

Open Space Policy 17.2: Enforce the provisions of applicable MSHCPs, if adopted, when developing transportation or infrastructure projects that have been designated as covered activities in the applicable MSHCPs.

Open Space Policy 17.3: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of possible general plan amendments and/or zoning changes.

Open Space Policy 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs, if adopted.

Open Space Policy 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the County beyond the preservation and/or conservation required to mitigate project impacts.

Ordinance No. 559 Regulating the Removal of Trees

No person shall remove any living native tree on any parcel or property greater than one-half acre in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County of Riverside, without first obtaining a permit to do so. The elevation of the proposed project site ranges between 1,700 and 1,940 feet above sea level.

3.8.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The CEQA mandatory finding of significance applies if the project has the potential to:

- Substantially reduce the habitat of a fish or wildlife species;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a plant or animal community; and/or
- Substantially reduce the number or restrict the range of an endangered species.

Effects that would be inconsistent with the terms and conditions of the MSHCP or Stephen's Kangaroo Rate Habitat Conservation Plan (SKR HCP) also are considered potentially significant because such effects would interfere with or preclude the implementation of the conservation plans that cover potentially affected habitats and species in the project area. Implementation of the MSHCP and SKR HCP is the primary means for avoiding, reducing, and mitigating potentially significant effects of the proposed project on biological resources because the MSHCP and SKR HCP are approved conservation plans anticipated in the revised language of Section 15065 of State CEQA Guidelines; that is, the plans:

- Are being implemented by the City and other agencies in the project area;
- Have been approved by the USFWS and the CDFG;
- Have been analyzed in environmental impact reports; and
- Preserve, restore, or enhance sufficient habitat to mitigate a reduction in habitat and number of the affected species to below a level of significance.

The MSHCP and SKR HCP have been analyzed under CEQA. Project compliance with these plans fully mitigates for impacts on covered species. For purposes of this DEIR, the above considerations are combined into the following significance criteria.

The impact is potentially significant if the project would:

1) Have a substantial adverse effect on a listed species, a candidate for state listing, or a federal or state fully protected species.

   a. If the project is consistent with the MSHCP (see 4 below), and sensitive species impacts associated with the project are covered species of the MSHCP or SKR HCP, then these impacts are less than significant. Non-covered species will be evaluated under this significance criterion.

2) Have a substantial adverse effect on a riparian, wetland, other special-status community, or proposed or designated critical habitat for a listed species.

3) Interfere substantially with the movement of any native resident or migratory introduce a land use that would result in substantial adverse modification or degradation of an existing conservation area, substantial edge effects on an existing conservation area, or would preclude the assembly of a proposed conservation area.

4) Conflict with the provisions of the MSHCP, SKR HCP, or other approved conservation plan.

5) Conflict with any local policies or ordinances protecting biological resources.

METHODOLOGY

Habitat Assessment

For areas within the project site, map layers depicting biological resources and soils were created using the GIS Arc mapping program based on aerial photograph interpretation and knowledge from reconnaissance-level surveys by Principe and Associates biologists. **Appendix 3.8-1** contains the full biological assessment.

Wetland Delineation

Prior to conducting delineation fieldwork, all available relevant literature and materials were reviewed by Principe and Associates, including 2010 Eagle Aerial Photographs, 2006 Rancho California Water District 2-foot interval topographic maps, the USGS Romoland Quadrangle, and the Soil Survey of Western Riverside County, California. A base map was produced prior to the site visit showing the site boundaries and topographic contours overlaid on an aerial photograph. In this case, the locations of the on-site watercourses were previously mapped during the preparation of the *Nesting Season Survey Burrowing Owl* (**Appendix 3.8-3**). Data was then collected on the vegetation association occurring within the watercourses and its overall species composition. The watercourses were determined to be jurisdictional at that time.

New field surveys of the on-site watercourses were conducted on November 10 and 19, and December 10, 2010, by Paul Principe and Jack Munroe to detail the jurisdictional characteristics of the watercourses. Surveys consisted of walking through the watercourses and measuring the widths of the channels based on identifiable jurisdictional features. Photographs were taken along the watercourses to show the variability in the on-site jurisdictional features. Point location and attribute data were collected using a 2002 Garmin GPS map 76S receiver to determine the lengths of the watercourses on the site.

Special-Status Species Assessment

Based on the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (March 29, 2006), an independent assessment was made of the presence of suitable burrowing owl habitat on the site, including a 150-meter (approximately 500 feet) buffer zone around the project boundary. This assessment is included in **Appendix 3.8-3**.

The methodology used to prepare the nesting season survey involved conducting complete visual and walk-over field surveys to determine if the site contained occupied habitat. Surveys were conducted by walking through suitable habitat on the site. Survey transects were spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines was no more than 30 meters (±100 feet).

Impact Analysis

The analysis of impacts to biological resources presented in this section is based on biological investigations and reports, as well as available literature and maps from federal, state, and local agencies, the project description (Section 2.0 of this Draft EIR), and the standards of significance described above. Although it is likely that some level of natural resources would be retained within future projects implemented under the proposed project, the location and extent of these resources cannot be determined. Therefore, a more conservative impact approach that assumed complete buildout was taken to ensure impacts are not underestimated. The impact analysis for the trails assumes that the bike trail will be located inside the right-of-way, so impacts were estimated from the right-of-way boundary to the existing edge of pavement. Impacts to vegetative communities and jurisdictional features may be less once the design of the trails is finalized.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Endangered, Threatened, and Other Listed Species (Standard of Significance 1)

Impact 3.8.1 Implementation of the proposed project will not result in impacts to endangered, threatened, and other listed species. This is a **less than significant** impact.

Specific special-status species associated with the project site are identified in **Table 3.8-3**. All of the special-status species associated with the project site are covered by the Western Riverside County MSHCP. The MSHCP and SKR HCP have been analyzed under CEQA. Upon city incorporation, the City of Wildomar agreed to implement the MSHCP. Implementation of the MSHCP as part of the project development review process fully mitigates for impacts for these covered species.

Mitigation Measures

None required.

Impacts to Non-Listed Sensitive Species (Standard of Significance 1)

Raptors and Migratory Birds

Impact 3.8.2 Implementation of the proposed project could result in the direct mortality or loss of habitat for raptors and migratory birds. This considered a **potentially significant** impact.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Therefore, removal of trees and vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting raptors and migratory bird species in the project vicinity. Potential nest abandonment and mortality to eggs and chicks would be considered **potentially significant** impacts.

Mitigation Measures

MM 3.8.2 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged.

Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.

If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

Timing/Implementation: *The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

Implementation of mitigation measure **MM 3.8.2** would ensure that impacts to raptors and migratory birds would be avoided or mitigated to a **less than significant** level.

Burrowing Owl

Impact 3.8.3 Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs, which would be considered a **potentially significant** impact.

Mitigation Measures

MM 3.8.3a Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season.

The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

Timing/Implementation: *30-days prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

MM 3.8.3b Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present:

- If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

- If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied.

Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012).

- If relocation of the owls is approved for the site by the CDFG, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:
  - The location of the nest and owls proposed for relocation.
  - The location of the proposed relocation site.
  - The number of owls involved and the time of year when the relocation is proposed to take place.
  - The name and credentials of the biologist who will be retained to supervise the relocation.
  - The proposed method of capture and transport for the owls to the new site.
  - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).
  - A description of efforts and funding support proposed to monitor the relocation.
- If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

Implementation of mitigation measures **MM 3.8.3a** and **MM 3.8.3b** would ensure that impacts to burrowing owls could be avoided or mitigated to a **less than significant** level.

Impacts to Sensitive Biological Communities, Including Riparian Habitat (Standard of Significance 2)

Impact 3.8.4 Implementation of the proposed project could result in disturbance and degradation of riparian habitat identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS. This impact is considered **potentially significant**.

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the FGC, and Section 404 of the CWA. Project grading to support development may result in the loss of riparian habitat from proposed

vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the CDFG may be required for the proposed project. This agreement would include measures to minimize and restore riparian habitat.

Mitigation Measures

MM 3.8.4 The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Timing/Implementation: *Prior to project vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measure **MM 3.8.4** will ensure that impacts to riparian communities would be **less than significant**.

Impacts to Jurisdictional Wetlands (Standard of Significance 3)

Impact 3.8.5 Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State. This impact is considered **potentially significant**.

Although the jurisdictional delineation for the project has not been verified by any state or federal agency, potentially jurisdictional water features have been described on the project site. All water features mapped on the project site are assumed to be considered jurisdictional by the USACE, the Regional Water Quality Control Board (RWQCB), and the CDFG.

While the proposed project is designed to avoid jurisdictional features, the relocation of Bundy Canyon Road may impact on-site jurisdictional features. If a CWA Section 404 permit were to be required from the USACE, a CWA Section 401 permit would be also required from the RWQCB. If it is determined by a qualified wetland biologist through consultation with the RWQCB that on-site jurisdictional features qualify as waters of the State and would be affected by the proposed project, the applicant would be required to obtain an authorization from the RWQCB to fill/disturb these features prior to project implementation. Additionally, if on-site jurisdictional features qualify as waters of the State, authorization from the CDFG for impacts to these features would be required through the 1602 Streambed Alteration Agreement process. Furthermore, construction-related impacts to water quality would be mitigated through a National Pollutant Discharge Elimination System (NPDES) permit.

Mitigation Measures

MM 3.8.5a The jurisdictional delineation shall be verified by the USACE and submitted to the City for review.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

MM 3.8.5b The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation.

Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measures **MM 3.8.5a** and **MM 3.8.5b** would reduce impacts to waters of the State and waters of the United States to a **less than significant** level.

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (Standard of Significance 4)

Impact 3.8.6 Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species. This is considered a **less than significant** impact.

Within the project site, Cottonwood Canyon Creek provides a wildlife movement corridor for migrations, foraging, and movement between the Menifee Hills and Sedco Hills. Cottonwood Canyon Creek is shown in **Figure 2.0-3** adjacent to the western edge of the proposed commercial site. As proposed, the project would avoid both Cottonwood Canyon Creek and its associated riparian area. The creek is currently crossed by Bundy Canyon Road, and the proposed project will widen Bundy Canyon Road consistent with Riverside County Transportation Commission plans for the thoroughfare. Widening the existing road crossing will affect the creek

as well as the riparian area. Mitigation measures **MM 3.8.5a** and **MM 3.8.5b** address the potential impacts to the creek and riparian area.

Mitigation Measures

None required.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Standard of Significance 5)

Impact 3.8.7 Implementation of the proposed project may result in a conflict with a local policy or ordinance protecting biological resources. This impact is considered **less than significant**.

There are native trees growing on the site. Upon city incorporation, the City of Wildomar adopted County Ordinance 559, as amended, regulating the removal of trees. The ordinance regulates tree removal above the 5,000-foot elevation. The project site is site below 2,000-foot elevation; therefore, a permit will not be required. Most of the trees on the project site are associated with riparian areas (Principe and Associates 2010a). Implementation of mitigation measure **MM 3.8.4** will ensure the project results in no net loss of riparian vegetation, thus providing mitigation for trees on the project site.

Mitigation Measures

None required.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (Standard of Significance 5)

Impact 3.8.8 Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP. The project may result in impacts to riparian/riverine habitats, which could be considered **potentially significant**.

The MSHCP protects and preserves certain habitats and species in the region. The MSHCP delineates particular areas of concern through the identification of specific areas known as criteria cells. Areas identified as criteria cells typically contain certain restrictions on development and land alterations. A small portion of the proposed project (0.26 acre) is located within a portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan (**Figure 3.8-2**). Development in the portion of the project that occurs within a criteria cell would result in **potentially significant** impacts.

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (**Appendix 3.8-3**). As a result, project implementation may result in potentially significant impacts to the species. Incorporation of mitigation measures **MM 3.8.3a** and **MM 3.8.3b** will reduce the impacts to **less than significant**.

A final component of the MSHCP is Mitigation Fee Areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization to certain endemic species. The proposed project is located within the MSHCP

Mitigation Fee Area (Riverside County Ordinance 810.2) and the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663). Mitigation measure **MM 3.8.8a** includes payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

Given the proposed project's impacts to the overlying habitat conservation plan area, implementation of the following mitigation measures is required.

Mitigation Measures

MM 3.8.8a If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval.

The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

MM 3.8.8b The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

MM 3.8.8c The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

With implementation of mitigation measures **MM 3.8.8a** through **MM 3.8.8c**, impacts will be **less than significant**.

3.8.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the project site as well as the still undeveloped areas surrounding the proposed project site where the impacts of urbanization and threats to biological diversity and sensitive biological resources are considered most serious. The impacts on biological resources are primarily the result of urbanization of the area, habitat fragmentation, water pollution, and conversion of natural land to residential, commercial, and recreational use.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Biological Resources

Impact 3.8.9 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in Multi-Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Implementation of mitigation measures **MM 3.8.8.a** through **MM 3.8.8c** ensures the project will be compliant with the MSHCP. As identified previously, implementation of mitigation measures **MM 3.8.4**, **MM 3.8.5a**, and **MM 3.8.5b** ensures no net loss of wetlands or waters of the State or waters of the United States. Implementation of mitigation measures **MM 3.8.2, MM 3.8.3a,** and **MM 3.8.3b** ensures that effects to nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area that began long before incorporation of the city, mitigation measures associated with the proposed project will reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

Mitigation Measures

None required.

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3.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section considers and evaluates the potential impacts of the proposed Oak Creek Canyon Development project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, or religious reasons. Paleontological resources include fossil remains, as well as fossil localities and formations which have produced fossil material. Much of the information in this section is taken from or based on the *Phase I Cultural Resources Assessment for Tentative Tract Map 36388* (Keller 2012a) and *A Phase II Cultural Resources Test Investigation of Archaeological Site CA-RIV-8282 Located Within the Boundaries of Tentative Tract Map 36388* (Keller 2012b). (Note to reader: Per California Government Code Section 6254.10. cultural resources reports are considered confidential information and are not part of the publicly circulated EIR in order to protect sensitive sites.) As a result **Appendix 3.9-1** and **Appendix 3.9-2** are not included on the CD.

CONCEPTS AND TERMINOLOGY FOR EVALUATION OF CULTURAL RESOURCES

For analysis purposes, cultural resources may be categorized into four groups: archaeological resources (prehistoric and historical); historic properties, buildings, and districts; areas of importance to Native Americans; and paleontological resources (fossilized remains of plants and animals). Cultural resource impacts include those to existing historic resources (i.e., historic districts, landmarks, etc.) and to archaeological and paleontological resources.

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

Cultural resources is the term used to describe several different types of properties: prehistoric and historic archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.

Historic properties is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property.

Historical resource as described in the California Environmental Quality Act (CEQA) includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR) or a local register of historical resources. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Paleontological resource is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

3.9.1 EXISTING SETTING

Note to the reader: All text in this subsection has as its source the *Phase I Cultural Resources Assessment of Tentative Tract Map 36388* (Keller 2012a). Text citations to this source document are not included in individual paragraphs.

This section considers and evaluates the potential impacts of the proposed Oak Creek Canyon Development project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, or religious reasons. Paleontological resources include fossil remains, as well as fossil localities and formations which have produced fossil material. Much of the information in this section is taken from or based on the *Phase I Cultural Resources Assessment for Tentative Tract Map 36388* (Keller 2012a) and *A Phase II Cultural Resources Test Investigation of Archaeological Site CA-RIV-8282 Located Within the Boundaries of Tentative Tract Map 36388* (Keller 2012b). (Note to reader: Per California Government Code Section 6254.10. cultural resources reports are considered confidential information and are not part of the publicly circulated EIR in order to protect sensitive sites.) As a result **Appendix 3.9-1** and **Appendix 3.9-2** are no included on the CD.

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PREHISTORY

On the basis of currently available archeological research, occupation of Southern California by human populations is believed to have begun at least 10,000 years ago. Theories proposing much earlier occupation, specifically during the Pleistocene Age, exist but at this time the archeological evidence has not been fully substantiating. Therefore, for the purposes of this report, only human occupation within the past 10,000 years will be addressed.

A time frame of occupation may be determined on the basis of characteristic cultural resources. These comprise what are known as cultural traditions or complexes. It is through the presence or absence of time-sensitive artifacts at a particular site that the apparent time of occupation may be suggested.

In general, the earliest established tradition in Southern California is accepted to be the San Dieguito Tradition, first described by Malcolm Rogers in the 1920s. The San Dieguito people were nomadic large-game hunters whose tool assemblage included large domed scrapers, leaf sharpened knives and projectile points, stemmed projectile points, chipped stone crescentics, and hammerstones. The San Dieguito Tradition was further divided into three phases: San Dieguito I is found only in the desert regions, while San Dieguito II and III occur on both sides of the Peninsular Ranges. Rogers felt that these phases formed a sequence in which increasing specialization and refinement of tool types were the key elements. Although absolute dates for the various phase changes have not been hypothesized or fully substantiated by a stratigraphic sequence, the San Dieguito Tradition as a whole is believed to have existed from approximately 7,000 to 10,000 years ago (8000 to 5000 BC).

Throughout southwestern California, the La Jolla Complex followed the San Dieguito Tradition. The La Jolla Complex is recognized primarily by the presence of millingstone assemblages within shell middens. Characteristic cultural resources of the La Jolla Complex include basined millingstones, unshaped manos, flaked stone tools, shell middens, and a few Pinto-like projectile points. Flexed inhumations under stone cairns, with heads pointing north, are also present.

The La Jolla Complex existed from 5500 to 1000 BC. Although there are several hypotheses to account for the origins of this complex, it would appear that it was a cultural adaptation to climatic warming after c. 6000 BC. This warming may have stimulated movements to the coast of desert peoples who then shared their millingstone technology with the older coastal groups. The La Jollan economy and tool assemblage seems to indicate such an infusion of coastal and desert traits instead of a total cultural displacement.

The Pauma Tradition may be an inland variant of the La Jolla Complex, exhibiting a shift to a hunting and gathering economy, rather than one based on shellfish gathering. Implications of this shift are an increase in number and variety of stone tools and a decrease in the amount of shell. At this time it is not known whether the Pauma Complex represents the seasonal occupation of inland sites by La Jollan groups or whether it represents a shift from a coastal to a non-coastal adaptation by the same people.

The late period is represented by the San Luis Rey Complex, divided into two periods: San Luis Rey I (AD 1400–1750) and the San Luis Rey II (AD 1750–1850). The San Luis Rey I type component includes cremations, bedrock mortars, millingstones, small triangular projectile points with concave bases, bone awls, stone pendants, *Olivella* shell beads, and quartz crystals. The San Luis Rey II assemblage is the same as San Luis Rey I, but with the addition of pottery vessels, cremation urns, tubular pipes, stone knives, steatite arrow straighteners, red and black

pictographs, and such non-aboriginal items as metal knives and glass beads. Inferred San Luis Rey subsistence activities include hunting and gathering with an emphasis on acorn harvesting.

ETHNOGRAPHY

According to available ethnographic research, the proposed project area was included in the known territory of the Shoshonean-speaking Luiseño Indians during both prehistoric and historic times. The name Luiseño is Spanish in origin and was used in reference to those aboriginal inhabitants of Southern California associated with the Mission San Luis Rey. As far as can be determined, the Luiseño, whose language is of the Takic family (part of Uto-Aztecan linguistic stock), had no equivalent word for their nationality.

The territory of the Luiseño was extensive, encompassing over 1,500 square miles of coastal and inland Southern California. Known territorial boundaries extended on the coast from Aliso Creek on the north to Agua Hedionda Creek on the south, then inland to Santiago Peak, across to the eastern side of the Elsinore Fault Valley, southward to the east of Palomar Mountain, and finally, around the southern slope of the Valley of San Jose. Their habitat included every ecological zone from sea level to 6,000 mean feet above sea level.

Territorial boundaries of the Luiseño were shared with the Gabrieliño and Serrano to the north, the Cahuilla to the east, and the Cupeño and Ipai to the south. With the exception of the Ipai, these tribes shared similar cultural and language traditions. Although the social structure and philosophy of the Luiseño were similar to that of the neighboring tribes, they had a greater population density and correspondingly, a more rigid social structure.

HISTORIC CONTEXT

Four principle periods of historical occupation existed in Southern California: the Explorer Period (AD 1540–1768), the Colonial Spanish-Mission Period (AD 1769–1830), the Mexican Ranch-Pastoral/Landless Indian Period (AD 1830–1860), and the American Developmental/Indian Reservation Period (AD 1860–present).

In the general project area, the Colonial Spanish-Mission Period (AD 1769–1830) first represents historical occupation. Although earlier European explorers had traveled throughout Southern California, it was not until the 1769 "Sacred Expedition" of Captain Gaspar dé Portola and Franciscan Father Junipero Serra that there was actual contact with aboriginal inhabitants of the region. The intent of the expedition, which began in San Blas, Baja California, was to establish missions and presidios along the California coast, thereby serving the dual purpose of converting Indians to Christianity and expanding Spain's military presence in the "New World." Although the Portola and Serra expedition apparently bypassed the project area, there is a possibility that Pedro Fages, a lieutenant in Portola's Catalan Volunteers, may have stopped in the area while looking for deserters from San Diego in 1772. In addition, historian Phillip Rush credits Captain Juan Pablo Grijalva and his party with the first European discovery of the region in 1795. The first Europeans of record to enter the region were Father Juan Norberto de Santiago and Captain Pedro Lisalde. In 1797 their expedition party, comprising seven soldiers and five Indians (probably Juaneños from the Mission San Juan Capistrano) stopped briefly near Temecula on their journey to find another mission site. Upon leaving the valley, Fr. Santiago remarked in his journal that the expedition had encountered an Indian village called "Temecula."

In 1798 on the site Santiago had selected, the Mission San Luis Rey de Francia was founded and all aboriginals living within the mission's realm of influence became known as the "Luiseño."

Within a 20-year period, under the guidance of Fr. Antonio Peyro, the mission prospered to a degree that it was often referred to as the "King of the Missions." During this period, the Mission San Luis Rey de Francia claimed the entire region that is now western Riverside County and northern San Diego County as a cattle ranch, although records of the Mission San Juan Capistrano show this region as part of their holdings.

By 1818, the greater Temecula Valley had become the Mission San Luis Rey's principle producer of grain and was considered one of the mission's most important holdings. It was at approximately this time that a granary, chapel, and majordomo's home were built in Temecula. These were the first structures built by Europeans within the boundaries of Riverside County. The buildings were constructed at the original Indian village of Temecula on a high bluff at the southern side of Temecula Creek where it joins Murrieta Creek to form the Santa Margarita River. This entire area continued to be an abundant producer of grain, as well as horses and cattle, for the thriving Mission San Luis Rey until the region became part of Mexico on April 11, 1822. Following this event, the Spanish missions and mission ranches began a slow decline.

During the Mexican Ranch-Pastoral/Landless Indian period (AD 1830–1860), the first of the Mexican ranchos were established following the enactment of the Secularization Act of 1833 by the Mexican government. Mexican governors were empowered to grant vacant land to "contractors (*empresarios*), families, or private citizens, whether Mexicans or foreigners, who may ask for them for the purpose of cultivating or inhabiting them." Mexican governors granted approximately 500 ranchos during this period. Although legally a land grant could not exceed 11 square leagues (about 50,000 acres or 76 square miles) and absentee ownership was officially forbidden, neither edict was rigorously enforced. The proposed project area was not within any of the Spanish or Mexican land grants but it was located approximately 1.5 miles east of La Laguna Rancho.

The La Laguna Rancho, encompassing 3 square leagues (13,338.84 acres) at the northern end of the Temecula Valley, was granted to Julian Manriquez in June of 1844 by Governor Manuel Micheltorena. Manriquez apparently made no use of the land and when he died, his widow, Trinidad, and their two sons inherited the property. They subsequently sold it in 1852 to Abel Stearns, a land speculator and merchant from Los Angeles, for $4,215. On July 21, 1858, Stearns sold the land to Augustin Machado for $6,000, who built the first house near the shore of Lake Elsinore (Laguna Grande). Machado successfully operated the La Laguna Rancho as a cattle and sheep ranch until he died in 1865. His widow and their twelve children inherited the rancho and in June 1873 sold 12,832 acres to an Englishman named Charles Almon Sumner. Only one of Augustin Machado's children, Juan Machado, chose to retain his inherited portion of the La Laguna Rancho (513 acres) and continued to live with his family in the old Machado adobe. Sumner operated the ranch, albeit not as successfully as had Machado, and Sumner's mortgage on the property was soon foreclosed on and the land sold at a sheriff's sale.

Throughout the 1840s and 1850s, thousands of settlers and prospectors traveled through the project area on the Emigrant Trail en route to various destinations in the West. The southern portion of the trail ran from the Colorado River to Warner's Ranch and then westward to Aguanga, where it split into two roads. The main road continued westward past Aguanga and into the valley north of the Santa Ana Mountains. This road was alternately called the Colorado Road, Old Temescal Road, or Fort Yuma Road and what is now State Route 79 generally follows its alignment. The second road, known as the San Bernardino Road, split off northward from Aguanga and ran along the base of the San Jacinto Mountains.

On September 16, 1858, the Butterfield Company, following the southern Emigrant Trail, began carrying the Overland Mail from Tipton, Missouri, to San Francisco, California. The first

stagecoach passed through Temecula on October 7, 1858, and exchanged horses at John Magee's store, which was located south of Temecula Creek on the Little Temecula Rancho. It was around this store that the second location of Temecula had been established. In addition to being a Butterfield Overland Mail stop, it was at John Magee's store that the first post office in what is now Riverside County opened on April 22, 1859, with Louis Rouen being appointed the first United States postmaster in inland Southern California.

In the final period of historic occupation, the American Developmental/Indian Reservation Era (AD 1860–current), the first major changes in the study area took place as a result of the land issues addressed in the previous decade. Following completion of the U.S. Government Land Office land survey, large tracts of federal land became available for sale and for preemption purposes, particularly after Congress passed the Homestead Act of 1862. The state was eventually granted 500,000 acres of land by the federal government for distribution, as well as two sections of land in each township for school purposes. Much of this land was in the southern part of the state. Under the Homestead Act of 1862, 160-acre homesteads were available to citizens of the United States (or those who had filed an intention to become one) who were either head-of-household or a single person over the age of 21 (including women). Once the homestead claim was filed, the applicant had six months to move onto the land and was required to maintain residency for five years as well as to build a dwelling and raise crops. Upon completion of these requirements, the homesteader was required to publish intent to close on the property in order to allow others to dispute the claim; if no one did so, the homesteader was issued a patent to the property, thus conveying ownership. Individuals were attracted to the federal lands by their low prices, and as a result, the population began to increase in regions where the lands available for homestead were located.

Settlement of the region in which the project site is located began in earnest as a direct result of the Homestead Act of 1862, although many of the settlers actually obtained their land through other avenues. This region was considered especially desirable by settlers due to the abundance of flat land with good soil, relatively dependable sources of water, and the proximity to major transportation corridors. However, despite the attractiveness of the region, non-Native settlement did not begin until the last two decades of the nineteenth century, with the majority occurring in the 1890s. The first individuals to receive patents for land within the region (for the purpose of this report, Township 6 south, Range 3 west) were Jacob Rance and Francisco Alvarado, who on January 30, 1880, received a land patent for 160 acres in portions of Sections 10 and 11; authorization for the land patent was a Surveyor General Certificate under the Scrip of Nature or Scrip Act of March 17, 1842 (5 Stat. 607) (GLO Document #86268). Not until almost ten years later did the influx of settlers into the region commence. Interestingly, many of the patents in this area were not for homesteaded land but instead were cash-sale patents issued by authority of the Public Land Sales Act of 1820 (3 Stat. 566), which permitted purchase of as few as 80 acres of land for as little as $1.25 per acre. These purchases did not require residence, domicile construction, or agriculture as did the Homestead Act of 1862. Considering that many of the cash-sale patents occurred after gold had been discovered in the region, the intended use for much of this land may have been for pursuits other than farming.

On March 17, 1882, the California Southern Railroad (San Bernardino and Temecula Line) was opened, extending from National City near the Mexican border in San Diego County, northerly through Temecula and Murrieta, across the Perris valley, down Box Springs Grade, and on to the City of San Bernardino. As a result, the entire region anticipated a boom in industry and population. The Elsinore Station, whose name had been changed from the Laguna Station on January 1, 1884, served as the Elsinore railway even though the new town it served was several miles to the northwest. The original depot was simply a boxcar, but in 1886 a new building was constructed and it was at that time that the station was renamed Elsinore Junction.

Unfortunately, flooding and washouts in the Temecula Canyon plagued the California Southern Railroad from the beginning. Railway service was disrupted for months at a time, and a fortune was spent on rebuilding the washed-out tracks. Finally, in 1891 the Santa Fe Railway constructed a new line from Los Angeles to San Diego down the coast, and when later that year the California Southern Railroad's route through Temecula Canyon once again washed out, that portion of the line was discontinued. The line from Elsinore Junction to Elsinore continued operation and in 1896 was extended 8 miles north to serve Alberhill; at this time the Elsinore line was classified only as a freight-loading spur. Elsinore Junction continued until a 1927 washout resulted in the abandonment of the main line between Elsinore and Perris and there was no further need of the rail station.

Around the same time the California Southern Railroad opened, L. Menifee Wilson, a 20-year-old man from Kentucky, came to this area and located what appears to be the first gold quartz mine in this part of Southern California. The mine was located approximately 2 miles northeast of the subject property in Section 5 and was named the Menifee Quartz Lode (California Division of Mines and Mineral Resources). As news of his find spread, miners flocked to the region to try their luck. Hundreds of gold mining claims were subsequently filed in the region around Menifee's mine, and this area became known as Menifee and the Menifee Valley. In addition to the Menifee mine, two gold mines were located within 2 miles of the project site: Lucky Boy Mine (Sec. 9) and the Mammoth Mine (Sec. 8). One feldspar-silica mine, the Perris Mining Co. Mine (Sec. 16), was also developed within this 2-mile radius. Gold quartz discoveries in the Wildomar, Winchester, Perris, Lakeview, and Murrieta areas further fueled the belief that the entire region was one of unsurpassed mineral wealth. Wilson was one of the major proponents of this belief and in addition to his original mine, he claimed several others in the general area. From the time of Wilson's first gold discovery in the early 1880s, gold production through hard rock mining in western Riverside County increased considerably, reaching its peak in 1895. At that time the value of gold produced was reported in the *Mining and Scientific Press* (Vol. 85) as being $285,106. Although the gold value was still relatively high in 1896 ($262,800), from that point on production decreased substantially every year until in 1917, the value of gold produced was reported as being zero.

On September 24, 1883, approximately 18 months after the opening of the California Southern Railroad, Franklin H. Herald, Donald M. Graham, and William Collier purchased the 12,832-acre La Laguna Rancho for $12,000. It was renamed Elsinore and subdivided into town lots and small acreages for sale. However, in 1885 the partnership was dissolved and the unsold land within the rancho was divided. Collier and Graham took as their share the land that lay southeasterly of Corydon Street and platted a town site with the name "Wildon" on the land. In November of 1886, a second plat for the new town was recorded with the name "Wildomar." This final name comprised letters of each partner's first name, plus letters from the first name of Margaret Collier, who was Graham's sister and Collier's wife.

On April 16, 1886, Wildomar's first post office was established, and when Riverside County incorporated in 1893, Wildomar was designated as one of the original 40 election precincts and the Wildomar school district as one of the original 52 accepted school districts. Many Quakers from West Branch, Iowa, settled in Wildomar and the town became known as a Quaker colony. According to the *Riverside Daily Press* (1898:43), the proprietors of Wildomar (presumably Graham and Collier) were temperance men and they decided that their new town should have a "no saloon" clause incorporated into every deed of acre property as well as the town lots.

As the aforementioned gold boom began to subside in the late 1890s, the local economy's emphasis on mining began to give way to a far greater emphasis on the agricultural potential of

the region. This shift in industry led to a less dramatic population growth for the region and allowed for the rural setting of western Riverside County to persist until the late twentieth century.

KNOWN CULTURAL RESOURCES IN THE PROJECT AREA

A records search was conducted at the California Archeological Inventory/California Historical Resources Information System, Eastern Information Center, located at the University of California, Riverside. The research included a review of all site maps, site records, survey reports, and mitigation reports relevant to the proposed project area. The following documents were also reviewed: the National Register of Historic Places, the California Office of Historic Preservation Archaeological Determinations of Eligibility, and the California Office of Historic Preservation Historic Property Directory. A request for a Sacred Lands File search was submitted to the Native American Heritage Commission, and project scoping letters were sent to 14 tribal representatives as being interested in project development in the Temecula area. A complete list of the tribal representatives contacted, copies of the letters sent, and the request letter sent to the Native American Heritage Commission can be found in **Appendix 3.9-1**. The response received from the Native American Heritage Commission may be found in **Appendix 1.0-2**, and the responses to the project scoping letter received from the Pechanga Band of Mission Indians and the Cahuilla Band of Indians can be found in **Appendix 3.9-1**. No other responses were received.

Following the records and Sacred Lands File searches, a literature search of available published references to the project area was undertaken. Reference material included all available photographs, maps, books, journals, historical newspapers, registers, and directories at the Riverside Public Library Local History Collection and the University of California, Riverside, libraries. Cartographic research was conducted at the Science Library Map Collection of the University of California, Riverside. Archival research relating to the original ownership of the subject property was conducted using the General Land Office records currently maintained by the California Office of the Bureau of Land Management. A complete list of maps consulted is available in **Appendix 3.9-1**.

Results of the records search conducted by staff at the Eastern Information Center indicated that the entirety of the project site had been included in a previous cultural resources study and portions of the property had been included in two additional studies of limited scope. The initial cultural resources investigation, which included all of the subject property, was conducted in 1973 by Joan R. Smith and Robert L. Bettinger of the Archaeological Research Unit, University of California, Riverside. Their report, entitled "Bundy Canyon Development: Potential Impact on Archaeological Resources (RI 0108)," covered a study area that encompassed approximately 2.25 square miles, "immediately south of Cottonwood Canyon and southwest of Paloma Valley." Smith and Bettinger crossed the study area on foot in an east–west direction at approximately 70-meter intervals. These transect intervals are significantly larger than the 15-meter intervals currently accepted as a standard field method. However, they did pay particular attention to areas around creeks and boulders with the expectation of finding temporary camps and milling sites at those locations. During the course of their field survey, three archaeological sites were discovered, one of which is located within the boundaries of the proposed project site. Smith and Bettinger recorded this site (CA-RIV-1256) as a highly eroded metate slick on top of a large granitic boulder, located at the foot of a hill near a cultivated field with a dry creek immediately west of the site. Impact on this site from development proposed in 1973 was considered negligible, so no further research or mitigation was recommended.

Two linear studies have been conducted that included limited portions of the subject property: "Built Environment Historic Resources Technical Memorandum for Bundy Canyon-Scott Road

Improvement Project (RI 7852)" by Francesca G. Smith and Caprice D. Harper of Parsons in May 2007, and "Cultural Resources Report for the Verizon Wireless Project 'The Farm' (RI 7822)" by URS Corporation in December 2007. During the course of the first survey, CA-RIV-8282 (33-15958) was discovered within the boundaries of the project site. This archaeological site was described as a sparse lithic scatter containing a total of 26 pieces of debitage, including 22 quartz flakes, two metavolcanic flakes, and one edge-modified andesite flake. The lithic scatter was wholly surficial, with the potential for subsurface cultural deposits that could reach a depth of 2 meters. No ground stone or midden-altered sediments were observed.

The proposed project site is located within a very well studied region, with 37 cultural resource studies having been conducted within a 1-mile radius. During the course of field surveys for these studies, 27 cultural resources properties have been recorded, the majority of which are between 0.5 and 1 mile distant; two single artifact occurrences (CA-RIV-15669, 15670) are on property adjacent to the project site. A large village site (CA-RIV-1024) and numerous associated sites are located approximately 0.5 mile northeast of the subject property. A listing of all previously recorded cultural resources located near the project site is included in **Table 3.9-1**.

TABLE 3.9-1
PREVIOUSLY RECORDED CULTURAL RESOURCES IN THE SCOPE OF THE RECORDS SEARCH

Trinomial	Description
CA-RIV-1024	Village site: pictographs, petroglyphs, fire cracked rock, bedrock milling features, pottery, midden, choppers, scrapers
CA-RIV-1632	1 bedrock mortar
CA-RIV-1633	3 cores, 4 manos, 4 metate fragments, 1 biface, flakes, shoe buckle
CA-RIV-1641	5 slicks, 1 hammerstone, debitage
CA-RIV-1642	1 shallow bedrock mortar
CA-RIV-1643	1 slick
CA-RIV-1644	1 slick
CA-RIV-1645	1 mortar, 1 core, debitage
CA-RIV-1771	2 bedrock mortars, 1 slick
CA-RIV-1988	4 slicks, 2 metates, metate fragments, 1 mano, 1 fire-affected rock, 2 quartzite cores, 24 flakes, 2 quartz hammerstones, 1 agate point, 3 pieces calcined bone
CA-RIV-1999	rock shelter, fire-affected rock, slick, mano fragment, flake
CA-RIV-2001	1 slick, 1 mini-mortar, fire-affected mano
CA-RIV-2042	2 small slicks
CA-RIV-3348	1 slick
CA-RIV-3349	1 slick
CA-RIV-2249	7 bedrock mortars, 3 slicks
CA-RIV-4075	1 bedrock mortar and 1 dished grinding slick on 2 outcrops 2.5 meters apart
CA-RIV-4154	1 mortar
CA-RIV-6201	lithic scatter
CA-RIV-7869	structural footings, asphalt drive, tile floor, rock chimney
CA-RIV-7870	stacked rock wall, reservoir, trash
CA-RIV-8779	2 slicks

Trinomial	Description
CA-RIV-8780	2 slicks, 1 flake
CA-RIV-10124	1 mortar
CA-RIV-14993	historic farm features & equipment
CA-RIV-15669	1 meta-quartzite mano (bifacial, ground & shaped)
CA-RIV-15670	1 metavolcanic secondary flake

In addition to the resources listed in **Table 3.9-1**, two previously identified archeological sites occurring within the project site were determined to have been previously recoded in the wrong location. Both sites were re-recoded with the correct location during the current field survey. Site CA-RIV-1256, a highly eroded metate slick on top of a large granitic boulder recorded in 1973, was recorded as generally disturbed, near a cultivated field at the foot of a hill, immediately east of a dry creek within the proposed project site. Site CA-RIV-8282, a sparse, lithic scatter containing a total of 26 pieces of debitage, including 22 quartz flakes, three metavolcanic flakes, and one edge-modified andesite flake over an area measuring 33 by 33 meters, was originally recorded in 2007. It was located adjacent to a prominent riparian area along an unnamed blueline creek.

A historical records search offered no information specific to the subject property. According to General Land Office records maintained by the Bureau of Land Management, the first application for non-Native ownership of the subject property was filed by an agent of the Southern Pacific Railroad on July 13, 1885. However, the project site remained vacant, as cartographic research show no structures within the property boundaries between 1854 (date of first General Land Office survey) and 1976 (date of aerial photographs taken for the 1979 photorevised US Geological Survey Romoland Quadrangle). Between 1951 and 1976, a network of unpaved roads meanders through the property, possibly providing alternative access routes from Bundy Canyon Road to residences built to the south of the subject property.

KNOWN PALEONTOLOGICAL RESOURCES IN THE PROJECT AREA

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations that have produced fossil material. Such locations and specimens are important nonrenewable resources. The California Environmental Quality Act (CEQA) offers protection for these sensitive resources and requires that they be addressed during the environmental impact report process.

NATIVE AMERICAN COORDINATION

As of March 1, 2005, Senate Bill (SB) 18 (Government Code Sections 65352.3, 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. As a component of the Phase I Cultural Resources Assessment performed for the proposed project, a request for a Sacred Lands File search was submitted to the Native American Heritage Commission and project scoping letters were sent to 14 tribal representatives listed as being interested in project development in the proposed project area. A complete listing of these tribal representatives is available in **Appendix 3.9-1**. As of the time of completion of the Phase I Cultural Resources Assessment, two of the tribal representatives contacted responded to the project scoping letter: the Cahuilla Band of Indians

and the Pechanga Band of Mission Indians. Both representatives stated that while the project site is outside of their present reservation's boundaries, the area of the proposed project is within their ancestral territory. In consideration of this, both Tribes requested to be in direct consultation with the City of Wildomar during the development of the proposed project.

3.9.2 REGULATORY FRAMEWORK

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires that the federal government list significant historic resources on the National Register of Historic Places (NRHP), which is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the NRHP as significant historic resources. However, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP. The criteria for listing in the NRHP include resources that:

a) Are associated with events that have made a significant contribution to the broad patterns of history;

b) Are associated with the lives of persons significant in our past;

c) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Have yielded or may likely yield information important in prehistory or history.

STATE

California Register of Historical Resources

The State Historical Resources Commission has designed the California Register of Historic Resources (CRHR) for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archeological resources. This program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under CEQA.

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to Public Resources Code (PRC)

Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (PRC Section 21084.1; determining significant impacts to historical and archaeological resources is described in the CEQA Guidelines, Section 15064.5[a], [b]). Under CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).

2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1), including the following:

    a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b) Is associated with the lives of persons important in our past;

    c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

    d) Has yielded, or may be likely to yield, information important in prehistory or history.

4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Historic resources are usually 45 years old or older and must meet at least one of the criteria for listing in the California Register, described above (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC, Section 5024.1 and California Code of Regulations (CCR), Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) shall be considered as mitigating impacts to a less than significant level.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. Public Resources Code Section 21083.2(g) states:

> *"Unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> - *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.*
> - *Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
> - *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

Treatment options under Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Section 7050.5(b) of the California Health and Safety Code (CHSC) specifies protocol when human remains are discovered, as follows:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for*

the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the County Coroner be called in to assess the remains. If the County Coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the Native American Heritage Commission. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5(f) these provisions should include "an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."

Paleontological resources are classified as non-renewable scientific resources. California Public Resources Code Section 5097.5 et seq. makes it a misdemeanor for anyone to knowingly disturb any archaeological, paleontological, or historical features situated on public lands. No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth-moving on state or private land in a project site.

LOCAL

The Open Space Element of the City of Wildomar General Plan includes the following policies that are applicable to the proposed project regarding the protection of cultural and paleontological resources:

- OS 19.2: Review all proposed development for the possibility of archaeological sensitivity.
- OS 19.3: Employ procedures to protect the confidentiality and prevent inappropriate public exposure of sensitive archaeological resources when soliciting the assistance of public and volunteer organizations.
- OS 19.4: Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.
- OS 19.8: Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.
- OS 19.9: This policy requires that when existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered

paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological resources that are found during the course of site grading.

The Open Space Element also includes additional policies regarding the protection and identification of historical (OS 19.5, 19.6, and 19.7) and paleontological (OS 19.10) resources, which do not specifically apply to the proposed project because it is not classified as a major project by the City.

3.9.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Following Public Resources Code Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the CEQA Guidelines, cultural resource impacts are considered to be significant if implementation of the project considered would result in any of the following:

1) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5.

3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4) Disturb any human remains, including those interred outside of formal cemeteries.

State CEQA Guidelines Section 15064.5 defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.

CEQA Guidelines Section 15064.5(b)(2) defines "materially impaired" for purposes of the definition of substantial adverse change as follows:

> *The significance of an historical resource is materially impaired when a project:*
>
> *(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or*
>
> *(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*

> *(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.*

CEQA requires that if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource or would cause significant effects on a unique archaeological resource, then alternative plans or mitigation measures must be considered. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources and unique archaeological resources;
- Evaluate the eligibility of historical resources; and
- Evaluate the effects of the project on eligible historical resources.

METHODOLOGY

Prior to commencement of the Phase I Cultural Resources Assessment field survey, a records search was conducted by staff at the California Archaeological Inventory/California Historical Resources Information System, Eastern Information Center, located at the University of California, Riverside. The research included a review of all site maps, site records, survey reports, and mitigation reports relevant to the study area. A request for a Sacred Lands File search was submitted to the Native American Heritage Commission, and project scoping letters were sent to 14 tribal representatives listed as being interested in project development in the Temecula area.

Following the records and Sacred Lands File searches, a literature search of available published references to the study area was undertaken. Reference material included all available photographs, maps, books, journals, historical newspapers, registers, and directories at the Riverside Public Library Local History Collection and at the libraries of the University of California, Riverside. Cartographic research was conducted at the Science Library Map Collection of the University of California, Riverside. Archival research relating to the original ownership of the subject property was conducted using the General Land Office records currently maintained by the California Office of the Bureau of Land Management. The following maps were consulted:

- 1854–1880, General Land Office Plats of Township No. 6 South, Range No. 3 West, San Bernardino Meridian
- 1901 Elsinore, California, 30' USGS Topographic Map
- 1959 Santa Ana, California, 1:250,000 USGS Topographic Map
- 1953 Romoland, California, 7.5' USGS Topographic Map
- 1979 (photorevised) Romoland, California, 7.5' USGS Topographic Map

Subsequent to the literature, archival, and cartographic research, Jean Keller conducted a comprehensive on-foot field survey of the subject property on December 3–5, 11, 17–19, and 24, 2011, and on January 7, 2012. Due to the size and topographic complexity of the subject property, the property was divided into sections of approximately 25 acres in size, using existing

features such as roads to delineate boundaries. Each section was surveyed, beginning at its northwestern corner, in parallel transects at 15-meter intervals when possible. Each survey proceeded in a generally west–east, east–west direction following the existing land contours. All of the property was accessible for survey with the exception of those areas covered by paving, structures, material storage, and trash. In addition, a fenced open space area on a hilltop in the southeastern quadrant of Tentative Tract Map 36388 that is actively used as a spray area for sewage water was inaccessible for survey. Special attention was given to bedrock outcrops, especially those located in the vicinity of watercourses, for evidence of milling features, rock art, and shelter opportunities. Ground surface visibility ranged from less than 10 percent in sections of the watercourses obscured by a dense understory to 100 percent on land that had recently been disked, with an average ground surface visibility of approximately 65 percent.

The two previously recorded archaeological sites were visited, evaluated as to their current condition, and photographed, with site records updated for submittal to the Eastern Information Center.

Following the initial review of the site, and consultation with the Pechanga Tribe, Jean Keller conducted a specific study of Archaeological Site CA-RIV-8282 to determine the project impacts (Keller 2012b). The intent of the Phase II investigation was to determine whether the lithic scatter comprising the site qualified as a significant cultural resource according to CEQA criteria and to determine the appropriate level of mitigation since preservation of the deposit is not considered a viable alternative under the proposed development plan.

The impact analysis provided below utilizes these proposed policies and actions to determine whether implementation of the proposed project would result in significant impacts. The analyses identify and describe how specific policies and actions as well as other City regulations and standards provide enforceable requirements and/or performance standards that address cultural and paleontological resources and avoid or minimize significant impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Historical Resources (Standard of Significance 1)

Impact 3.9.1 Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource. Therefore, **no impact** would occur.

The Phase I Cultural Resources Assessment (Keller 2012a) performed for the proposed project (included in **Appendix 3.9-1**) identified a number of structures located within the boundaries of the proposed project area, including three lift/pump stations, and an asphalt parking lot and foundation for the old visitor center for The Farm. As previously described, there are adopted standards for consideration of historical resources (see subsection 3.9.2, Regulatory Framework). The identified structures fail to meet the criteria for being considered historical resources. Therefore, the proposed project will have **no impact** on any historical resource.

The archaeological site CA-RIV-8282 was originally recorded in 2007 by C. Bouscaren and C. Cisneros of Applied EarthWorks Inc. in conjunction with a field survey entitled "Built Environment Historic Resources Technical Memorandum for Bundy Canyon-Scott Road Improvement Project" by Francesca G. Smith and Caprice D. Harper of Parsons (2007). The unpublished report (RI-7852) is on file with the Eastern Information Center at the University of California, Riverside. At the time of discovery, CA-RIV-8282 was mapped as covering an area of approximately 33 meters (north–south) by 33 meters (east–west). It was described as a small, sparse lithic scatter consisting of 26

pieces of debitage (22 quartz flakes, 3 metavolcanic flakes, and one edge-modified andesite flake). The site location had been recently disked and no ground stone artifacts were observed. The site was regarded as having some potential for a subsurface deposit. Bouscaren and Cineros stated that in the event avoidance was not a feasible option, a limited testing program should be implemented to determine the presence/absence of subsurface cultural deposits.

The site was relocated in 2012 during the Phase I Cultural Resources Assessment of the +150-acre Tentative Tract Map 36388 (Keller 2012a). During the field study, the ground containing the site was found to have been recently disked and visibility approached 100 percent. However, despite a thorough examination of the mapped location, only two quartz and three metavolcanic flakes were found scattered over an area measuring 59 meters (north–south) x 19 meters (east–west).

After due consideration, it was concluded that CA-RIV-8282 had been impacted by periodic disking which had resulted in the inadvertent dispersion and burial of cultural material. Moreover, examination of a recent percolation test pit (Test Pit-16) located near the site indicated that the possible depth of cultural material could be somewhat limited. To positively determine the presence/absence of a potentially significant subsurface deposit at CA-RIV-8282, a Phase II test program was initiated. The Cahuilla Band of Indians and Pechanga Band of Luiseño Indians concurred with this recommendation.

The Phase II Cultural Resources Test Investigation, conducted in June of 2012, consisted of two phases of investigation: surface collection and an STP/Auger sampling program. Despite a thorough examination of the site location, only 15 items were originally collected from the surface of CA-RIV-8282; one of the finds was subsequently rejected as non-cultural. Based upon the locations of the 14 surface finds, the artifact scatter at CA-RIV-8282 covered a maximum area of approximately 58 meters (north–south) by 46 meters (east–west). Half of the surface items were found concentrated at the north end of the site adjacent to the property boundary and Bundy Canyon Road between the 1,712- and 1,714-foot elevation, while the remainder were more widely dispersed.

Artifacts collected from the surface of CA-RIV-8282 included both chipped stone finds and ground stone implements. The chipped stone finds included four waste flakes, one shatter, one core, one projectile point fragment, one biface fragment, and three hammerstones. These artifacts are manufactured from quartzite, andesite, felsite, chalcedony, and quartz. Ground stone implements comprised two manos and one metate fragment.

A total of 39 STP/Auger holes were excavated at CA-RIV-8282, with 12 auger holes yielding lithic debris. Specific material recovered included five waste flakes, one retouched flake, and 19 pieces of shatter. The waste flakes and retouched flake were excavated from the various STP/Auger holes and depths: A-5 (16–20 cm), A-10 (retouched flake; 15–35 cm), A-12 (0–19 cm), B-5 (18–30 cm), B-10 (0–16 cm), and C-11 (0–35 cm). Angular pieces of shatter were recorded from STP/Auger holes A-6 (19–25 cm), A-9 (24–35 cm), A-10 (15–35 cm), A-12 (0–19 cm), A-13 (0–11 cm), B-10 (17–35 cm), B-11 (15–35 cm), C-8 (0–8 cm), and C-13 (0–35 cm). The results of the excavations were subsequently plotted over the surface collection map, with the overlapping area representing the approximate site boundaries of CA-RIV-8282. This area measures 48 meters (north–south) x 32 meters (east–west). Depths of finds appear to extend to approximately 35 centimeters.

The site was originally characterized as a sparse lithic scatter. However, the test did yield several ground stone implements comprising two manos and one possible metate fragment. In addition, three hammerstones were recovered, which were likely used to dress or sharpen milling

equipment. In light of these finds, activities at the site may have included the processing CA-RIV-8282 of seeds such as chia. In addition, one point fragment and a biface fragment were recovered, which would indicate hunting. Although no bedrock milling stations are physically associated with the artifact scatter, there are numerous sites in the area. The closest of these is CA-RIV-1256, described as a highly eroded metate slick on top of a large granitic boulder (Keller 2012a). It lies nearby within the subject property.

As the results of the STP/Auger hole program have demonstrated, there is no detectable, high-density deposit of prehistoric finds associated with CA-RIV-8282. Furthermore, no fire-altered rock, carbon, charcoal, or animal bone (burned or otherwise) was encountered. Consequently, the paucity of finds would tend to support the supposition that the site was casually used, probably by a single family during daylight hours. In all likelihood, the site was frequented by prehistoric peoples who ventured to the area to collect and mill seeds for short periods of time and then returned to their base camp. Clearly, the statistical data generated by the Phase II investigation lends little or no support in favor of CA-RIV-8282 representing a habitation site. No doubt, the users of the site resided at one of the habitation sites in the region, possibly at a permanent or semi-permanent village like the Walker Ranch or the Audie Murphy Ranch. Oxendine stated that the material culture of a village site should include items that can be identified and related to various activities. Among these are food preparation, tool manufacture, cooking, manufacture of pottery vessels, clothing, basketry, pipes, effigies, ceremonial enclosures, and religious rituals. Additionally, Oxendine suggests that such village sites were positioned within the territory so that the majority of subsistence needs could be attained without prolong absence from the village complex.

A very important and difficult question is, "when was CA-RIV-8282 in use?" None of the artifacts in the collection are time-sensitive. No C-14 datable organic materials were recovered during the investigation, and obsidian for hydration dating is lacking. Nonetheless, an educated guess may be made on the basis of what is lacking, combined with what is known about the archaeology of the region.

The complete absence of a Late Prehistoric date such as a potsherd, suggests that CA-RIV-8282 may have been used more than 1,000 years ago. However, it is equally true that at this small site, a ceramic vessel simply had not been broke, thus the lack of even one potsherd. Moreover, an upper limit for the age of the site may be suggested on the basis of what is known about the local archaeology. Unlike some regions of California, western Riverside County does not appear to have had a significant population prior to about 2,500 years ago.

Based on the results of the Phase II Cultural Resources Test Investigation, CA-RIV-8282 was not deemed to be representative of a significant archaeological period or representative of a unique archeological resource. Therefore, as neither further research nor mitigation for CA-RIV-8282 is recommended, there is **no impact.**

Mitigation Measures

None required.

Impacts to Archeological Resources (Standard of Significance 2)

Impact 3.9.2 Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated

artifacts and features) and human remains. This impact is considered **potentially significant**.

The Phase I Cultural Resources Assessment performed for the proposed project (included in **Appendix 3.9-1**) identified two previously identified archeological sites within the project area: CA-RIV-1256 and CA-RIV-8282.

Based on the eligibility criteria cited in subsection 3.9.2, Regulatory Framework, archaeological site CA-RIV-1256 would not be deemed a significant archaeological resource eligible for listing on the California Register, as it does not meet any of the stipulated eligibility criteria. It comprises a single eroding slick on an exfoliating granitic outcrop with no associated surficial or subsurface cultural resources evident. There are literally tens of thousands of such features recorded throughout Riverside County, and little information can be gleaned from them beyond recordation of their existence. However, this site is located within an area known to be a highly sensitive cultural landscape and it may be associated with a large village site approximately 0.5 mile to the northeast. Thus, while the site itself is not considered significant on its own merits, there is a possibility that it may be considered significant by association, as part of a larger cultural area. According to Pechanga Cultural Resources, there may be other important cultural components on the subject property of which CA-RIV-1256 is a part, but since the Pechanga Tribe has chosen not to share that information due to their desire for the information not to be entered into the public record, it cannot be addressed in determining whether this specific site is significant according to California Register criteria. The archaeological site CA-RIV-8282 has been investigated and determined not to be significant under California Register criteria (Keller 2012b).

Although only two small archaeological sites were observed within proposed project boundaries, one of which has been determined to not be considered a significant archaeological resource according to CEQA/California Register criteria, the property is situated in an area considered to be a highly sensitive cultural landscape with a possibility of significant subsurface cultural elements. Based on available information, all ground-disturbing activities associated with project development should be actively monitored by a qualified archaeologist and tribal representative. Both the Cahuilla Band of Indians and the Pechanga Band of Luiseño Indians have stated an interest in providing such monitoring.

Mitigation Measures

MM 3.9.2a Prior to the issuance of the first grading permit, the project applicant shall enter into a Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians and/or the Cahuilla Band of Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions and/or requirements during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

Timing/Implementation: *Prior to ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Building Department*

MM 3.9.2b Should any culturally significant resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or

relocated to an area outside of the area in which the resource was found while a qualified archeologist and tribal representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.

Timing/Implementation: *During all grading and construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department* and *Public Works Department*

Following implementation of mitigation measures **MM 3.9.2a** and **MM 3.9.2b**, impacts will be **less than significant**.

Impacts to Paleontological Resources (Standard of Significance 3)

Impact 3.9.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This impact is considered **potentially significant**.

Due to the likelihood that any potential paleontological resources at the project site would currently be buried, the project site has not been investigated by a professional paleontologist. However, excavations could occur in association with development of the proposed project that could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Mitigation Measures

MM 3.9.3 Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an

agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.

Timing/Implementation: *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measure **MM 3.9.3** would ensure that any paleontological resources inadvertently discovered during project construction activities would be protected consistent with the recommendations of a qualified paleontologist. Impacts would be reduced to a **less than significant** level.

Impacts to Human Remains (Standard of Significance 4)

Impact 3.9.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains. Therefore, this impact is considered to be **potentially significant**.

Although no human remains have been identified within the project site, implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in the California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a **less than significant** level.

Mitigation Measures

MM 3.9.4 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and

b. If the Riverside County Coroner determines the remains are Native American:

i. The Coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;

b. The descendant identified fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Timing/Implementation: *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

With implementation of mitigation measure **MM 3.9.4,** the provisions of state law regarding the accidental discovery of human remains will be followed, ensuring that impacts are reduced to a **less than significant** level.

3.9.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting associated with the proposed project includes approved, proposed, planned, and other reasonably foreseeable projects and development in the City of Wildomar. Developments and planned land uses, including the proposed project, would cumulatively contribute to impacts to known and unknown cultural resources and paleontological resources in the area. The Existing Setting subsection provides an overview of cultural resources and the history of the region.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Cultural and Paleontological Resources

Impact 3.9.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources, i.e., prehistoric sites, historic sites, and isolated artifacts and features). This contribution would be considered **less than cumulatively considerable.**

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding development, mitigation proposed in this section, and existing federal and state laws, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

City of Wildomar. 2008. *City of Wildomar General Plan – Open Space Element.*

Keller, Jean A. 2012a. *A Phase I Cultural Resources Assessment of Tentative Tract Map 36388.*

———. 2012b. *A Phase II Cultural Resources Test Investigation of Archaeological Site CA-RIV-8282 Located Within the Boundaries of Tentative Tract Map 36388.*

3.10 PUBLIC SERVICES AND UTILITIES

This section describes the public services and utilities that would serve the Oak Creek Canyon Development project upon completion. Specifically, this section includes an examination of fire protection and emergency medical services, law enforcement services, public schools, water supply and service, wastewater services, solid waste services, parks and recreation. Each subsection includes a description of existing facilities and infrastructure, applicable service goals, potential environmental impacts resulting from implementation of the proposed project, and cumulative impacts.

Impacts associated with the following public service and utility issues are addressed in other sections of this Draft EIR, as listed below.

- Storm drainage system, including potential overflow and downstream flooding impacts – Section 3.7, Hydrology and Water Quality
- Groundwater impacts, including water quality – Section 3.7, Hydrology and Water Quality
- Energy use, including energy demands associated with the proposed project – Section 3.12, Energy Use and Greenhouses Gases

3.10.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

3.10.1.1 EXISTING SETTING

RIVERSIDE COUNTY FIRE DEPARTMENT

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to an approximate 7,000-square-mile service area that includes the City of Wildomar.

RCFD services include providing fire suppression, emergency medical, rescue, and fire prevention services while serving as the operational area coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County.

The Riverside County Fire Department also has several automatic aid agreements with other city jurisdictions as well as with the adjacent National Forests. The County of Riverside contracts with the State of California for fire protection. Public Resources Code 4142 affords legal authority for the California Department of Forestry and Fire Protection (CAL FIRE) to enter into agreements with local government entities to provide fire protection services with the approval of the California Department of General Services. By virtue of this authority, CAL FIRE administers the Riverside County Fire Department.

The RCFD currently operates 95 fire stations in 17 battalions. These 95 fire stations are divided into two operational divisions: East Operations and West Operations. Across both divisions there are six subdivisions: Bautista, Indio, Moreno, Northwest, Oak Glen, and Southwest. The City of Wildomar is located within the Southwest Division.

The Southwest Division comprises four battalions and encompasses the southwestern portion of Riverside County from the San Diego county line to the south, to the southern edge of the City of Moreno Valley to the north, and east to the western portion of the Hemet Valley. Wildomar is located within Battalion 2, which includes eight fire stations. The locations of the eight stations are listed below (RCFD 2012).

- Elsinore Fire Station #10 is located at 410 West Graham Avenue, Lake Elsinore, and is the battalion headquarters.
- Lakeland Village Fire #11 is located at 33020 Maiden Lane, Lake Elsinore.
- El Cariso Fire Station #51 is located at 32353 Ortega Highway, Lake Elsinore.
- Wildomar Fire Station #61 is located at 32637 Gruwell Street, Wildomar.
- Rancho Carrillo Fire Station #62 is located at Lot #51, Verdugo Road, San Juan Capistrano, and is a volunteer station.
- Rancho Capistrano Fire Station #74 is located at 35420 Calle Grande, Lake Elsinore, and is a volunteer station.
- McVicker Park Fire Station #85 is located at 29405 Grand Avenue, Lake Elsinore.
- Canyon Hills Fire Station #94 is located at 22770 Railroad Canyon Road, Lake Elsinore.

The department consists of 1,200 career firefighters, 200 administrative support personnel, and 300 volunteer reserve firefighters who responded to 121,059 incidents in 2011, averaging 325 emergency responses per day (RCFD 2012).

Response Times and Service Standards

The Riverside County Fire Department developed a methodology to determine the location of future fire stations. This methodology was established utilizing principles recommended in the *National Fire Protection Association (NFPA) Handbook*, Volume II, 20th edition. The principles utilized by the RCFD are listed below (RCFD 2009).

- Consideration of criteria established by the Insurance Services Offices, Inc. (ISO) regarding the distribution of fire companies within the community.
- Consideration of NFPA Standard 1710 as a guideline, which calls for an engine company within 4 minutes, 0 seconds of travel time to fire incidents and emergency medical service (EMS) calls, and a full first-alarm group.
- Ability to respond within 8 minutes, 0 seconds to a minimum of 90 percent of all annual incidents.
- Consideration of the proximity of travel time to other station protection zones for timely inclusion in the full first-alarm response group.
- Consideration of rapid and safe access to multi-directional major response routes.
- Consideration of appropriate locations given the land use issues in the surrounding environment.
- Consideration of utility availability, plot size, and surrounding traffic control issues.
- Consideration of historical and projected call volume (response workload) in the area of concern using risk versus cost analysis.

Currently, the fire protection fees are $307.00 per building less than 15,000 square feet (RCFD 1998). These fees are used to fund site acquisition, construction, improvement and equipping of fire protection buildings and facilities, and acquisition and improvement of fire protection equipment.

3.10.1.2 REGULATORY FRAMEWORK

STATE

California Fire Code

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California (CBSC 2008). The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and child-care facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

LOCAL

Riverside County Fire Department Strategic Plan

The Riverside County Fire Department's (2009) *Strategic Plan 2009–2029* covers fiscal years 2009–10 through 2029–30. The plan describes the array of fire and rescue services provided to citizens, and it provides an evaluation of the current status of various commonly used service performance measures. The plan also makes recommendations for staffing, facilities, and station sites and remodels.

Mutual Aid Agreements

Fire protection mutual aid is defined as an agreement between two fire agencies in which they commit to respond to calls for services in the other agency's jurisdiction when they are called, at no cost to the requesting agency. Automatic aid is not only predetermined, but one or more additional departments are automatically dispatched to certain locations or types of alarms at the same time as the home department. Typically, both mutual and automatic aid agreements are written between the agencies.

The Riverside County Fire Department has four mutual aid and seven automatic aid agreements with other agencies. The specific agencies with which the County has current contracts for these services are listed in **Table 3.10.1-1**.

TABLE 3.10.1-1
RCFD CONTRACTUAL AGREEMENTS

Mutual Aid Agreements	Automatic Aid Agreements
City of Corona (Hazmat)	City of Palm Springs
Chuckawalla Valley State Prison Fire Department	Idyllwild Fire Protection District
March Air Force Base	City of Hemet
Niland Fire District	Morongo Band of Mission Indians
	City of Murrieta
	Orange County Fire Authority
	Pechanga Band of Luiseno Mission Indians

Source: RCFD 2009

Based on a recent administrative review of the Riverside County Fire Department's mutual aid and automatic aid agreements, the agreements are virtually identical. However, the agreements do not include provisions for annual reviews by either party. Data regarding these agreements is tracked in terms of how many responses to calls were provided under each agreement during the year. Several of the agreements are over ten years old (e.g., Orange County Fire Authority agreement dated 1999 and Idyllwild Fire Protection District agreement dated 2000) (RCFD 2009).

3.10.1.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A fire protection and emergency services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered fire related facilities or services, the construction and/or provision of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services.

2) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

METHODOLOGY

Evaluation of potential fire protection and emergency medical service impacts was based on information provided by the Riverside County Fire Department, as well as a review of the applicable fire codes and regulations, the Wildomar General Plan and Municipal Code, and other relevant literature.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Fire Protection and Emergency Medical Services (Standard of Significance 1)

Impact 3.10.1a Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services. The impact is considered **less than significant**.

Completion of the proposed project will result in the addition of 275 housing units and approximately 895 persons.[1] Fire protection and emergency medical services for the proposed project will be provided by the RCFD. Upon completion, the proposed project will represent an approximate 2.7 percent increase in the population of Wildomar and an approximate 2.5 percent increase in the number of homes within the city (DOF 2012).

Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features.

In consideration of the incremental changes in population and housing that the proposed project represents and the proposed project's compliance with the safety requirements of General Plan Policy S-5.1, the proposed project would result in a **less than significant** impact to fire protection and emergency medical services.

Mitigation Measures

None required.

Significant Risk of Loss Due to Wildland Fire (Standard of Significance 2)

Impact 3.10.1b While the proposed project is located within an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services. The close proximity to a fire station and the limited undeveloped land near the proposed project will result in a **less than significant** impact.

In November 2007, the California Department of Forestry and Fire Protection (CAL FIRE) adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas. The current adopted map identifies the area of the proposed project as a very high fire hazard severity zone (VHFHS).

[1] Approximate population growth assumes the California Department of Finance 2012 persons per household estimate of 3.255 for the City of Wildomar.

VHFHS zones are determined by the Director of CAL FIRE and are those real properties that are not deemed to be a state responsibility pursuant to Public Resources Code Sections 4125 et seq. Identification of a VHFHS is based on consistent statewide criteria and on the severity of the fire hazard that is expected to prevail in those areas. VHFHS zones are based on fuel loading, slope, fire weather, and other relevant factors.

CAL FIRE classifies real property in accordance with whether a very high fire hazard is expected to prevail in those areas so that public officials can identify measures that will retard the rate of spread and reduce the potential intensity of uncontrolled fires that threaten to destroy resources, life, or property, and to require that those measures be implemented.

According to Government Code Section 51179, a local agency (defined as a city, county, city and county, or district responsible for fire protection within a VHFHS zone) may make changes to recommendations made by the Director of CAL FIRE pursuant to Government Code Section 51178. This provision allows a local agency, at its discretion, to make changes to the boundaries of VHFHS zones that may not be reflected on maps released by CAL FIRE.

Upon city incorporation in 2008, the City of Wildomar adopted the FHSZ map used by Riverside County to identify which areas of the county (the Local Regional Authority) would be categorized as being a VHFHS. This map identifies the project site as a VHFHS zone under the authority of the City of Wildomar.

However, in consideration of the proposed project site's proximity to a fire station and the considerable development that currently surrounds the proposed project site, the categorization of the area as a VHFHS zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be **less than significant.**

Mitigation Measures

None required.

Adequate Fire Flow (Standard of Significance 1)

Impact 3.10.1c While the implementation of the proposed project will result in additional need for water supply, this additional need will not be sufficient to require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts. This is a **less than significant** impact.

The Riverside County Fire Department has established the following minimum requirements for fire protection facilities required by the proposed project:

- Type of fire hydrant and connection as approved by the agency providing fire protection.
- Approved fire hydrants shall be located one at each street intersection and spaced not more than 330 feet apart in any direction.
- The water system shall be capable of providing a fire flow of 1,000 gallons per minute (gpm) for 2 hours duration at a minimum of 20 pounds per square inch (PSI) operating

pressure from each fire hydrant. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16 (California Waterworks Standards).

- The fire protection system shall be installed and operational prior to any combustible building material being placed on the job site.

The RCFD will further review and approve the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Bundy Canyon Road. The five new hydrants will be capable of providing the required fire flows to serve the project.

Upon review and the necessary permit processing by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be **less than significant**.

Mitigation Measures

None required.

3.10.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for fire protection and emergency medical services includes the proposed project area and the immediate surrounding areas. The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area of the proposed project that could potentially place demand on fire protection and emergency medical services or could be expected to place demand on services in the future.

Cumulative Demand for Fire Protection and Emergency Medical Services

Impact 3.10.1d Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposal project are **less than cumulatively considerable.**

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.2 LAW ENFORCEMENT SERVICES

3.10.2.1 EXISTING SETTING

Riverside County Sheriff's Department

The Riverside County Sheriff's Department (RCSD) provides law enforcement services to the City of Wildomar. Composed of 2,049 sworn officers and 1,808 civilian personnel, the RCSD is responsible for law enforcement services over a 7,300-square-mile area that includes the unincorporated areas of the county as well as 17 incorporated cities (DOJ 2012; RCSD 2012). The RCSD provides service through ten sheriff's stations; the City of Wildomar is in the service area of the Lake Elsinore Station, which is located at 333 Limited Avenue in Lake Elsinore. Responses to calls for service are dispatched to the Lake Elsinore Station through the RCSD's central dispatch communication center located in the City of Riverside.

3.10.2.2 REGULATORY FRAMEWORK

STATE

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the Governor's Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State.

Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Wildomar is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

LOCAL

City of Wildomar Disaster Operation and Relief Plan

The objectives of the City of Wildomar Emergency Plan (Ordinance No. 44) are to prepare for and facilitate coordinated and effective responses to emergencies in Wildomar and to provide adequate assistance to other jurisdictions as needed. The plan specifies actions for the coordination of operations, management, and resources during emergencies; governmental responsibilities during emergency events; and a plan for the organization of nongovernmental organizations providing support assistance.

3.10.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A law enforcement services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for law enforcement services.

METHODOLOGY

Evaluation of potential law enforcement impacts was based on information provided by the Riverside County Sheriff's Department, as well as review of the RCSD's staffing report and facilities needs assessment. The impact analysis focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Law Enforcement Services (Standard of Significance 1)

Impact 3.10.2a Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. Therefore, this is a **less than significant** impact.

Completion of the proposed project will result in the addition of 275 housing units and approximately 895 persons.[2] Because the project site is in an area of the county served by the Riverside County Sheriff's Department, law enforcement services for the proposed project will be provided by the RCSD. Upon completion, the proposed project will represent an approximate 2.7 percent increase in the population of Wildomar and an approximate 2.5 percent increase in the number of homes in the city (DOF 2012). This incremental increase in the city's population and in the number of homes within the city will not warrant the construction of any new facilities for the RCSD.

The proposed project will be located on a currently undeveloped site that is located in an area that is currently developed and receiving law enforcement services from the RCSD station located at 333 Limited Avenue in Lake Elsinore. Because development associated with the proposed project is in an already developed area, the RCSD will not be required to expand its service area to accommodate the proposed project upon completion. In consideration of the incremental population increases the proposed project represents and the location of the proposed project in an area that is currently receiving service from the RCSD, the potential impacts of the proposed project will be **less than significant**.

Mitigation Measures

None required.

[2] Approximate population growth assumes the California Department of Finance 2012 persons per household estimate of 3.255 for the City of Wildomar.

3.10.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for law enforcement services includes the service area boundaries of the Riverside County Sheriff's Department. The RCSD provides services within the current Wildomar city limits, as well as to the surrounding unincorporated areas of Riverside County and 16 other incorporated cities. The cumulative analysis includes all existing, planned, proposed, approved, and reasonably foreseeable development in the project area.

Cumulative Demand for Law Enforcement Services

Impact 3.10.2b Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services. The project's contribution to the need for expanded law enforcement services is considered **less than cumulatively considerable**.

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed previously, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.3 PUBLIC SCHOOLS

3.10.3.1 EXISTING SETTING

LAKE ELSINORE UNIFIED SCHOOL DISTRICT

The Lake Elsinore Unified School District (LEUSD) was formed in 1989 and now serves a 131.78-square-mile area that includes the City of Wildomar, the cities of Lake Elsinore and Canyon Lake, and several unincorporated communities, including Lakeland Village and Horsethief Canyon. The LEUSD operates 13 elementary schools, two K–8 schools, four middle schools, three comprehensive high schools, four alternative schools, and a virtual K–12 school. LEUSD schools are shown in **Table 3.10.3-1**.

TABLE 3.10.3-1
LEUSD SCHOOLS

Elementary Schools	
Cottonwood Canyon	Donald Graham
Earl Warren	Elsinore
Jean Hayman	Machado
Railroad Canyon	Rice Canyon

Elementary Schools	
Ronald Reagan	Tuscany Hills
Wildomar	William Collier
Withrow	
K–8 Schools	
Luiseno	Lakeland Village
Middle Schools	
Canyon Lake	David A. Brown
Elsinore	Terra Cotta
High Schools	
Elsinore	Lakeside
Temescal Canyon	
Alternative Schools	
Gordon Kiefer Independent Study	Keith McCarthy Academy
Ortega High	Tri-Valley Community Day
Virtual K–12	
Southern California Online Academy	

Source: LEUSD 2012

Charter Schools

Charter schools are public schools that are created or organized by a group of teachers, parents, community leaders, or a community-based organization. Charter schools may provide instruction in any grades K–12 and are generally sponsored by a local public school board or county board of education. Specific goals and operating procedures for the charter school are detailed in an agreement (or "charter") between the sponsoring board and charter organizers. Public charter schools may not charge tuition and may not discriminate against any pupil on the basis of ethnicity, national origin, gender, or disability (CCSA 2012). The State of California charters one school in the Wildomar area: Sycamore Academy. Sycamore Academy was established in 2009 and is located in Wildomar. Sycamore Academy offers grades K–6 and serves the Wildomar community and the surrounding area.

Transportation

The LEUSD has approved the establishment of a fee-based transportation program in order to continue transportation services to eligible students. Kindergarten students are eligible for the transportation program (school buses) if they reside more than 0.75 mile from the school, elementary students beyond 1.5 miles, middle school students beyond 2.5 miles, and high school students beyond 3.5 miles from the school. Parents desiring transportation services to transport children from their homes to the school must apply for the service annually, receive district approval, and pay a $170.00 semi-annual fee.

Enrollment

Existing and Historical Enrollment

For the 2011/12 academic year, the Lake Elsinore Unified School District had an enrollment of 22,171 students. During the past ten years, the LEUSD's enrollments have risen from 17,769 students for the 2001/02 school year to 22,171 students for the academic year of 2011/12, representing an overall increase of 24.78 percent. As shown in **Table 3.10.3-2**, while the district was rapidly growing earlier in the decade, growth in recent years has significantly slowed, and in two recent academic years (2008/09 and 2010/11), enrollment declined.

TABLE 3.10.3-2
LAKE ELSINORE UNIFIED SCHOOL DISTRICT ENROLLMENT 2001/02–2011/12

Academic Year	District Enrollment	Change from Previous Year	Percentage Change
2001–02	17,769	–	–
2002–03	18,933	+1,164	6.55%
2003–04	19,711	+778	4.11%
2004–05	20,203	+492	2.50%
2005–06	20,652	+449	2.22%
2006–07	21,525	+873	4.23%
2007–08	22,109	+584	2.71%
2008–09	21,756	-353	-1.60%
2009–10	22,216	+460	2.11%
2010–11	22,065	-151	-0.68%
2011–12	22,171	+106	0.48%

Source: California Department of Education 2012

Forecasting Enrollment

According to the LEUSD's School Facilities Needs Analysis, the generation rates for single-family homes include 0.2877 per unit for elementary school (K–5), 0.1376 per unit for middle school (grades 6–8), and 0.1702 per unit for high school (grades 9–12). The project will generate 79 (79.12) elementary school students, 38 (37.84) middle school students, and 47 (46.81) high school students, for a total of 164 (163.77) students (LEUSD 2012).

3.10.3.2 REGULATORY FRAMEWORK

STATE

Development Impact Fees/SB 50

Proposition 1A, the Kindergarten–University Public Education Facilities Bond Act of 1998, or SB 50, was approved by the voters in November 1998. This proposition provided $6.7 billion in general

obligation bonds for K–12 public school facilities and provided the first funding for the new School Facility Program, which provides state funding assistance for new construction and modernization. A primary result of SB 50 was the creation of different levels of developer fees. Lake Elsinore Unified School District currently levies development impact fees on development within the district's boundaries consistent with SB 50. The current fees are $3.20 per square foot for new residential development and $0.51 per square foot for new commercial development (LEUSD 2012).

3.10.3.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A public schools impact is considered significant if implementation of the proposed project would:

1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.

METHODOLOGY

To determine the level of impact the proposed project will have on the local public school system, the schoolchildren generation rates published by the Lake Elsinore Unified School District were used to predict how many children will be housed within the proposed project. The predicted numbers were then reviewed against both the current and historic enrollment numbers of the LEUSD to determine the significance of enrollment increases.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for School Facilities (Standard of Significance 1)

Impact 3.10.3a The proposed project will not result in significant increased enrollment in the local school district ultimately resulting in the need for construction of additional school facilities. This is a **less than significant** impact.

According to enrollment prediction methods published by the Lake Elsinore Unified School District, the proposed project will result in an increase of 164 students in the LEUSD service area. As of the 2011/12 academic year, the LEUSD enrolled 22,171 students. The proposed project will represent an increase in LEUSD enrollment of less than 1 percent, which would not be sufficient growth to warrant the construction of new facilities.

As noted in subsection 3.10.3.2 above, current state law requires that impacts to current school facilities be mitigated though mandatory development impact fees. The fees enacted within the LEUSD of $3.10 per square foot of residential development and $0.47 per square foot of commercial development will be collected for the proposed project and will act to fully mitigate any impact the proposed project will have on the LEUSD's facilities. Therefore, this impact will be **less than significant**.

Mitigation Measures

None required.

3.10.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for public school impacts includes the district boundaries for the LEUSD for grade school services. The Lake Elsinore Unified School District serves a 131.78-square-mile area that includes the City of Wildomar, including the proposed project site. Any existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting could result in cumulative impacts.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Schools Impacts

Impact 3.10.3b Population growth associated with implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, will not result in a significant cumulative increase in student enrollment. This is a **less than cumulatively considerable** impact.

Implementation of the proposed project is expected to result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. Current state law requires that the environmental impact of new development on grade school facilities is considered fully mitigated through the payment of required development impact fees. All new development associated with the proposed project will be required to pay the applicable development impact fees. Furthermore, any significant expansion of school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.4 WATER SUPPLY AND SERVICE

3.10.4.1 EXISTING SETTING

FARM MUTUAL WATER COMPANY

Water service to the proposed project will be directly provided by the Farm Mutual Water Company (FMWC). The FMWC, which was formed in 1976 to provide water service to an approximate 327-acre area immediately outside the Elsinore Valley Municipal Water District service area in the Cottonwood Canyon area along Bundy Canyon Road, receives water from the Elsinore Valley Municipal Water District (EVWMD). Documentation of the formation of the FMWC is located in **Appendix 3.10-2**, while a copy of a letter from the FMWC stating that the agency will be providing water service to the proposed project is included in **Appendix 3.10-3**.

ELSINORE VALLEY MUNICIPAL WATER DISTRICT

The Elsinore Valley Municipal Water District (EVMWD) is a nonprofit public utility supplying water service to 35,000 water, wastewater, and agricultural service connections in the region as well as to two water agencies: the Farm Mutual Water Company and the Elsinore Water District (EVMWD 2012). The EVMWD is a subagency of the Western Municipal Water District (WMWD), a member agency of the Metropolitan Water District of Southern California. The EVMWD serves the cities of Lake Elsinore, Canyon Lake, Murrieta, and Wildomar and the surrounding areas in unincorporated Riverside County. The EVWMD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir, and imported water. In an average year, approximately half of the EVWMD's water supply is imported and the district's total water production equals approximately 27,000 acre-feet (EVMWD 2012).

3.10.4.2 REGULATORY FRAMEWORK

LOCAL

In order to comply with the Urban Water Management Planning Act of the California Water Code, the Elsinore Valley Municipal Water District prepared the Elsinore Valley Municipal Water Management Plan. The most recent Urban Water Management Plan (UWMP) prepared by EVMWD was adopted on June 9, 2011. The purpose of a UWMP is to determine the current levels of water use and to predict and plan for future water demand. The information contained within the EVWMD Urban Water Management Plan includes the water usage and predicted water demand of the service area of the Farm Mutual Water Company.

3.10.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A water service impact is considered significant if implementation of the proposed project would:

1) Result in the need for new entitlements or a substantial expansion or alteration to local or regional water supplies that would result in a physical impact to the environment.

2) Result in the need for new systems or a substantial expansion or alteration to the local or regional water treatment or distribution facilities that would result in a physical impact to the environment.

3) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

As previously mentioned, water quality impacts are discussed in Section 3.7, Hydrology and Water Quality.

METHODOLOGY

To determine the potential impact the proposed project may have on local water supplies and potable water distribution facilities, the information regarding current water use and predicted water demands contained within the 2011 EVWMD Urban Water Management Plan was referenced. In addition, the development standards of the Western Municipal Water District were reviewed and used to determine the potential water demand of the proposed project. Documents and planning criteria of the local water agency, the Elsinore Valley Municipal Water District, were also reviewed and used to determine impacts. The proposed project has also been reviewed by the EVMWD, which found that an adequate water supply for the proposed project currently exists and that no significant upgrade of EVMWD facilities would be necessary to provide water to the project.

PROJECT IMPACTS AND MITIGATION MEASURES

Water Supply Demand and Environmental Effects (Standards of Significance 1 and 3)

Impact 3.10.4a Implementation of the proposed project will slightly increase demand for water supply, which could result in effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions, would ensure adequate water service. This is considered a **less than significant** impact.

The EVMWD obtains its potable water supplies from imported water from the Metropolitan Water District and local surface water from Canyon Lake. In addition, the EVMWD has access to groundwater from Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Through recharge programs run by the EVMWD, the amount of annual groundwater pumping is nearly equal to the natural recharge (EVWMD 2011b, p. 4-1). The California Department of Water Resources, Bulletin 118, does not identify the Elsinore Basin to be in a state of overdraft (EVWMD 2011b, p. 4-12). Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and the Western Municipal Water District.

The EVMWD's existing recycled water demands are supplied by tertiary-treated wastewater from the Regional Water Reclamation Facility (WRF), Railroad Canyon WRF, and Horsethief Canyon WRF. In the effort to minimize the need for imported water, the EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years.

The EVMWD's 2011 Urban Water Management Plan reports that the average daily per capita water use within their service area from 1999 to 2008 was 248 gallons per capita per day (base daily rate) (EVWMD 2011b, p. 3). The 275 proposed housing units would result in a residential water demand of 221,991 gallons per day, or approximately 248.7 acre-feet per year.

The 2011 Comprehensive Annual Financial Report produced by the EVMWD states that the district produced 23,748 acre-feet of water in fiscal year 2011 (July 1, 2010 through June 30, 2011). The report further states that of the 23,748 acre-feet of water produced, a total of 22,996 acre-feet of water was consumed. For the past ten years, the EVMWD has produced between 23,748 acre-feet (fiscal year 2011) and 34,016 acre-feet (fiscal year 2007) of water annually, with average water production of approximately 27,442 acre-feet from fiscal year 2002 to fiscal year

2011. During that same period, the lowest amount of water consumed by EVMWD customers was 22,966 acre-feet (2011) and the highest amount of consumption 31,878 acre-feet (2007), with an average annual consumption of 26,453 acre-feet.

With estimated water consumption at 248.7 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 1.08 percent in years of low water consumption, 0.78 percent in years of high water consumption, and a 0.94 percent increase over the historic average water consumption of EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and WMWD water consumption assumptions, the proposed project will increase regional water consumption by approximately 1 percent or less. Given this minimal incremental increase, this impact is **less than significant**.

Mitigation Measures

None required.

Water Supply Infrastructure (Standard of Significance 2)

Impact 3.10.4b Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment. This is considered a **less than significant** impact.

The Elsinore Valley Municipal Water District has reviewed the proposed project and determined that they can provide water treatment to the proposed project. The proposed project will replace the existing water line in Bundy Canyon Road and construct two 500,000-gallon water storage tanks for fire flow and pressure management of the system. As noted above, the amount of water provided to the project is considered a small increase in the amount currently provided to the area. The Elsinore Valley Municipal Water District will be able to supply the estimated increase in the amount of water required by the proposed project. Other than the pipeline within Bundy Canyon Road and the water storage tanks, the physical impacts of which are analyzed in this DEIR, the Elsinore Valley Municipal Water District has indicated that no other improvements to the water treatment or delivery system are necessary. The impacts of the proposed project on the water treatment and delivery system are **less than significant**.

Mitigation Measures

None required.

3.10.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for water services, including supplies and related infrastructure, consists of Elsinore Valley Municipal Water District boundaries, as well as other areas obtaining water from the Western Municipal Water District.

The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the EVMWD service area and the larger service area of the Western Municipal Water District.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Water Supply Impacts

Impact 3.10.4c Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts is considered **less than cumulatively considerable**.

To determine future water demands within its service area, the EVMWD based the predictions contained within the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting from 2020, future demands were calculated as the product of the population and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional (CII) use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 3.10.4-1**.

TABLE 3.10.4-1
EVMWD DEMAND ASSUMPTIONS AND PREDICTIONS

Projections	2015	2020	2025	2030	2035
Population of service area	136,133	149,852	162,626	174,579	185,102
Employment	24,699	27,458	32,272	37,086	41,900
Housing	46,388	51,297	55,774	59,921	63,888
EVMWD Water Deliveries (acre-feet per year)	37,292	40,338	43,777	46,995	49,827
Total Water Sales to the FMWC (acre-feet per year)	501	542	588	631	669

Source: EVWMD 2011b

The projections provided in **Table 3.10.4-1** include the demand projections of the area served by the Farm Mutual Water Company. The 2011 EVWMD Urban Water Management Plan states that it is assumed that demand within the FMWC service area will increase proportionally to the water demand increase within the EVMWD service area. For the years 2005 and 2010, the EVMWD delivered 420 and 460 acre-feet of water to the FMWC, respectively.

Mitigation Measures

None required.

3.10.5 WASTEWATER SERVICES

3.10.5.1 EXISTING SETTING

The Elsinore Valley Municipal Water District (EVMWD) maintains facilities to convey, treat, and dispose of municipal wastewater generated within a 96-square-mile area of western Riverside

County. This service area includes the area of the proposed project and much of the City of Wildomar, among other jurisdictions.

The EVMWD currently operates three wastewater treatment facilities: the Regional Wastewater Treatment Plant (WWTP), Horsethief Canyon WWTP, and Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District (RCWD). These four treatment plants serve four major service areas within the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The regional area contains 21 lift stations, the Canyon Lake area contains 7 lift stations, and the Horsethief area contains 2 lift stations. A large portion of the EVMWD's wastewater collection system consists of 8-inch- through 15-inch-diameter collector and trunk sewer lines. In addition to these collector and trunk lines, the EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD's system also contains 30 force mains, with diameters ranging in size from 4 inches to 16 inches.

3.10.5.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing surface water quality protection. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water. Pollutants regulated under the CWA include "priority" pollutants, including various toxic pollutants; "conventional" pollutants, such as biochemical oxygen demand (BOD), total suspended solids (TSS), fecal coliform, oil and grease, and Ph; and "non-conventional" pollutants, including any pollutant not identified as either conventional or priority. The CWA regulates both direct and indirect discharges (EPA 2012).

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program, Section 402 of the CWA, controls direct discharges into navigable waters. Direct discharges, or point source discharges, are from sources such as pipes and sewers. NPDES permits, issued by either the EPA or an authorized state/tribe, contain industry-specific, technology-based, and/or water-quality-based limits and establish pollutant monitoring and reporting requirements. (The EPA has authorized 40 states to administer the NPDES program including California, under which the regional boards administer the NPDES Program.) A facility that intends to discharge into the nation's waters must obtain a permit before initiating a discharge. A permit applicant must provide quantitative analytical data identifying the types of pollutants present in the facility's effluent and the permit will then set forth the conditions and effluent limitations under which a facility may make a discharge (EPA 2012).

General Pretreatment Regulations

Another type of discharge that is regulated by the CWA is discharge that goes to a publicly owned treatment works (POTW). POTWs collect wastewater from homes, commercial buildings, and industrial facilities and transport it via a collection system to the treatment plant. At the plant, the POTW removes harmful organisms and other contaminants from the sewage so it can be discharged safely into the receiving stream. Generally, POTWs are designed to treat domestic sewage only. However, POTWs also receive wastewater from industrial (nondomestic) users. The General Pretreatment Regulations establish responsibilities of federal, state, and local government, industry, and the public to implement Pretreatment Standards to protect municipal wastewater treatment plants from damage that may occur when hazardous, toxic, or other wastes are discharged into a sewer system and to protect the quality of sludge generated by these plants. Discharges to a POTW are regulated primarily by the POTW itself, rather than the state/tribe or the EPA (EPA 2012).

STATE

Porter-Cologne Water Quality Act

In 1969, the California Legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The act established the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning including groundwater and surface water management programs and control and use of recycled water (USDOE 2012).

State Water Resources Control Board

Created by the California legislature in 1967, the five-member State Water Resources Control Board (SWRCB) allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine regional water quality control boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters (SWRCB 2012).

The SWRCB is responsible for implementing the CWA and issues NPDES permits to cities and counties through Regional Water Quality Control Boards (RWQCBs). Wildomar is located in a portion of the state regulated by the San Diego Regional Water Quality Control Board.

REGIONAL

San Diego Regional Water Quality Control Board

The San Diego RWQCB provides planning, monitoring, and enforcement techniques for surface water and groundwater quality in San Diego County and western Riverside County, including the City of Wildomar and the surrounding area. The San Diego RWQCB develops and enforces water quality objectives and implements plans that will best protect the area's waters while recognizing local differences in climate, topography, geology, and hydrology. The RWQCB also

protects and enforces the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment (RWQCB 2012).

Water Reuse Requirements (Permits)

The San Diego RWQCB issues water reuse requirements (permits) for projects that reuse treated wastewater. These permits include water quality protections as well as public health protections by incorporating criteria established in Title 22. The San Diego RWQCB may incorporate requirements into the permit in addition to those specified in Title 22. These requirements typically include periodic inspection of recycled water systems, periodic cross-connection testing, periodic training of personnel that operate recycled water systems, maintaining a database and/or permitting individual use sites, periodic monitoring of recycled water and groundwater quality, and periodic reporting.

Waste Discharge Requirements

The San Diego RWQCB typically requires a Waste Discharge Requirement (WDR) permit for any facility or person discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system. Those discharging pollutants (or proposing to discharge pollutants) into surface waters must obtain an NPDES permit from the San Diego RWQCB. The NPDES permit serves as the WDR permit. For other types of discharges, such as those affecting groundwater or in a diffused manner (e.g., erosion from soil disturbance or waste discharges to land), a Report of Waste Discharge must be filed with the San Diego RWQCB in order to obtain a WDR permit. For specific situations, the San Diego RWQCB may waive the requirement to obtain a WDR permit for discharges to land or may determine that a proposed discharge can be permitted more effectively through enrollment in a general NPDES permit or general WDR permit (RWQCB 2009).

LOCAL

Wastewater Master Plan

The EVMWD's Wastewater Master Plan (2003) evaluates the capacity of its wastewater collection system during peak wet weather flows and describes current services and plans to connect currently unserved areas and future development areas to the district's sanitary sewer system. The plan provides a detailed capital improvement program (CIP) for the necessary improvements to the existing wastewater collection system facilities and improvements needed for future growth, as well as a detailed cost summary and implementation plan.

3.10.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following standards are based on State CEQA Guidelines Appendix G. A significant impact to wastewater service would occur if implementation of the proposed project would:

1) Require or result in the construction of new water or wastewater treatment facilities or expansion or existing facilities, the construction of which could cause significant environmental effects.

2) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

METHODOLOGY

Evaluation of potential impacts on wastewater facilities and services was based on the Elsinore Valley Municipal Water District's 2011 Urban Water Management Plan and 2003 Wastewater Master Plan (2003). Wastewater demand projections, as well as infrastructure conditions and needs, discussed in these documents were compared to potential impacts resulting from the development of the proposed project.

PROJECT IMPACTS AND MITIGATION MEASURES

Waste Discharge Requirements (Standard of Significance 1)

Impact 3.10.5a Implementation of the proposed project will not result in wastewater discharge that would exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board. This impact is considered **less than significant.**

The EVMWD currently operates three wastewater treatment facilities: the Regional WWTP, the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District (RCWD). These four treatment plants serve four major service areas within the EVMWD's wastewater collection system and the proposed project area. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The regional area contains 21 lift stations, the Canyon Lake area 7 lift stations, and the Horsethief area 2 lift stations.

A large portion of the EVMWD's wastewater collection system consists of 8-inch- through 15-inch-diameter collector and trunk sewer lines. In addition to these collector and trunk lines, the EVMWD has two major interceptor sewers with diameters ranging in size from 12 inches to 27 inches. The EVMWD's system also contains 30 force mains, ranging in size from 4 inches to 16 inches in diameter.

Implementation of the proposed project is expected to result in a less than 1 percent population increase in the EVMWD service area. The proposed project will connect to an existing 10-inch sewer line in Bundy Canyon Road.

Upon completion, the proposed project will represent an increase of 275 housing units and 895 persons from baseline (2008) conditions. This growth will slightly increase wastewater flows that would need to be treated and ultimately discharged along Temescal Wash.

The EVMWD is not exceeding any limits established in its current Urban Water Management Plan and will be required by the San Diego RWQCB to remain in compliance after any future expansion of flow capacity. Therefore, the proposed project is not expected to exceed wastewater treatment requirements or orders of the San Diego Regional Water Quality Control Board. Impacts are considered **less than significant**.

Mitigation Measures

None required.

Wastewater Conveyance and Treatment (Standards of Significance 1 and 2)

Impact 3.10.5b The proposed project will slightly increase wastewater flows. However, the increase represented by the proposed project will not require any additional infrastructure or treatment capacity. This impact is considered **less than significant**.

Implementation of the proposed project is expected to result in growth that will represent less than 1 percent of the population of the EVMWD service area.

According to the EVWMD's 2011 Comprehensive Financial Annual Report, the amount of wastewater treated in 2011 was 9,082 acre-feet (AF). Over the past decade, the EVMWD has treated between 6,713 AF (fiscal year 2002) and 9,159 AF (fiscal year 2005) of wastewater annually, with an average of 8,353 AF of wastewater treated annually. The EVWMD currently estimates that the average wastewater flow per household is 288 gallons per equivalent dwelling unit (EDU) per day. Based on this factor, the proposed project would result in buildout wastewater flows of 79,200 gallons per day (88.72 acre-feet per year) average flow. This increase in wastewater flow is equivalent to a 1.1 percent increase in the average annual wastewater flows of the EVMWD. The increase would not be enough to require additional wastewater treatment facilities. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

3.10.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

As wastewater services are provided by the EVMWD, the cumulative setting for wastewater services includes all areas served by the district. The reader is referred to Section 4.0 of this DEIR regarding the cumulative setting and buildout under the proposed project.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Wastewater Service Impacts

Impact 3.10.5c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided. This impact is considered to be **less than cumulatively considerable**.

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. There are no future phases of the project that will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to

cumulative wastewater infrastructure impacts, and this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.6 SOLID WASTE

3.10.6.1 EXISTING SETTING

Solid waste services for the proposed project site are provided by contract by Waste Management of the Inland Empire. Waste Management currently serves over 220,000 residents by disposing of over 17,000 tons of waste on a weekly basis.

Solid waste collection from the proposed project area will be trucked to the Moreno Valley Transfer Station, which is owned and operated by Waste Management and which also serves as a component of the Riverside County Waste Management Department's (RCWMD) network of solid waste facilities. The transfer station is located approximately 23 miles away from the proposed project site at 17700 Indian Street in Moreno Valley.

Solid waste collection and disposal is funded through monthly service fees paid by service users. Funding options support disposal sites, diversion activities, public education programs, hazardous waste collection, and transportation programs, along with other requirements of state and federal laws. Other fees are provided by a surcharge on residential collection bills for recycling programs, tipping fees, the sale of recyclables, waste hauler franchise fees, special programs (recycling and hazardous materials), and grants (RCWMD 2012).

3.10.6.2 REGULATORY FRAMEWORK

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), an amendment to the Solid Waste Disposal Act of 1965, was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. The RCRA gives the United States Environmental Protection Agency (EPA) the authority to control hazardous waste from "cradle to grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of nonhazardous solid wastes. The federal Hazardous and Solid Waste Amendments (HWSA) are the 1984 amendments to the RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. Amendments to the RCRA in 1986 enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances (EPA 2012).

STATE

California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (Public Resources Code, Section 42900–42927) requires all California cities and counties to reduce the volume of waste deposited in landfills by 50 percent by the year 2000 and continue to remain at 50 percent or higher for each subsequent year. The purpose of this act is to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible.

The California Integrated Waste Management Act requires each California City and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction that is consistent with the following hierarchy: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. Included in this hierarchy is the requirement to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste that must be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302) (CalRecycle 2012a).

REGIONAL

Riverside County Waste Management Department

The RCWMD is responsible for the landfilling of nonhazardous county waste. In this effort, the RCWMD operates six landfills and has a contract agreement for waste disposal with an additional private landfill, and administers several transfer station leases. The RCWMD ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal.

LOCAL

Wildomar Source Reduction and Recycling Element

On April 27, 2011, the City of Wildomar adopted a Source Reduction and Recycling Element (SRRE), which is required to fulfill the requirements of the California Integrated Waste Management Act of 1989. The law requires that all cities and counties in California divert 50 percent of the total waste generated within their jurisdiction from landfill disposed annually by the year 2000. The adopted element includes a Source Reduction and Recycling Element (SRRE), a Household Hazardous Waste Element (HHWE), and a Nondisposal Facility Element (NDFE). Waste Management Incorporated (WMI) is the solid waste hauler under contract to the City of Wildomar.

City of Wildomar Municipal Code

Title 8 Health and Safety of the City of Wildomar Municipal Code set forth the city's solid waste provisions, including restrictions on disposing of any garbage, rubbish, or waste matter in the city other than at a disposal site established by the City Council or designated by the City Manager,

prohibitions on solid waste collectors disposing of recyclable materials, and restrictions on accumulation of solid waste on residential properties.

3.10.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G. A solid waste impact is considered significant if implementation of the proposed project would:

1) Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs.

2) Fail to comply with federal, state, and local statutes and regulations related to solid waste.

METHODOLOGY

Evaluation of potential solid waste service impacts was based on information from the CalRecycle website and personal conversation with Waste Management Incorporated, the contract hauler for the City of Wildomar. The SRRE was also reviewed to determine the diversion rates and goals for the City. The capacity of landfills and other solid waste facilities was evaluated based on reporting from CalRecycle, and residential waste generation was based on actual per-capita generation rates in 2011.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Solid Waste Disposal (Standard of Significance 1)

Impact 3.10.6a Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled. This impact is considered **less than significant**.

Implementation of the proposed project will result in the construction of 275 new single-family homes that could generate 895 new residents who will generate solid waste which will require disposal and recycling. CalRecycle reports that in 2011, the 32,414 residents of the city generated 17,673 tons of solid waste for a per-capita rate of 2.99 pounds per person per day, which is less than the 2009 reported rate of 3.17 pounds per person per day in the SRRE. As proposed, the project would generate approximately 976,758 pounds of solid waste per year. CalRecycle estimates that a cubic yard of household trash weighs about 800 pounds, which results in approximately 1,221 cubic yards per year generated by the proposed project.

CalRecycle posts estimates of solid waste generation for commercial establishments on its website (http://www.calrecycle.ca.gov/wastechar/wastegenrates/Commercial.htm); however, the rates are reported by other jurisdictions and CalRecycle does not endorse any of the rates. Reported rates range greatly and are dependent on the actual commercial use. Some of the rates are by employee and others by square foot. For example, one rate from Los Angeles estimates 2.5 pounds per 1,000 square feet per day, while another rate from the same city estimates 13 pounds per day from 1,000 square feet. Further, most of the rates are from the early 1990s before source reduction and recycling became the law, and likely overstate the current

solid waste generation. Without knowing the actual uses, it is impossible to estimate the amount of solid waste generated. The SRRE requires that 30 percent of nonresidential waste be diverted from the landfill.

Upon collection, the solid waste will be transported to the Moreno Valley Transfer Station where the collected waste will be processed for recycling, composting, or disposal. In a telephone interview on November 15, 2012, a representative of Waste Management determined that the increase in solid waste produced by the proposed project will not result in a significant increase in total waste received at the Moreno Valley Transfer Station (WM 2012). The solid waste can go to one of three landfills: El Sobrante, Lamb Canyon, or Badlands. El Sobrante is owned and operated by USA Waste Services of California. The other two landfills are owned and operated by the County of Riverside. Capacities for each of the landfills is included in the SRRE and summarized in **Table 3.10.6-1**.

TABLE 3.10.6-1
LANDFILL CAPACITY

Disposal Facility	Owner/Operator	Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards)	Potential Fill Date
El Sobrante	USA Waste Services of California	184,930,000	145,530,000	2045
Lamb Canyon	County of Riverside	34,292,000	18,955,000	2021
Badlands	County of Riverside	30,386,332	19,477,616	2016

Source: City of Wildomar 2011

As shown in the table, there is sufficient capacity at the landfills to accept the 1,221 cubic yards of potential solid waste from the proposed project. This impact would therefore be considered **less than significant**.

Mitigation Measures

None required.

Compliance with Federal, State, and Local Statutes for Solid Waste (Standard of Significance 2)

Impact 3.10.6b Implementation of the proposed project could fail to comply with federal, state, and local statutes and regulations related to solid waste. This impact is considered **less than significant**.

Title 8, Chapter 8.20 regulates refuse disposal sites in the City of Wildomar. Section 8.20.050 of Chapter 8.2 of the Wildomar Municipal Code requires that each solid waste facility operator, including the City of Wildomar, perform random load checks across load types of residential, commercial, and industrial to detect hazardous waste before such incoming waste is transferred to, and/or disposed at, the landfill. The goals of the ordinance and check program are to (1) prevent hazardous waste from being placed in a landfill not permitted to receive such waste, and (2) educate and discourage customers from bringing in such material. The code mandates the number of checks per day, depending on the daily tonnage. The load checks are random and an inspection form is required for each check. Chapter 8.104 mandates that solid waste be collected in the city and establishes the methodology and timing for collection. Through compliance with the SRRE and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste. This impact is considered **less than significant**.

Mitigation Measures

None required.

3.10.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for solid waste includes all existing, planned, proposed, approved, and reasonably foreseeable development in Riverside County. Future development associated with the proposed project, as well as in the surrounding region, would result in an incremental cumulative demand for solid waste collection and disposal in regional landfills.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Solid Waste Impacts

Impact 3.10.6c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services. This impact is **less than cumulatively considerable**.

As shown in **Table 3.10.6-1**, there is adequate capacity in the landfills that receive solid waste from the City of Wildomar. The approximate 1,221 cubic yards of solid waste generated by the proposed project will not significantly affect the life span of the receiving landfills. Further, compliance with the SRRE will reduce or divert solid waste from the landfills. The proposed project will not contribute significantly to cumulative solid waste impacts, and this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.7 PARKS AND RECREATION

3.10.7.1 EXISTING SETTING

The City of Wildomar owns and manages three public parks: Marna O'Brien Park, Regency Heritage Park, and Windsong Park.[3] In addition, the city contains 306.93 acres of land dedicated to open space recreation and 220.92 acres of land dedicated to open space conservation. A summary of the park and open space acreages in Wildomar is shown in **Table 3.10.7-1.**

[3] As of August 2012, the City is not currently funding Regency Heritage or WIndsong Park, allowing both facilities to remain non-operational.

TABLE 3.10.7-1
PARK AND OPEN SPACE FACILITIES

Open Space	Acreage
Marna O'Brien Park	8.94
Regency Heritage Park	3.26
Windsong Park	2.07
Open Space – Recreation	306.93
Open Space – Conservation	220.92
Total Open Space Acreage	**542.11**

Source: Colgan 2012

Upon city incorporation in 2008, the City of Wildomar adopted the Riverside County Municipal Code. The code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. As of 2012, according to the California Department of Finance, Wildomar's estimated population was 32,719. As demonstrated in **Table 3.10.7-1**, the city's current open space inventory includes 542.11 acres, which surpasses the 98.16 acres required by the City's Municipal Code.

3.10.7.2 REGULATORY FRAMEWORK

STATE

Quimby Act

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide parks and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (Westrup 2002).

Originally, the Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3–5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments. In 1982, the Quimby Act was substantially amended via AB 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. In other words, AB 1600 requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed (Westrup 2002). Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres per 1,000 residents for new development. Cities or counties with a lower ratio can only require the provision of up to 3 acres of parkland per 1,000 residents. The calculation of a city's or county's parkland-to-

population ratio is based on a comparison of the population count of the last federal census to the amount of city- or county-owned parkland.

LOCAL

Wildomar Community Services Department

The City of Wildomar Community Services Department oversees the development and maintenance of the local parks and assists in coordinating disaster preparedness programs. Open space in the city is maintained by private landowners or associations.

City of Wildomar Municipal Code

Chapter 16.20 of Title 16 requires fees in lieu of dedication or dedication of parkland at a ratio of 3 acres per 1,000 population. The code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public.

3.10.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A park and recreation impact is significant if implementation of the proposed project would:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

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

METHODOLOGY

Evaluation of the proposed project was based on review of the current facilities and the City's Municipal Code. This material was compared to the proposed project's specific park and recreation service–related impacts. The impact analysis below focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Parks and Recreation Facilities (Standards of Significance 1 and 2)

Impact 3.10.7a Implementation of the proposed project would accommodate a slight increase in population that will be served by the park and recreation facilities to be built as part of the proposed project. This impact is considered to be **less than significant**.

The completion of the proposed project will result in a population increase of approximately 895 residents in Wildomar. Per City ordinance, the new population will generate demand for 2.7

acres of parkland. The proposed project includes 4.7 acres of parkland, which exceeds the requirement of the City ordinance and the Quimby Act. Further, the parks and open space needs of the residents will also be met by the total of 76 acres of open space that includes trails.

During the scoping meeting, several residents of The Farm voiced concerns over new residents potentially using Farm facilities without payment. One of the facilities noted was the Farm community swimming pool. During a site visit, the pool was observed to be very secure with fencing topped with razor wire. While there is a potential for new residents in the proposed project to use Farm recreation facilities, the pool facility seems secure. Other facilities could either be secured or signed to inform others that the land is private. Similar signage may appear on the proposed project's parks and open space area.

While the parks will be owned and operated by the proposed project's homeowners association, they will not be fenced. The parks will also not have community-serving features such as soccer fields or baseball diamonds intended for league play. As the proposed project will generate and maintain its own parkland, this impact is **less than significant**.

Mitigation Measures

None required.

3.10.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for parks and recreation consists of the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved, and reasonably foreseeable development within the city could contribute to cumulative impacts. The reader is referred to Section 3.1, Land Use, for a discussion of assumed land uses and development conditions associated with the proposed project.

Cumulative Park and Recreation Demands

Impact 3.10.7b Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment. This would be a **less than cumulatively considerable** impact.

The proposed project provides parkland and open space than required to meet the City's ordinance. Further, the project will maintain its own parkland and open space. As there is more than sufficient parkland, and the project will provide maintenance for its facilities, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.11 AESTHETICS AND VISUAL RESOURCES

This section describes the existing visual resources of the City of Wildomar, summarizes its landscape characteristics, and discusses the impacts associated with implementation of the proposed project. The analysis focuses on the anticipated alteration of the landscape characteristics and potential visual resource impacts in the city. Key issues addressed in this section include alteration of existing scenic resources (potential degradation of scenic resources or views of scenic resources), visual character, and urban lighting characteristics (increased nighttime light and daytime glare). Information for this section comes from City staff, field observations, and other public documents.

3.11.1 EXISTING SETTING

EXISTING CONDITIONS

Undeveloped natural areas and the surrounding topography create a rural residential viewshed with single-family homes surrounded by slopes, hills, and undeveloped areas. Even in the undeveloped areas, however, there is evidence of disturbance and man-made improvements ranging from roadways such as Bundy Canyon Road to homes on hillsides and ridges, graded driveways, power lines, fences, sheds, and other accessory structures. Located in close proximity to a variety of topographic features that range from relatively flat land to steep hillsides, the eastern half of the proposed project site is primarily composed of a steep-sided hill, while a portion of the Sedco Hills forms the western half. The surrounding area is generally rural residential and suburban in character, with single-family homes situated on semi-rural and large suburban lots. The habitat of the project area is predominantly disturbed chaparral with scattered trees that are mainly concentrated along the drainages that cross the project site. Bundy Canyon Road, which bisects the site, is lined with aboveground transmission lines. **Table 3.11-1** provides a summary of the visual resources within the project site. **Figure 1.0-3** shows a series of photographs that illustrate the various visual resources.

On Bundy Canyon Road close to Interstate 15 (I-15), there are developed areas that have urban improvements such as sidewalks, curbs, and streetlights. For much of the remaining length of the roadway that extends through the proposed project area, there are no improvements adjacent to the roadway. Overhead power lines occasionally cross the roadway as needed to provide services along the road.

The City of Wildomar General Plan does not identify any portion of the proposed project area as a designated state or county scenic highway, nor is the site identified as being eligible for such designation. The Farm Specific Plan, which encompasses the proposed project site, does not identify specific visual or aesthetic resources to be protected or designated.

TABLE 3.11-1
SUMMARY OF VISUAL RESOURCES

Visual Resource	Description
Open space	Open space is a scenic feature present throughout the project area, which is currently vacant; however, the single-family housing communities located along the northern and southern borders of the project site do not include scenic open space. Figures 3.1-2 and 3.1-3 in Section 3.1, Land Use, provide aerial views of the project site that show the open space quality of the area.
Vistas of distant mountains	In specific areas, views from the project site offer vistas of the San Jacinto Mountains to the east, the Elsinore Mountains to the west, and on clear days the San Bernardino Mountains to the north.

Visual Resource	Description
Views of rolling hills	Views of the rolling hills directly west of the project site may be seen from anywhere on the project site, while smaller hills can be clearly seen from the southwest and southeast corners of the site.
Riparian and oak woodland areas	Cottonwood Canyon, a large drainage which crosses the eastern end of the project site from north to south, supports mature oak trees that form a scenic canopy over Bundy Canyon Road (see **Figure 1.0-3**).

Viewer groups of the project area currently include motorists and occasional cyclists and pedestrians traveling along Bundy Canyon Road. Aside from an unpaved shoulder along Bundy Canyon Road, the project site does not have dedicated lanes and paths or other facilities to support pedestrian, cycling, or equestrian uses. Most of the existing residential homes adjacent to the proposed project site will be located several hundred feet from the proposed project, though homes located along the northeastern side of Harvest Way West will be immediately across the street from the portion of the proposed project to be built along the southwestern side of Harvest Way West. The homes located along the north side of Bundy Canyon Road between Greenwood Avenue and Harvest Way East will also be directly across the street from the proposed project, and the commercial use component of the proposed project, at the southwestern corner of Bundy Canyon Road and Sunset Avenue, will be located in intermediate proximity to three existing homes at the end of Hidden Hollow Drive. Many of these residential properties have fences, walls, or trees and other vegetation that visually shield the houses from the roadway and the proposed project site.

NIGHTTIME LIGHTING CONDITIONS

Lighting conditions of the area consist of typical suburban low light conditions found in semi-rural areas. There are streetlights along parts of Bundy Canyon Road, along areas adjacent to development close to I-15, and at intersections. There are also residential yard lights and exterior lighting associated with the homes along Bundy Canyon Road and the adjacent development.

Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, glass, and other shiny reflective surfaces. Nighttime light illumination and associated glare can be divided into stationary and mobile sources. Stationary sources of nighttime light include structure illumination, decorative landscape lighting, lighted signs, sports field lighting, and streetlights. The primary source of mobile nighttime light is motor vehicle headlights. During winter nighttime hours, the ambient light in the area can be accentuated during periods of low cloudiness or fog, which reflects light, resulting in intensification of the amount of light.

3.11.2 REGULATORY FRAMEWORK

STATE

State Scenic Highway Program

In 1963, the California legislature created the Scenic Highway Program to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to state highways. The state regulations and guidance governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers,

the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. There are no state designated scenic highways in the project area.

Nighttime Sky – Title 24 Outdoor Lighting Standards

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In November 2003, the CEC adopted changes to the Title 24, parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The new standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

LOCAL

Wildomar General Plan

The City of Wildomar General Plan contains several policies pertaining to visual resources; those that are relevant to the proposed project are listed below in the Methodologies subheading of subsection 3.11.3, Impacts and Mitigation Measures.

Regulating Light Pollution (Mount Palomar Nighttime Lighting Policy)

Light pollution is regulated by Wildomar Municipal Code Chapter 8.64. The proposed project site is located approximately 49 miles from Mount Palomar, which places the site within Zone B of the Mount Palomar Nighttime Lighting Policy Area. (Zone A means the circular area 15 miles in radius centered on Palomar Observatory.) As shown below, Zone B restricts the use of certain light fixtures that emit undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mount Palomar Observatory. Development within this zone requires that the project maintain preservation of the night sky.

TABLE 3.11-2
LAMP TYPE AND SHIELDING REQUIREMENTS PER FIXTURE FROM ORDINANCE 8.88 REGULATING LIGHT POLLUTION

Lamp Type	Zone A	Zone B
Class I – Color Rendition Important		
Low pressure sodium	Allowed	Allowed
Others above 4050 lumens	Prohibited	Allowed if fully shielded
Others 4050 lumens & below	Allowed*	Allowed

Lamp Type	Zone A	Zone B
Class II – Parking Lots, Walkways, Security		
Low pressure sodium	Allowed	Allowed
Others above 4050 lumens	Prohibited	Prohibited
Others 4050 lumens & below	Prohibited	Allowed
Class III – Decorative		
Low pressure sodium	Prohibited	Allowed
Others above 4050 lumens	Prohibited	Prohibited
Others 4050 lumens & below	Prohibited	Allowed

Source: Wildomar Municipal Code
**Maximum of 8.100 total lumens per acre or per parcel if under 1 acre.*

All lighting allowed by the ordinance must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. The ordinance defines "fully shielded" as outdoor light fixtures shielded or constructed so that light rays emitted by the fixtures are projected below the horizontal plane passing through the lowest point on the fixture from which light is emitted. "Partially shielded" means outdoor light fixtures designed or constructed so that 90 percent of the light rays emitted by the fixture are projected below the horizontal plane passing through the lowest point of the shield (Wildomar Municipal Code, 8.64.040).

3.11.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

An aesthetic or visual resource impact is considered significant if implementation of the project would result in any of the following:

1) Have a substantial adverse effect on a scenic vista.

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

3) Substantially degrade the existing visual character or quality of the site and its surroundings.

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

METHODOLOGY

The visual resource analysis is based on field review of the project site and review of topographic conditions, as well as anticipated changes from implementation of the proposed project and other anticipated development in the area.

As discussed in subsection 3.11.1, Existing Setting, there are no adopted scenic highways in the project area, so this impact (Standard of Significance 2) will not be further considered in this Draft EIR.

PROJECT IMPACTS AND MITIGATION MEASURES

Substantial Damage Scenic Resources (Standards of Significance 1 and 3)

Impact 3.11.1 The proposed project will not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. This impact is considered **less than significant**.

The proposed project will include the removal of some of the trees and rock outcroppings currently located on the project site to accommodate the new homes. While the changes will affect the views of the property from the surrounding area, the trees and rock outcroppings are not unique to the area, nor are they formally recognized as scenic vista by any local or regional government agency. Views onto the property will be changed by the grading and development of improvements necessary to support the proposed residential and commercial uses.

As described in the project description, approximately 76 acres of the site will remain as open space and largely untouched by the development. While there will be trails and some minor improvements such as the road leading to the water storage tanks in the open space, these improvements will be similar to others made in the area to support existing development.

This impact is considered **less than significant**.

Mitigation Measures

None required.

Substantially Degrade the Existing Visual Character of the Area (Standard of Significance 3)

Impact 3.11.2 While the potential project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area. This impact is **less than significant**.

The proposed project will construct single-family residences, a small commercial area, and several local parks in a currently undeveloped area that is surrounded by residential land uses on nearly all sides. With the exception of an undeveloped area directly west of the project site, the project density of 1.8 units per gross acre (3.5 units/acre net developable area) will be consistent with the current density range of 2–5 units per acre of the existing residential development in the surrounding area. The proposed project will provide a different housing type than is prevalent in the area, with a more urban look similar to other housing developments in the city. Yard sizes, setbacks, and street improvements will be consistent with the Oak Creek Canyon development/design standards and City of Wildomar standards.

The proposed project will include a small commercial area approximately 5.2 acres in size (3.5 acres developable). Construction of this commercial property will result in a development that is different in scale and type from the surrounding residential areas. As part of the development review process, the City of Wildomar will evaluate the design of the commercial land as part of plot plan review procedures. The Oak Creek Specific Plan includes commercial design guidelines so aesthetics and design will be part of the review process. As the commercial area fronts on Bundy Canyon Road and will be oriented toward this large arterial, and the design will

be reviewed to ensure compatibility with the commercial design guidelines during the plot plan review process, this impact is considered **less than significant**.

The proposed project also includes the preservation of approximately 76 acres of open space. The developed open space will continue to retain the characteristics of the natural environment of the area while allowing new natural scenic resources to develop. Due to the aesthetic consistency of the proposed project with many of the current land uses of the site and the preservation of 20 percent of the proposed project site as open space, the impacts of the proposed project on the existing visual character of the area will be **less than significant**.

Mitigation Measures

None required.

Create a New Source of Substantial Light or Glare (Standard of Significance 4)

Impact 3.11.3 The proposed project will not result in any new significant sources of glare or light that would adversely affect the day or nighttime views of the area. This impact would be **less than significant**.

Implementation of the proposed project will not introduce new sources of daytime glare and will not substantially change nighttime lighting and illumination levels. Lighting nuisances typically are categorized by the following:

- Glare – Intense light that shines directly or is reflected from a surface into a person's eyes.
- "Skyglow"/Nighttime Illumination – Artificial lighting from urbanized sources that alters the rural landscape in sufficient quantity to cause lighting of the nighttime sky and reduction of visibility of stars and other astronomical features.

The main sources of daytime glare in the area are from sunlight reflecting from vehicles traveling along Bundy Canyon Road and the roadways adjacent to the proposed project site and from the nearby residential buildings with reflective surfaces such as windows. The proposed project will include residential and eventually commercial structures as potential sources of glare. Building materials (e.g., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times.

A source of glare during the nighttime hours is artificial light. The sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from commercial uses, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code. The regulation is intended to protect the Mount Palomar Observatory from unnecessary light.

As noted above, the City's Light Pollution Ordinance establishes limits on the types of fixtures and size of bulbs for aspects of the development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution. However, there will still be new light associated with urban development, including security lighting, landscape lighting, automobile headlights, etc. This type of lighting impact already exists with existing homes surrounding the project area. As the amount of nighttime lighting will be restricted through compliance with existing City of Wildomar ordinances, and the remaining lighting is consistent with urban

development throughout the City of Wildomar, including existing development around the proposed project site, the impacts of lighting associated with the proposed project are considered **less than significant**.

Mitigation Measures

None required.

3.11.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the surrounding residences, as well as the adjacent Farm community. The cumulative setting also includes the proposed Bundy Canyon Road–Scott Road widening project. Development in the proposed project area as well as along Bundy Canyon Road would alter the scenic resources and visual character of the region.

The cumulative impact analysis herein focuses on whether the proposed project's contribution to regional visual resource impacts would result in a cumulatively considerable environmental impact. The project's impact would be cumulatively considerable if, when considered with other existing, approved, proposed, and reasonably foreseeable development in the region, it would result in substantial alteration of the visual character of the region, significant impacts to scenic vistas, or substantial increases in daytime glare and nighttime lighting.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare

Impact 3.11.4 Implementation of the proposed project, in combination with the planned Bundy Canyon Road–Scott Road widening project, would contribute to the alteration of the visual character of the region. This impact is considered **less than cumulatively considerable with mitigation incorporated.**

The proposed project, in conjunction with identified improvements to Bundy Canyon Road, could be perceived to have an adverse cumulative effect on scenic resources because of the need to remove oak trees along the corridor. The proposed project may result in a loss of mature oak trees on the project site. In addition, the oak tree canopy along Bundy Canyon Road, located between Palm Avenue and Harvest Way East, may be impacted by the combination of the proposed project and the Riverside Transportation Commission's Bundy Canyon Road–Scott Road widening project. When taken together, the loss of oak trees and their habitat could be perceived to have an adverse cumulative effect on the visual character of the area. This adverse cumulative effect would be permanent. The proposed road widening project may also contribute to a cumulative change of the aesthetic character in the area from a semi-rural area to a developing residential suburban and commercial area.

Planting of new oak trees will help offset the removal of the mature oaks along Bundy Canyon Road. It is important to note that newly planted trees may not grow as quickly or survive in the areas planted. As a result, most mitigation strategies require over-planting to allow for tree morbidity during the first few years. The following mitigation measure is intended to address the loss of tree canopy along Bundy Canyon Road.

Mitigation Measures

MM 3.11.4 Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).

2) The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three native oak trees of 5 gallons or larger size shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.

4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Timing/Implementation: *Prior to any ground disturbance activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

With implementation of the above mitigation measures, this impact is considered **less than cumulatively considerable**.

REFERENCES

Caltrans (California Department of Transportation). 2007. http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm.

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3.12 Energy Use and Greenhouse Gases

This section provides a discussion on the proposed project's effect on greenhouse gas emissions and the associated effects of climate change. The California Environmental Quality Act (CEQA) requires that lead agencies consider the reasonably foreseeable adverse environmental effects of projects they are considering for approval. The reader is referred to Section 3.4, Air Quality, for a discussion of project impacts associated with air quality. Portions of this section are based on the *Oak Creek (Tentative Tract Map No. 36388) (PA 11-0261) Greenhouse Gas Analysis, City of Wildomar, California*, prepared by Urban Crossroads (2012) and included as **Appendix 3.12-1**.

3.12.1 EXISTING SETTING

INTRODUCTION TO GLOBAL CLIMATE CHANGE

Global climate change is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Global climate change is currently one of the most controversial environmental issues in the United States, and much debate exists within the scientific community about whether or not global climate change is occurring naturally or as a result of human activity. Some data suggests that climate change has occurred in the past over the course of thousands or millions of years. These historical changes to the earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that global climate change is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed project may participate in the potential for climate change by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on global climate change. This section of the Draft EIR evaluates the potential for the proposed project to have a significant effect on the environment as a result of its potential cumulative contribution to the greenhouse effect.

EXISTING CLIMATE SETTING

Global

Worldwide anthropogenic (man-made) greenhouse gas (GHG) emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing nations (referred to as non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2009. Man-made GHG emissions data for non-Annex I nations are available through 2007. For the year 2009, the sum of these emissions totaled approximately 40,084 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). Emissions from the top five countries and the European Union accounted for approximately 65 percent of the total global GHG emissions, according to the most recently available data (Urban Crossroads 2012)

United States

The United States was the number two producer of GHG emissions in 2009. The primary greenhouse gas emitted by human activities in the United States was carbon dioxide (CO_2),

representing approximately 83 percent of total greenhouse gas emissions. Carbon dioxide from fossil fuel combustion, the largest source of greenhouse gas emissions in the United States, accounted for approximately 78 percent of the GHG emissions.

State of California

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2008 GHG inventory data (i.e., the latest year for which data are available) for the 2000–2008 greenhouse gas emissions inventory, California emitted 474 $MMTCO_2e$, including emissions resulting from imported electrical power in 2008. Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 $MMTCO_2e$, excluding emissions related to imported power.

GREENHOUSE GASES

For the purposes of this analysis, emissions of carbon dioxide, methane, and nitrous oxide were evaluated. Although other substances such as fluorinated gases also contribute to global climate change, sources of fluorinated gases are not well defined and no accepted emissions factors or methodology exist to accurately calculate these gases. The potential for fluorinated gases to result from operation of the proposed project is primarily a concern for hydrochlorofluorocarbon emissions associated with project air conditioning leakage.

Greenhouse gases have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for GWP, and thus has a GWP of 1. **Table 3.12-1** shows the GWPs for different GHGs for a 100-year time horizon.

TABLE 3.12-1
GLOBAL WARMING POTENTIALS AND ATMOSPHERIC LIFETIME OF SELECT GREENHOUSE GASES

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon dioxide	50–200	1
Methane	12 ± 3	21
Nitrous oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: tetrafluoromethane (CH_4)	50,000	6,500
PFC: hexafluroethane (C_2F_6)	10,000	9,200
Sulfur hexafluoride (SF_6)	3,200	23,900

Source: Urban Crossroads 2012

Carbon Dioxide

Carbon dioxide (CO_2) is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the

combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (EPA 2008).

Methane

Methane (CH_4) is a colorless, odorless gas that is not flammable under most circumstances. CH_4 is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years (EPA 2006a).

Nitrous Oxide

Nitrous oxide (N_2O) is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years (EPA 2006b).

Water Vapor

Water vapor (H_2O) is the most abundant, important, and variable greenhouse gas in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to hold more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a positive feedback loop. The extent to which this positive feedback loop will continue is unknown, as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up).

There are no health effects from water vapor itself; however, when some pollutants come in contact with water vapor, they can dissolve and the water vapor can then act as a pollutant-carrying agent. The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

EFFECTS OF GLOBAL CLIMATE CHANGE

The California Environmental Protection Agency (CalEPA) published a report titled *Scenarios of Climate Change in California: An Overview* (climate scenarios report) in February 2006 (California Climate Change Center 2006), that, while not adequate for a CEQA project-specific or cumulative analysis, is generally instructive about the statewide impacts of global warming.

The climate scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the twenty-first century: lower warming range (3.0–5.5°F), medium warming range (5.5–8.0°F), and higher warming range (8.0–10.5°F). The climate scenarios report then presents an analysis of future climate in California under each warming range, that while uncertain, presents a picture of the impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the California Natural Resources Agency released a public review draft of its California Climate Adaptation Strategy report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts, and precipitation changes. This report responds to the Governor's Executive Order S-13-2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts. The report was released to the public in draft form for comment and has not yet been finalized.

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending on actual future emissions of GHGs and associated warming. Under the emissions scenarios of the climate scenarios report, the impacts of global warming in California have the potential to include, but are not limited to, those discussed below.

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The climate scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could

increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from Northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If GHG emissions continue unabated, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. The amount of snowpack that could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The state's water supplies are also at risk from rising sea levels. An influx of salt water could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major supply of fresh water.

Agriculture

Increased GHG emissions could cause widespread changes to the agriculture industry, reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply they need. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts. In addition, continued global climate change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued global climate change could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in Northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued global climate change has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of global climate change.

ENERGY CONSUMPTION

Electricity

California

In 2008, California used over 285,574 gigawatts of electricity (CEC 2009).[1] California's electricity generation system currently generates over 290,000 gigawatt-hours of electricity each year, which is transported over California's 32,000 miles of transmission lines (CEC 2007). By 2020, electricity consumption in the state is projected to reach almost 320,000 gigawatts (CEC 2009). In 2008, this electricity was produced from power plants fueled by natural gas (45.7 percent), hydrologic sources (11.0 percent), coal (18.2 percent), nuclear (14.4 percent), and renewable methods (10.6 percent). Approximately 68.1 percent of the electricity was generated within California, with the balance imported from other states, Canada, and Mexico (CEC 2009). Overall electricity use in California is projected to grow by 1.2 percent annually (CEC 2009). However, peak demand is growing at a rate of 1.30 percent (850 megawatts) per year (CEC 2009). This increase in peak demand is the result of a population that is moving inland to the warmer areas of the state, prompting higher demand for electricity for air conditioning.

Electricity usage varies substantially by the type of uses, the type of construction materials used, and the efficiency of all electricity-consuming devices within a building. The average annual usage of electricity is roughly 6,500 kilowatt hours (kWh) per residence (CEC 2007).

Electricity supply in California involves a complex grid of power plants and transmission lines located in the western United States, Canada, and Mexico. Almost 32 percent of the electricity used in California is imported from 11 other western states as well as from Canada and Mexico. The issue is complicated by market forces that have become prominent since 1998, when a new regulatory environment commonly referred to as "deregulation" took effect in California. Supply is further complicated by the fact that the peak demand for electricity is significantly higher than the off-peak demand. For example, in August 2004, peak electric demand—due in large part to

[1] Energy usage is typically quantified using the British thermal unit (BTU). As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 124,884 BTUs, 1,000 BTUs, and 3,400 BTUs, respectively.

hot weather—reached a record high of 44,497 megawatts, which is almost double the lowest demand period.

City of Wildomar

Electric service within the City of Wildomar is provided by Southern California Edison (SCE). SCE provides electric service to approximately 14 million people throughout a 50,000-square-mile service area in central, coastal, and Southern California (SCE 2012). Electricity purchased from SCE by local customers in Riverside County, including Wildomar, is generated and transmitted to the area by a statewide network of power plants and transmission lines. Various transmission and distribution lines traverse Riverside County, serving to carry electrical power from power plants within and outside the county to electrical substations where power is converted to voltages suitable for distribution to end users. Please refer to Section 3.10, Public Services and Utilities, for an expanded discussion of electric services in Wildomar.

Natural Gas

California

In 2007, California consumed about 12,494 million therms of natural gas. The California natural gas demand in 2010 is estimated to have been just slightly less than this amount (CEC 2009). As a state, California is the second largest natural gas consumer in the United States, representing more than 10 percent of national natural gas consumption. Customers in the residential and commercial sectors, referred to as "core" customers, accounted for 29 percent of the state's natural gas demand in 2008 (CEC 2009). Large consumers such as electricity generators and the industrial sector, referred to as "noncore" customers, accounted for about 71 percent of demand in the same year. California remains heavily dependent on natural gas to generate electricity, which accounted for more than 40 percent of natural gas demand in 2008 (CEC 2009). Approximately 13.5 percent of the natural gas produced in 2006 was within California, with the balance imported via pipeline from other states and Canada (CEC 2007). California is at the farthest end of those pipelines, forcing it to compete with other states that are located closer to generation plants in Canada for supplies.

As with electricity, natural gas usage in California for different land uses varies substantially by the type of use, the type of construction materials, and the efficiency of all gas-consuming devices in a given building. The average annual usage of natural gas is roughly 45,000 cubic feet per residence.

According to the California Energy Commission's *2009 Integrated Energy Policy Report*, natural gas has become an increasingly important source of energy since more of the state's power plants rely heavily on this fuel. While California's successful efficiency programs and its reliance on renewable sources of electricity should slow the demand of natural gas, competition for the state's imported supply is increasing. This reliance on imported gas leaves the state vulnerable to price shocks and supply disruptions.

The annual forecast of North American natural gas production has decreased each year since 2002, a difference of about 8 trillion cubic feet a year (CEC 2007). The energy provider Pacific Gas and Electric has publicly commented that it believes that western Canadian natural gas production will be less than predicted, while another energy company, Sempra/SoCalGas (i.e., The Gas Company), believes that several supply basins throughout North America will produce less than forecast.

Natural gas is critical in meeting the state's energy demand. California's growing population requires more natural gas for residential heating and cooking, industrial processing, and most importantly, electricity production. Natural gas, like petroleum, has become a global commodity and California competes not just with other states for access to less abundant natural gas supplies, but also with Western Europe and Asia Pacific consumers in a world market for natural gas. The result is that prices are likely to continue increasing (CEC 2007).

Peak electricity demand in California is expected to grow at about 1.30 percent each year through 2017 and will be the sector with the largest natural gas increase over the next decade. Before 1997, natural gas consumption for electricity averaged 500 billion cubic feet each year (1,400 million cubic feet per day); however, future demand is anticipated to average 2,500 million cubic feet each day (CEC 2007).

Vehicle Energy Consumption

California

California's transportation system includes 33.5 million registered vehicles (cars, trucks, trailers, and motorcycles) and almost 170,000 miles of roads maintained by local, state, and federal governments. A total of 2,453 miles are interstate freeways. The state's motor vehicle fleet includes private passenger cars as well as buses, motorcycles, and light- and heavy-duty trucks, which are used for passenger and freight movement respectively (CEC 2007). In 2007, taxable gasoline sales (including aviation gasoline) in California accounted for 15,672,334,029 gallons of gasoline (CEC 2007).

3.12.2 REGULATORY FRAMEWORK

FEDERAL

Federal Regulation and the Clean Air Act

In the past, the US Environmental Protection Agency (EPA) has not regulated GHGs under the Clean Air Act because it asserted that the act did not authorize it to issue mandatory regulations to address global climate change and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. However, the US Supreme Court held that the EPA must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, twelve states and cities, including California, together with several environmental organizations, sued to require the EPA to regulate GHGs as pollutants under the Clean Air Act (127 S. Ct. 1438 (2007)). The Court ruled that GHGs fit within the Clean Air Act's definition of a pollutant and that the EPA did not have a valid rationale for not regulating GHGs. In response to this ruling, the EPA has recently made an endangerment finding that GHGs pose a threat to the public health and welfare. This is the first step necessary for the establishment of federal GHG regulations under the Clean Air Act.

STATE

Assembly Bill 1493

Assembly Bill (AB) 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the California Air Resources Board (CARB) to develop and adopt the nation's first GHG

emission standards for automobiles. These standards are also known as "Pavley I." The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the state's water supply, an increase in air pollution caused by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the Clean Air Act, to allow the State to require reduced tailpipe emissions of CO_2. In late 2007, the EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the State brought suit against the EPA related to this denial.

In January 2009, President Obama instructed the EPA to reconsider the Bush Administration's denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the EPA granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

Also in 2009, President Obama announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the United States. The new standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon (mpg) by 2016. When the national program takes effect, California has committed to allowing automakers who show compliance with the national program to also be deemed in compliance with state requirements. California is committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from the 2020 model year vehicles.

Executive Order S-3-05

Executive Order S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets, (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, etc.[2]) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

AB 32 does not explicitly apply to emissions from land development, though emissions associated with land development projects are closely connected to the utilities, transportation and commercial end-use sectors. Further, because AB 32 imposes a statewide emissions cap, land development-related emissions will ultimately factor into consideration of greenhouse gas emissions in the state.

Climate Change Scoping Plan

In October of 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. The scoping plan contains the main strategies California will implement to achieve reduction of 169 million metric tons (MMT) of CO_2e, or approximately 30 percent from the state's projected 2020 emission level of 596 MMT of CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent, from 2002–2004 average emissions). The scoping plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations are from improving emission standards for light-duty vehicles (estimated reductions of 31.7 $MMTCO_2e$), implementation of the Low-Carbon Fuel Standard (15.0 $MMTCO_2e$), energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 $MMTCO_2e$), and a renewable portfolio standard for electricity production (21.3 $MMTCO_2e$). CARB has not yet determined what amount of GHG reductions it recommends from local government operations; however, the proposed scoping plan does state that land use planning and urban growth decisions will play an important role in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. (Meanwhile, CARB is also developing an additional protocol for community emissions.) CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity,

[2] Assembly Bill 32 is codified at Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599.

and natural gas emission sectors. The proposed scoping plan states that the ultimate GHG reduction assignment to local government operations is to be determined. With regard to land use planning, the proposed scoping plan expects approximately 5.0 MMT CO_2e will be achieved associated with implementation of SB 375, which is discussed further below. The Climate Change Scoping Plan was approved by CARB on December 11, 2008.

The timing of the implementation of the Climate Change Scoping Plan is currently uncertain as a result of a court decision in the case of *Association of Irritated Residents v. California Air Resources Board* (San Francisco Superior Court Case No. CPF-09-509562). The court found that CARB, in its CEQA review, had not adequately explained why it selected a scoping plan that included a cap-and-trade program rather than an alternative plan.

Senate Bill 1368

Senate Bill (SB) 1368 (2006) (codified at Public Utilities Code Chapter 3) is the companion bill of AB 32. SB 1368 required the California Public Utilities Commission (CPUC) to establish a greenhouse gas emission performance standard for baseload generation from investor-owned utilities by February 1, 2007. The bill also required the California Energy Commission (CEC) to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural-gas-fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and the CEC.

California Climate Action Registry

The California Climate Action Registry (CCAR) was established in 2000 by Senate Bill 1771 (codified at Health and Safety Code Article 6 and Public Resources Code Chapter 8.5) and modified in 2001 by Senate Bill 527 (codified at Health and Safety Code Sections 42400.4, 42801, 42810, 42821, etc.[3]) as a nonprofit voluntary registry for GHG emissions. The purpose of CCAR is to help companies and organizations with operations in the state to establish GHG emissions baselines against which any future GHG emissions reduction requirements may be applied. CCAR has developed a general protocol and additional industry-specific protocols that provide guidance on how to inventory GHG emissions for participation in the registry. The California Climate Action Registry has now merged its GHG emissions registry with the climate registry and is primarily focused on offset projects and research.

Senate Bill 1078 and Governor's Order S-14-08 (California Renewables Portfolio Standard)

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020.

[3] Senate Bill 527 is codified at Health and Safety Code Sections 42400.4, 42801, 42810, 42821–42824, 42840–42843, 42860, 42870, 43021, 42410, 42801.1, and 43023.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each metropolitan planning organization's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

Executive Order S-13-08: The Climate Adaptation and Sea Level Rise Planning Directive

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08 in order to reduce and assess California's vulnerability to climate change and sea level rise. The Executive Order initiated four major actions:

- Initiate California's first statewide climate change adaptation strategy that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.
- Request the National Academy of Science establish an expert panel to report on sea level rise impacts in California to inform state planning and development efforts.
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new projects.
- Initiate a report on critical existing and planned infrastructure projects vulnerable to sea level rise. This report was released in 2009 as the *California Climate Adaptation Strategy* (CNRA 2009).

The Executive Order will provide consistency to state agencies and clarify how to address sea level rise and other climate change–related impacts in current planning efforts.

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards, was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 12, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code. CALGreen will require new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

LOCAL

South Coast Air Quality Management District

The project is under jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD does not offer published guidance for addressing GHG emissions and does not currently have an adopted threshold of significance for them. There are no local regulations or laws pertaining to climate change and greenhouse gas emissions. The SCAQMD does provide suggested mitigation for reducing GHG emissions in proposed projects and is moving toward a district-wide approach to addressing emissions.

3.12.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix F and G of the CEQA Guidelines, impacts related to climate change are considered significant if implementation of the proposed project would:

1) Result in inefficient, wasteful, and unnecessary consumption of energy.

2) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

3) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

To meet the GHG emission targets of AB 32, California would need to generate in the future less GHG emissions than current levels. It is recognized, however, that for most projects there is no simple metric available to determine if a single project would substantially increase or decrease overall GHG emission levels or conflict with the goals of AB 32. Moreover, emitting CO_2 into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO_2 in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental effects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO_2 emitted by the project would result in any altered conditions.

However, the State of California has established GHG reduction targets and has determined that GHG emissions as they relate to global climate change are a source of adverse environmental impacts in California that should be addressed under CEQA. Although AB 32 did not amend CEQA, it identifies the myriad environmental problems in California caused by global warming (Health and Safety Code Section 38501[a]). In response to the relative lack of guidance on addressing GHGs and climate change, SB 97 was passed in order to amend CEQA by directing the Office of Planning and Research to prepare revisions to the State CEQA Guidelines addressing the mitigation of GHGs or their consequences. These revisions to the State CEQA Guidelines went into effect in January 2010. In acknowledging that perhaps the most difficult part of the climate change analysis will be the determination of significance, AB 32 requires CARB, the state agency charged with regulating statewide air quality, to recommend a

method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state.

METHODOLOGY

Transportation emissions from local roads and highways were calculated using the CARB Emissions Factor software, EMFAC2007, and the estimated traffic increases from the traffic study completed by DKS Engineering. Waste emissions were calculated using the EPA's Waste Reduction Model (WARM). WARM calculates and totals GHG emissions of baseline and alternative waste management practices—source reduction, recycling, combustion, composting, and landfilling. The model calculates emissions in metric tons of carbon dioxide equivalent ($MTCO_2e$) across a wide range of material types commonly found in municipal solid waste (MSW). The California Integrated Waste Management Board (CIWMB) 2004 Waste Characterization Study provided the percentages of waste by type (paper, glass, compostables, etc.) for use in the WARM model.

PROJECT IMPACTS AND MITIGATION MEASURES

Inefficient, Wasteful, and Unnecessary Consumption of Energy (Standard of Significance 1)

Impact 3.12.1 The construction and operation of the proposed project will not result in inefficient, wasteful, and unnecessary consumption of energy. This impact is considered **less than significant**.

Construction

Implementation of the proposed project would involve construction activities that would require the use of gasoline, diesel fuel, and other fuels in order to be completed. Energy usage during construction typically involves the use of motor vehicles both for transportation of workers and equipment and for direct construction actions such as the use of cranes or lifts. Additional energy usage would occur as power for tools and equipment used on-site, including but not limited to gas generators, air compressors, air handlers and filters, and other typical direct construction energy uses.

The proposed project would use gas as a short-term consequence of project construction. Construction of the proposed improvements would be similar in the consumption level of gas as any project of this size. However, this energy demand would not result in the need for new or altered facilities given the temporary nature of construction. Furthermore, construction activities are not anticipated to result in an inefficient use of energy, as construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would conserve the use of their supplies to minimize costs to the project.

Utilizing ratios provided in the Climate Action Registry General Reporting Protocol Version 3.1 (California Climate Action Registry 2009), construction of the proposed project would require approximately 200,840 gallons of diesel fuel over the course of five years (see **Appendix 3.12-1** for data outputs). This usage would constitute a small percentage of typical annual fuel usage in the state as reported by the CEC: 0.001 percent (200,840 gallons ÷ 15,672,334,029 gallons = 0.001). For these reasons and because of the temporary nature of construction activities, this effect would have a less than significant impact, as five years of construction are projected to require 0.001 percent of the average fuel usage in the state for one year.

Operations

Energy consumption, in therms for natural gas and kWh for electricity, resulting from operations of the proposed project were calculated using the CalEEMod Model and are summarized in **Table 3.12-2**.

TABLE 3.12-2
PROPOSED PROJECT ENERGY CONSUMPTION

Average Year Scenario	
Natural Gas Consumption	111,078 therms
Electricity Consumption	22,400,160 kWh

*Source: Urban Crossroads, 2012. See **Appendix 3.12-1** for data inputs.*

The proposed project would result in a greater demand for energy. SCE and the Southern California Gas Company provide energy to the Wildomar area. While the proposed project would require more energy, it is unlikely that these providers would need to increase their power supplies to serve the project. SCE's total electric demand is 87,197 gigawatt-hours (GWh) annually (82,197,500,000 kWh) (CEC 2010). The Southern California Gas Company's total natural gas demand is 5,403,000,000 therms per year (CEC 2010). The proposed project would increase electricity and natural gas consumption, but not at a level that would be considered substantial in relation to regional energy supplies. The projected increase in the electricity demand for the project would be approximately 0.03 percent of SCE's total electricity annual usage, and the projected natural gas demand of the project would be approximately 0.002 percent of the Southern California Gas Company's total natural gas demand. As such, the project would not result in energy demands that would require the development of new energy sources or affect service to existing customers.

Impacts associated with the inefficient, wasteful, and unnecessary consumption of energy would be **less than significant**.

Mitigation Measures

None required.

GHG Emissions (Standard of Significance 2)

Impact 3.12.2 The proposed project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This impact is considered **less than significant**.

On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CalEEMod) Emissions Inventory Model. The purpose of this model is to more accurately calculate air quality and greenhouse gas (GHG) emissions from direct and indirect sources and to quantify applicable air quality and GHG reductions achieved from mitigation measures. As such, the latest version of CalEEMod was used for the proposed project. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, and water.

A summary of the proposed project's GHG emissions, as shown in **Table 3.12-3**, demonstrates that the project will result in approximately 6,051.79 $MTCO_2e$ per year and 4.38 $MTCO_2e$ per

service population (SP) per year. The proposed project would not exceed the threshold of 6.6 $MTCO_2e$ per service population per year, resulting in a **less than significant** impact.

TABLE 3.12-3
TOTAL PROJECT GREENHOUSE GAS EMISSIONS (ANNUAL) (METRIC TONS PER YEAR)

Emissions Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_20	Total CO_2e
Annual construction-related emissions amortized over 30 years	74.72	0.008	–	74.88
Area source emissions	234.18	0.11	–	237.93
Energy	1,358.35	0.05	0.03	1,367.17
Mobile sources	4,118.62	0.16	–	4,122.03
Waste	84.36	4.99	–	189.06
Water usage	115.70	0.67	0.02	135.60
Total CO_2e (all sources)	**6,051.79**			
Service Population	**1,381**			
$MTCO_2e$/Service Population (SP)/Year	**4.38**			
Threshold $MTCO_{2E}$/SP/Year	**6.6**			
Significant?	**NO**			

Source: Urban Crossroads 2012. See Appendix 3.12-1 for detailed model outputs.
Note: Totals obtained from CalEEMod and may not total 100% due to rounding.

Mitigation Measures

None required.

Conflict with Applicable Plan, Policy, or Regulation (Standard of Significance 3)

Impact 3.12.3 Implementation of the proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact is considered **less than significant.**

AB 32 requires California to reduce its GHG emissions by approximately 29 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 29 percent reduction below business as usual required by AB 32.

The proposed project would generate GHG emissions from a variety of sources, which would all emit CO_2, CH_4, and N_2O. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the proposed project.

Table 3.12-4 presents the 39 recommended actions (qualitative measures) identified to date by CARB in its Climate Change Proposed Scoping Plan. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to transportation, electricity and natural gas use, green building design, and industrial uses. Consistency of the proposed project with these measures is evaluated by each source-

type measure below. **Table 3.12-4** identifies which CARB-recommended actions apply to the project, and of those, whether the project is consistent therewith.

TABLE 3.12-4
RECOMMENDED ACTIONS FOR CLIMATE CHANGE PROPOSED SCOPING PLAN

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	Yes	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium- and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency Programs More Stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewables Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	No	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action; adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

A detailed discussion of the applicability of each measure and whether the project conflicts with its implementation follows.

Transportation

CARB's Scoping Plan identifies nine transportation-related recommended actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG

emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed project. Vehicles utilized by the proposed project would be subject to the Pavley standards, as applicable, and would be consistent with and not conflict with this recommended action.

Electricity and Natural Gas

Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of utility energy programs and adoption of more stringent building and appliance standards. Elements of this action include encouraging construction of zero net energy (ZNE) buildings and implementation of passive solar design. In addition to employing on-site electricity generation, a ZNE building must either replace natural gas with renewable energy for space and water heating, or compensate for natural gas use by generating surplus electricity for sale on the state's electricity grid. The proposed project is required to comply with the 2008 Title 24 Energy Efficiency Standards and applicable green building standards. Therefore, the proposed project would not conflict with this measure.

Water Use

Action W-1 (Water Use Efficiency) is addressed through implementation of the California Building Code and water efficiency measures implemented in the City of Wildomar.

Conclusion

The proposed project is consistent with or otherwise not in conflict with the CARB Scoping Plan recommended measures and actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are not cumulatively considerable.

Results of the analysis indicate that the proposed project will not exceed the applicable quantitative thresholds. Therefore, a **less than significant** impact is expected with respect to greenhouse gas emissions.

Mitigation Measures

None required.

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4.0 – CUMULATIVE IMPACTS

This section summarizes the cumulative impacts associated with the proposed project that are identified in the environmental issue areas in Section 3.0. Cumulative impacts are the result of combining the potential effects of the proposed project with past actions, existing conditions, other recently approved developments, planned developments, and reasonably foreseeable development projects in the project region. The following discussion considers the cumulative impacts of the relevant environmental issue areas.

4.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (as defined by Section 15130). As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the DEIR together with other projects causing related impacts. A cumulative impact occurs from:

> *…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

1) Either:

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

   (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency is not required to consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

4.2 CUMULATIVE SETTING

A general description of the cumulative setting is provided in Section 3.0, Introduction to the Environmental Analysis and Assumptions Used. In addition, the cumulative setting for environmental issue areas evaluated in the Draft EIR is described in the section specific to the issue area (see Sections 3.1 through 3.12).

4.3 CUMULATIVE IMPACTS ANALYSIS

Identified below is a compilation of the cumulative impacts that would result from implementation of the proposed project and other approved and proposed development in the vicinity. As described above, cumulative impacts are two or more effects that, when combined, are considerable or compound other environmental effects. Each cumulative impact is determined to have one of the following levels of significance: less than cumulatively considerable, potentially cumulatively considerable, or cumulatively considerable. The specific cumulative impacts for each environmental issue area are identified in the corresponding technical sections of Section 3.0.

SECTION 3.1 LAND USE

Cumulative Impacts to Land Use

Impact 3.1.4 Development of the proposed project will be consistent with the planning policies of the City of Wildomar General Plan while being consistent with the surrounding land uses. **No impact** will occur.

The City of Wildomar General Plan and The Farm Specific Plan will be affected by the proposed project. While the proposed project would increase the number of anticipated housing units by 29 (275 proposed vs. 246 existing), the large amount of open space and overall density of the project (2.7 units per acre) make it similar to the existing 2.6 units per acre in The Farm Specific Plan. The amenities included with the proposed project, such as parks, trails, storm drainage basins, and open space, are consistent with other development in the vicinity and with the intent of The Farm Specific Plan. The project would have the cumulative effect of reinforcing and supporting adopted residential land uses planned for the area since 1974. The proposed project also has the effect of enhancing the development of the surrounding community by providing better access to these related projects and existing developments and reducing congestion and traffic in the community. This is considered a beneficial cumulative effect.

The changes to the General Plan and The Farm Specific Plan limit the impact of the change to the area encompassed by the proposed project. The reduction in lot sizes is specific to Phase 18 of The Farm Specific Plan and would not be applicable anywhere else in Wildomar. The proposed project would have **no impact** to the General Plan or to The Farm Specific Plan

SECTION 3.2 POPULATION/HOUSING/EMPLOYMENT

Cumulative Population Growth

Impact 3.2.2 Development of the proposed project would result in a slight increase in the population of the City of Wildomar. This impact is considered **less than cumulatively considerable.**

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with the land use designations and growth assumed in the Land Use Element of the General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of this DEIR. Given that this growth is anticipated under in the General Plan, this impact is considered **less than cumulatively considerable**.

SECTION 3.3 TRAFFIC AND CIRCULATION

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 3.3.5 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a **cumulatively considerable** impact.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Mitigation measures necessary to reduce cumulative impacts to less than cumulatively considerable are also discussed below.

Murrieta Road/Scott Road – This intersection was found to operate at an unacceptable level of service (LOS F) during the weekday PM peak hour under existing (2011) conditions and is anticipated to continue to operate at LOS F during the PM peak hour with the addition of project traffic (as measured by 50 or more peak-hour trips). It is also anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and to operate at LOS F during the peak hours in 2035 with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Southbound Ramps/Scott Road (#12) – This intersection is anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Northbound Ramps/Scott Road (#13) – This intersection is anticipated to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

Cumulative impacts on these roadway intersections are considered **cumulatively considerable**.

Mitigation Measures

MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements:

Murrieta Road/Scott Road

- Install a traffic signal.

- Construct an eastbound left turn lane.
- Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes.
- Construct an additional eastbound through lane.
- Construct an additional westbound through lane and a dedicated right turn lane.

I-215 Southbound Ramps/Scott Road

- Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane.
- Construct three additional eastbound through lanes.
- Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee.

I-215 Northbound Ramps/Scott Road

- Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane.
- Construct two southbound right turn lanes.
- Construct a second eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes and a shared through-right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.

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

Enforcement/Monitoring: *City of Wildomar Public Works and Building Departments*

With implementation of the intersection mitigation discussed above, project-related cumulative impacts to study area intersections would be **less than cumulatively considerable**.

SECTION 3.4 AIR QUALITY

Contribution to Nonattainment Criteria Pollutants (Standard of Significance 3)

Impact 3.4.8 Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered **less than cumulatively considerable.**

CEQA Section 21100(e) addresses evaluation of cumulative effects, allowing the use of approved land use documents in a cumulative impact analysis. CEQA Guidelines Section 15064(i)(3) further stipulates that for an impact involving a resource addressed by an approved plan or mitigation program, the lead agency may determine that a project's incremental contribution is not cumulatively considerable if the project complies with the adopted plan or program. In addressing cumulative effects for air quality, the SCAQMD's Air Quality Management Plan is the most appropriate document to use because it sets forth a comprehensive program that will lead the South Coast Air Basin, including the project area, into compliance with all federal and state air quality standards. The AQMP also utilizes control measures and related emissions reduction estimates based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Since the proposed project is in conformance with the Air Quality Management Plan, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. As a result, this impact would be considered **less than cumulatively considerable.**

SECTION 3.5 NOISE

Contribution to Cumulative Noise Levels

Impact 3.5.5 Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels. The impact would be considered **less than cumulatively considerable.**

The proposed project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. Traffic projections for Horizon Year (2035) with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The No Project column in **Table 3.5-12** is based on forecasts reflecting the area-wide growth in traffic anticipated between existing conditions and Horizon Year (2035) conditions. Predicted increases in future cumulative traffic noise levels along primarily affected roadways are depicted in **Tables 3.5-11** and **3.5-12**. Predicted distances to future cumulative traffic noise contours are identified in **Table 3.5-10**.

As noted in the tables, area-wide growth will result in most of the increase in noise affecting the proposed project. Implementation of the proposed project would result in predicted increases of 0.0 to 1.0 dB in 2035, and such low levels of increase are considered barely perceptible (Urban Crossroads 2012). The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways. It is important to note that the existing traffic noise levels presented in **Table 3.5-2** do not take into account noise reductions provided by existing structures, barriers, or terrain. Given that the proposed project would not result in a

significant contribution to traffic noise levels, the proposed project's cumulative contribution to ambient noise levels would be considered **less than cumulatively considerable**.

SECTION 3.6 GEOLOGY AND SOILS

Cumulative Soil Stability and Seismic Impacts

Impact 3.6.5 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the City of Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts. The proposed project's incremental contribution would be **less than cumulatively considerable**.

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property to result in buildable lots and supporting infrastructure. The resulting project site will be visually and topographically different from the other lands surrounding the proposed project site. While some grading occurred for the surrounding homes, much of the prior development occurred with minimal or building pad–specific grading only. As shown in **Figure 2.0-3**, the realigned Bundy Canyon Road will generally be lower that the surrounding development. Along Bundy Canyon Road, there are locations where the use of a retaining wall is necessary to allow for a more productive use of the area occupied by the slope. A retaining wall is shown in **Figure 2.0-8** between Harvest Way East and Sunset Street. The wall is necessary to provide for storm drainage basins in Unit 4 and to allow more of the commercial land in Unit 5 to be available for development.

The proposed project will either ensure that grading at the periphery is a match to existing topography to avoid subsidence or erosion, or provide appropriate engineered retaining walls at the project boundary. With compliance with existing codes and standards, including the California Building Code and implementation of mitigation measure **MM 3.6.3**, the proposed project's contribution to cumulative impacts related to the area's geology would be **less than cumulatively considerable.**

SECTION 3.7 HYDROLOGY AND WATER QUALITY

Cumulative Impacts to Hydrology and Water Quality

Impact 3.7.5 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds. This is considered a **less than cumulatively considerable** impact.

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watersheds. However, as discussed in Impacts 3.7.1 through 3.7.4, the proposed project's storm drain system and implementation of a Water Quality Management Plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary and supplemental hydrology studies completed for the project, the proposed project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases. As

such, the project is rendered non-contributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from the stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be **less than cumulatively considerable.**

SECTION 3.8 BIOLOGICAL AND NATURAL RESOURCES

Cumulative Impacts to Biological Resources

Impact 3.8.9 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in Multi-Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Implementation of mitigation measures **MM 3.8.8.a** through **MM 3.8.8c** ensures the project will be compliant with the MSHCP. As identified previously, implementation of mitigation measures **MM 3.8.4**, **MM 3.8.5a**, and **MM 3.8.5b** ensures no net loss of wetlands or waters of the State or waters of the United States. Implementation of mitigation measures **MM 3.8.2, MM 3.8.3a,** and **MM 3.8.3b** ensures that effects to nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area that began long before incorporation of the city, mitigation measures associated with the proposed project will reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

SECTION 3.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

Cumulative Impacts to Cultural and Paleontological Resources

Impact 3.9.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources, i.e., prehistoric sites, historic sites, and isolated artifacts and features). This contribution would be considered **less than cumulatively considerable.**

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding

development, mitigation proposed in this section, and existing federal and state laws, this impact is considered **less than cumulatively considerable**.

SECTION 3.10 PUBLIC SERVICES AND UTILITIES

Cumulative Demand for Fire Protection and Emergency Medical Services

Impact 3.10.1d Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposal project are **less than cumulatively considerable.**

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Cumulative Demand for Law Enforcement Services

Impact 3.10.2b Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services. The project's contribution to the need for expanded law enforcement services is considered **less than cumulatively considerable**.

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed previously, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Cumulative Schools Impacts

Impact 3.10.3b Population growth associated with implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, will not result in a significant cumulative increase in student enrollment. This is a **less than cumulatively considerable** impact.

Implementation of the proposed project is expected to result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. Current state law requires that the environmental impact of new development on grade school facilities is considered fully mitigated through the payment of required development impact fees. All new development associated with the proposed project will be required to pay the applicable development impact fees. Furthermore, any significant expansion of school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered **less than cumulatively considerable**.

Cumulative Water Supply Impacts

Impact 3.10.4c Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts is considered **less than cumulatively considerable**.

To determine future water demands within its service area, the EVMWD based the predictions contained within the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting from 2020, future demands were calculated as the product of the population and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional (CII) use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 3.10.4-1**.

The projections provided in **Table 3.10.4-1** include the demand projections of the area served by the Farm Mutual Water Company. The 2011 EVWMD Urban Water Management Plan states that it is assumed that demand within the FMWC service area will increase proportionally to the water demand increase within the EVMWD service area. For the years 2005 and 2010, the EVMWD delivered 420 and 460 acre-feet of water to the FMWC, respectively.

Cumulative Wastewater Service Impacts

Impact 3.10.5c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided. This impact is considered to be **less than cumulatively considerable**.

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. There are no future phases of the project that will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to cumulative wastewater infrastructure impacts, and this impact is considered **less than cumulatively considerable**.

Cumulative Solid Waste Impacts

Impact 3.10.6c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services. This impact is **less than cumulatively considerable**.

As shown in **Table 3.10.6-1**, there is adequate capacity in the landfills that receive solid waste from the City of Wildomar. The approximate 1,221 cubic yards of solid waste generated by the proposed project will not significantly affect the life span of the receiving landfills. Further, compliance with the SRRE will reduce or divert solid waste from the landfills. The proposed

project will not contribute significantly to cumulative solid waste impacts, and this impact is considered **less than cumulatively considerable**.

Cumulative Park and Recreation Demands

Impact 3.10.7b Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment. This would be a **less than cumulatively considerable** impact.

The proposed project provides parkland and open space than required to meet the City's ordinance. Further, the project will maintain its own parkland and open space. As there is more than sufficient parkland, and the project will provide maintenance for its facilities, this impact is considered **less than cumulatively considerable**.

SECTION 3.11 AESTHETICS AND VISUAL RESOURCES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare

Impact 3.11.4 Implementation of the proposed project, in combination with the planned Bundy Canyon Road–Scott Road widening project, would contribute to the alteration of the visual character of the region. This impact is considered **less than cumulatively considerable with mitigation incorporated.**

The proposed project, in conjunction with identified improvements to Bundy Canyon Road, could be perceived to have an adverse cumulative effect on scenic resources because of the need to remove oak trees along the corridor. The proposed project may result in a loss of mature oak trees on the project site. In addition, the oak tree canopy along Bundy Canyon Road, located between Palm Avenue and Harvest Way East, may be impacted by the combination of the proposed project and the Riverside Transportation Commission's Bundy Canyon Road–Scott Road widening project. When taken together, the loss of oak trees and their habitat could be perceived to have an adverse cumulative effect on the visual character of the area. This adverse cumulative effect would be permanent. The proposed road widening project may also contribute to a cumulative change of the aesthetic character in the area from a semi-rural area to a developing residential suburban and commercial area.

Planting of new oak trees will help offset the removal of the mature oaks along Bundy Canyon Road. It is important to note that newly planted trees may not grow as quickly or survive in the areas planted. As a result, most mitigation strategies require over-planting to allow for tree morbidity during the first few years. The following mitigation measure is intended to address the loss of tree canopy along Bundy Canyon Road.

Mitigation Measures

MM 3.11.4 Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist,

or landscape architect shall be submitted for review and approval by the City that includes:

1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).

2) The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three native oak trees of 5 gallons or larger size shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.

4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Timing/Implementation: *Prior to any ground disturbance activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

With implementation of the above mitigation measures, this impact is considered **less than cumulatively considerable.**

3.12 ENERGY USE AND GREENHOUSE GASES

All impacts related to energy use and greenhouse gases analyzed by this chapter of the DEIR are cumulative in nature and were therefore discussed in subsection 3.12.3, Impacts and Mitigation Measures, of Section 3.12.

5.0 – PROJECT ALTERNATIVES

The alternatives analysis consists of the following components: an overview of California Environmental Quality Act (CEQA) requirements for alternatives analysis, descriptions of the alternatives evaluated, a description of alternatives considered but rejected, a comparison between the anticipated environmental effects of the alternatives and those of the proposed project, and identification of an "environmentally superior" alternative.

5.1 GENERAL CEQA REQUIREMENTS

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives but would avoid or substantially lessen one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)).

In addition, Sections 15126.6(a) and (b) of the CEQA Guidelines require the consideration of alternatives that could reduce or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives considered must include those that offer substantial environmental advantages over the proposed project and may be feasibly accomplished in a successful manner considering economic, environmental, social, technological, and legal factors. The CEQA Guidelines also require the identification of an "environmentally superior" alternative among the alternatives analyzed.

5.2 DEVELOPMENT OF PROJECT ALTERNATIVES

This section discusses the reasoning for selecting the alternatives and summarizes the assumptions identified for the alternatives. The range of alternatives included for analysis in an EIR is governed by the "rule of reason." The primary objective is formulating potential alternatives and choosing which ones to analyze to ensure that the selection and discussion of alternatives fosters informed decision-making and informed public participation. This is accomplished by providing sufficient information to enable readers to reach conclusions themselves about such alternatives. This approach avoids assessing an unmanageable number of alternatives or analyzing alternatives which differ too little to provide additional meaningful insights about their environmental effects. The alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would accomplish most of the basic objectives of the project.
- The extent to which the alternative would avoid or lessen any of the identified significant effects of the project.
- The feasibility of the alternative, taking into account site suitability and parcel size, and consistency with applicable public plans, policies, and regulations.
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice.

The alternatives analyzed in this DEIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more the project's significant effects. The analysis provides readers with adequate information to compare the effectiveness of identified mitigation or significant adverse impacts and to enable readers to make decisions about the project. CEQA requires EIRs to address a reasonable range of reasonable alternatives, not all potential alternatives.

PROJECT OBJECTIVES

As noted above, an EIR must describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives while avoid or reducing one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)). In identifying the range of alternatives for analysis in this EIR, the following objectives listed below, as submitted by the applicant for the project were considered:

- Provide a residential development that would assist the City in meeting its existing and future housing needs;
- Provide a project that minimizes its impact on site resources and existing residents through site design;
- Create the opportunity for future commercial/retail services to become established in the area and serve local residents;
- Provide private park and recreational amenities for the future Oak Creek Canyon residents; and
- Improve existing public access through the site by improving Bundy Canyon Road.

REASONING FOR SELECTION OF ALTERNATIVES

No Project

CEQA Guidelines Section 15126.6(e) requires that a "No Project" alternative be evaluated in an EIR. In the case where the project is a development project on identifiable property, such as the proposed project, the No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. The analysis allows the decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)). It is important to note that the project area is both designated and zoned for development within The Farm Specific Plan. While taking no action on the proposed project would not result in this project moving forward, it is reasonable to assume that a project would be proposed at some point in the future consistent with The Farm Specific Plan.

Reduced Density Alternative

The original application materials requested a project with 315 single-family lots with minimum parcel sizes of 4,000 to 7,200 square feet. The Notice of Preparation (NOP) was circulated with the original project (see **Appendix 1.0-1**). While the NOP was being circulated, the project applicant met with the neighbors and residents of The Farm community and reduced the project to the 275 single-family parcels and a minimum parcel size of 4,500 square feet. Ordinarily, this reduction in project features would be the reduced density alternative; however, the applicant modified the proposed project to reflect fewer parcels and larger parcel sizes as discussed with the public. This modified project then became the proposed project for purposes of this Draft EIR.

The Reduced Density Alternative was evaluated to determine whether a smaller project would result in fewer changes to Bundy Canyon Road or a reduction in necessary utilities such as water

and sewer. As envisioned in this alternative, the proposed 4,500-square-foot lots identified for Unit 1 would be developed as 7,200-square-foot lots.

5.3 ALTERNATIVES ANALYSIS

Each alternative is compared to the proposed project and environmental impacts identified in the Draft EIR. The project alternatives are evaluated in less detail than those of the proposed project, and the impacts are described in terms of difference in outcome compared with implementing the proposed project. The analysis focuses on determining the extent to which alternatives could avoid or lessen the mitigation associated with the proposed project's impacts. **Table 5.0-2** at the end of this section provides a comparison of the environmental benefits and impacts of each alternative. The CEQA Guidelines (Section 15126.6(e)(2)) state that if the environmentally superior alternative is the "No Project" alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

NO PROJECT ALTERNATIVE

Characteristics

Under the No Project Alternative, the 160.2-acre site would remain undeveloped. There would be no realignment of Bundy Canyon Road, no extension of water to the site and no new water storage. The property would remain in its current stage with the existing Farm Specific Plan and zoning. Even though the site is designated, zoned, and intended for development, this alternative assumes that the site remains vacant.

Comparative Impacts

1. Land Use

The No Project Alternative would not result in changes to The Farm Specific Plan to allow an increase in density. While the DEIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment

Section 3.2, Population/Housing/Employment, notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population, which is considered a less than significant impact. However, the No Project Alternative would not result in any population or employment growth and therefore has impacts less than those of the proposed project.

3. Traffic and Circulation

The No Project Alternative would not result in any new trips associated with construction or operation of new buildings, similar to those of the proposed project, as no homes or commercial uses would occur and there would be no new traffic. This alternative would not realign Bundy Canyon Road; however, the alignment would eventually occur as part of the Riverside County Regional Transportation Commission project already under way. As there would be no additional traffic, the project would not result in new signals at the Sellers Road, Monte Vista Drive, Harvest Way West, Harvest Way East, and Sunset Avenue intersections with Bundy Canyon Road. As noted in **Table 3.3-11** of Section 3.3, Traffic and Circulation, these intersections would operate at an

unacceptable level of service in 2015 without the project. However, it is likely that many if not all of the intersections would be improved as part of the overall Bundy Canyon/Scott Road improvement project. Because there would be no new trips associated with the No Project Alternative, the impacts to traffic and circulation are considered less than those of the proposed project.

4. Air Quality

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of nitrogen oxides (NOx) and reactive organic gases (ROG). While overall impacts are considered less than significant, the No Project Alternative would not result in any change in air quality impacts and would therefore result in less impact when compared to the proposed project.

5. Noise

As discussed in Section 3.5, Noise, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. While the mitigation measures can reduce the impacts of the proposed project, the No Project Alternative would not expose residents to noise impacts associated with Bundy Canyon Road. Noise impacts are considered less than those of the proposed project.

6. Geology and Soils

The soil types on the project site are identified in Section 3.6 Geology and Soils. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the No Project Alternative are less than those of the proposed project.

7. Hydrology and Water Quality

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. While all impacts can be reduced to a less than significant level, the No Project Alternative does not result in additional construction of impervious surfaces, and impacts to hydrology and water quality would be less than the proposed project.

8. Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The No Project Alternative would not result in site disturbance and therefore would have no possibility of affecting nesting habitat. Although mitigation measures outlined in Section 3.8, Biological and Natural Resources, are typical of construction projects and will reduce the impacts of the proposed project to a less than significant level, the No Project Alternative would have no impact to biological resources when compared to the proposed project.

9. Cultural and Paleontological Resources

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. While mitigation measures outlined in Impact 3.9.2 reduces impact to cultural and paleontological resources to a less than significant level, the No Project Alternative would not result in site disturbance and would not have the potential to disturb unknown resources. The alternative would therefore have less of an impact than the proposed project.

10. Public Services and Utilities

Section 3.10, Public Services and Utilities, of the DEIR determined that the proposed project would not have a significant impact on public services. However, because there would be no development and therefore no demand on existing services, the No Project Alternative would have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. While mitigation included in the DEIR will reduce this impact to a less than significant impact, the no Project Alternative would not impact oak trees and would therefore have less of an impact than the proposed project.

12. Energy Use and Greenhouse Gases

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the Draft EIR. The No Project Alternative would not generate any new greenhouse gasses and would therefore have less of an impact than the proposed project.

Cumulative

The No Project Alternative would leave the property in its current state, keep The Farm Specific Plan in its current form, and would not result in improvements to Bundy Canyon Road. While this alternative would result in no impacts to the environment, it also fails to meet any of the project objectives. However, because alternative is the only alternative that reduces or eliminates any of the mitigation measures, the No Project Alternative is the environmentally superior alternative.

REDUCED DENSITY ALTERNATIVE

Characteristics

The Notice of Preparation and project application materials originally submittal requested 315 parcels and 5.2 acres of commercial development. After several public meetings with residents of The Farm community and representatives from the City of Wildomar, the applicant revised the project to request 275 units and approximately 5.2 acres of commercial. However, this revision to the project occurred before preparation of this DEIR; therefore, it is the latest submittal that became the proposed project.

This alternative would further reduce the density by eliminating the reduced lot sizes planned for Units 1, 3, and 4 and keep the minimum lot size of 7,200 square feet for the entire site. The potential yield was taken by totaling all of the lot sizes as proposed for the project and depicted on the subdivision map sheets and dividing the resulting land area by 7,200 square feet. As shown in **Table 5.0-1**, this alternative would result in 26 fewer parcels than the proposed project, representing an approximate 6 percent reduction in the number of residential units.

TABLE 5.0-1
COMPARISON OF PROPOSED LOT SIZE AND YIELD TO THE REDUCED DENSITY ALTERNATIVE

	Unit 1	Unit 2	Unit 3	Unit 4	Total
Lots	1–88	173–275	89–144	145–172	
Average Lot Size Per Proposal	5,634	7,825	6,473	7,083	
Lot Size Minimum Per Proposal	4,500	7,200	6,000	6,000	
Proposed Number of Parcels	88	103	56	28	275
Alternative Number of Parcels	69	103[1]	50	27	259
Difference	19	0	6	1	26

1 Proposed lot yield was used, as the average exceeds the 7,200-square-foot minimum assumed for this alternative.

Similarly, this alternative would also keep the existing 1.1-acre commercial site shown in The Farm Specific Plan rather than increase the size of the commercial area to 5.21 acres. While it is likely that the remaining area would be developed with homes, this alternative does not include the additional land as developable.

As the Bundy Canyon Road realignment is anticipated with or without approval and construction of the proposed project, the realignment of Bundy Canyon Road remains in this alternative as shown for the proposed project.

Comparative Impacts

1. Land Use

The Reduced Density Alternative would not result in changes to The Farm Specific Plan to allow an increase in density or the increase in commercial land area. While the DEIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment

Section 3.2, Population/Housing/Employment, notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population which is considered a less than significant impact. The Reduced Density Alternative would generate 843 residents, which is less than the proposed project and represents a 2.62 increase in the population of Wildomar. The smaller commercial area could also result in fewer potential jobs; however, the jobs projection for both the proposed project and this alternative is too speculative to determine. As this alternative would result in fewer residents and therefore less demand on services, this alternative is considered to have less of an impact than the proposed project.

3. Traffic and Circulation

The Reduced Density Alternative would result in fewer trips than the proposed project. **Table 3.3-6** in Section 3.3, Traffic and Circulation, of the DEIR estimates 3,933 daily trips from the proposed project. Using the same generation assumptions provided in **Table 3.3-5** and assuming that the 1.1-acre commercial site would develop as a gas station/car wash only, this alternative would generate 3,702 daily trips, which represents a modest 6.25 percent decrease in the number of trips. The five intersections that require traffic signals would all require signals with or without the proposed project by 2015 (see **Table 3.3-11**). The slight decrease in the number of trips does not reduce or eliminate the need for the signals, as identified by the increase in delay shown in **Table 3.3-10**. Trips associated with construction would be marginally decreased, as fewer homes would be constructed and less commercial area developed. Overall, the Reduced Density Alternative would result in fewer overall trips, but would not significantly reduce the traffic impact when compared to the proposed project. Impacts are therefore considered similar to the proposed project.

4. Air Quality

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of NOx and ROG. The Reduced Density Alternative would likely result in a similar amount of grading to create the streets and parcels. As noted above, trips associated with this alternative would be fewer, although not significantly reduced from the proposed project. There would be fewer vehicle trips associated with the commercial development; however, this reduction may be offset because area residents would not benefit from shorter trips for commercial needs. Overall, the fewer homes associated with the Reduced Density Alternative will result in slightly less of an air quality impact than the proposed project.

5. Noise

As discussed in Section 3.5, Noise, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. As this alternative would allow for development within the units identified on the subdivision map, the mitigation established for the proposed project would remain in place. The mitigation for noise from Bundy Canyon Road is not solely the result of traffic from the proposed project, but rather the high traffic volumes anticipated on this connector between Interstate 15 (I-15) and Interstate 215 (I-215). While the Reduced Density Alternative may result in fewer residents subject to noise from the roadway, overall the noise impacts associated with the alternative would be similar to those of the proposed project.

6. Geology and Soils

The soil types on the project site are identified in Section 3.6, Geology and Soils. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the Reduced Density Alternative are similar to those of the proposed project.

7. Hydrology and Water Quality

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. The Reduced Density Alternative would result in slightly less impervious surface associated with the commercial development and fewer homes. It is likely that the amount of impervious surface associated with streets and sidewalks would remain similar to that of the proposed project. The largest single difference in impervious surface between this alternative and the proposed project will be the commercial area. If this area remains undeveloped, it may result in less of a need for some of the proposed storm drainage basin(s) or possibly a smaller footprint and design capacity for the basins. However, it is also likely that the system would be designed to accommodate future development of this property, which would result in a storm drainage system similar to the proposed project. Overall, the Reduced Density Alternative would result in impacts to hydrology and water quality similar to the proposed project.

8. Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The Reduced Density Alternative would result in similar site disturbance and impacts to biological resources as the proposed project. The mitigation measures outlined in Section 3.8, Biological and Natural Resources, are typical for construction projects and would likely also be applied to the Reduced Density Alternative. As the amount of area graded for this alternative is similar to the proposed project, the impacts to biological resources would also be similar.

9. Cultural and Paleontological Resources

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. Because this alternative would also result in excavation and grading, it is likely that the mitigation measures outlined in Impact 3.9.2 of this Draft EIR would also be applied to this alternative. As the area of disturbance for the Reduced Density Alternative would be similar to that of the proposed project, impacts to cultural resources would also be similar to those of the proposed project.

10. Public Services and Utilities

Section 3.10, Public Services and Utilities, of the Draft EIR determined that the proposed project would not have a significant impact on public services. The addition of population to the City of Wildomar will result in an incremental increase in the demand for public services. As fewer new residents would result from this alternative, there would be proportionately less demand for services. The Reduced Density Alternative would be expected to have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. As this alternative would also result in the realignment of Bundy Canyon Road, the Reduced Density Alternative

would also result in impact to the oak trees. While mitigation included in the DEIR will reduce this impact to a less than significant level, this alternative would result in removal of the oak trees and would therefore have the same impact as that of the proposed project.

12. Energy Use and Greenhouse Gases

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the DEIR. The Reduced Density Alternative would generate less greenhouse gases because there would be fewer homes and less traffic associated with the residential and commercial components. The larger commercial area associated with the proposed project could reduce trips by residents of the proposed project and therefore reduce greenhouse gases. The smaller commercial area associated with the Reduced Density Alternative would have fewer services and would not reduce as trips or reduce greenhouse gases as much as the proposed project. However, as the commercial uses have not been identified, it is not possible to determine whether the commercial development would in fact reduce greenhouse gases by appealing to residents and resulting in shorter trips. Overall, the fewer homes and smaller commercial project would result in fewer trips. Therefore, the Reduced Density Alternative would have less of an impact on greenhouse gases than the proposed project.

Cumulative

The Reduced Density Alternative would result in fewer homes and a smaller commercial area. This alternative would not require modification of The Farm Specific Plan and could be constructed with the current entitlements. The smaller commercial area would result in less opportunity for local commercial, meaning that both existing and future residents would have to drive farther for services. The reduction in the number of vehicle trips associated with this alternative is not sufficient to reduce the number of traffic signals or intersection improvements needed along Bundy Canyon Road. The amount of grading, development, and impact associated with this alternative is similar to that of the proposed project. Overall, while the Reduced Density Alternative does slightly reduce some impacts, the extent of physical impact on the existing environment is considered similar to that of the proposed project.

ALTERNATIVES CONSIDERED BUT REJECTED AS INFEASIBLE

Initial Submittal versus Proposed Project

The proposed project was initially submitted with 315 single-family lots and a larger proportion of smaller parcels intended for higher-density residential occupancy. After a series of public outreach meetings attended by residents in The Farm Specific Plan and others along Bundy Canyon Road, the project applicant revised the project to reduce the overall number of parcels to 275 and reduce the smaller-lot product to a single location on the west side of Harvest Way West. Because the changes to the project occurred between issuance of the NOP and preparation of the Draft EIR, the revised project became the proposed project for purposes of analysis. While not technically an alternative, several of the technical reports were completed using the project description in the NOP, with similar impact statements and mitigation measures to those of the proposed project.

Alternative Site

This alternative would place a version of the proposed project on the Sunrise Ridge property located approximately 1 mile southeast of the project site. Development on this property would

require the extension of roadways through The Farm property to Bundy Canyon Road. This site was initially selected as it would not require modification to The Farm Specific Plan and would avoid adjacency issues with the existing Farm community and would not result in modification to Bundy Canyon Road. For example, the additional traffic on Bundy Canyon Road would exacerbate issues at intersections along the roadway, without the ability to make improvements. Further, the project traffic would move through, rather than adjacent to, the existing homes in The Farm Specific Plan area. Water and wastewater services would need to be extended farther into the property, without the ability to place them in the roadway of Bundy Canyon Road as part of a larger expansion project. While the Bundy Canyon Road improvement project is planned for future construction, there is no certainty that construction of the roadway would coincide with the timing for the proposed project. While the location would eliminate the need to amend The Farm Specific Plan, the potential environmental impacts that are not associated with the proposed project site eliminated this alternative from consideration.

5.4 IDENTIFICATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based on the evaluation contained in subsection 5.3, the No Project Alternative would be the environmentally superior alternative. The No Project Alternative would not result in any construction on the vacant land or an amendment to The Farm Specific Plan. The CEQA Guidelines require that if the alternative with the least environmental impact is the No Project Alternative, then this document must also designate the next most environmentally preferable alternative. **Table 5.0-2** provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed project. As shown in the table, the Reduced Density Alternative would have less of an impact in some areas by virtue of a smaller population resulting from fewer housing units and would therefore be considered the environmentally superior alternative.

TABLE 5.0-2
COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT

Environmental Issue	Proposed Project	No Project	Reduced Density
Land Use	LS	-	-
Population, Housing, and Employment	LS	-	-
Traffic and Circulation	LS	-	0
Air Quality	LS	-	-
Noise	LS	-	0
Geology and Soils	LS	-	0
Hydrology and Water Quality	LS	-	0
Biological and Natural Resources	LS	-	0
Cultural and Paleontological Resources	LS	-	0
Public Services and Utilities	LS	-	-
Aesthetics and Visual Resources	LS	-	0
Energy Use and Greenhouse Gases	LS	-	-
Cumulative	LS	-	0

- Impacts less than those of the proposed project
0 Impacts similar to those of the proposed project, or no better or worse
+ Impacts greater than those of the proposed project

TABLE 5.0-3
COMPARISON OF PROJECT ALTERNATIVES TO THE PROJECT OBJECTIVES

Project Objectives	No Project	Reduced Density
Provide a residential development that would assist the City in meeting its existing and future housing needs	No	Yes
Provide a project that minimizes its impact on site resources and existing residents through site design	No	Yes
Create the opportunity for future commercial/retail services to become established in the area and serve local residents	No	Yes
Provide private park and recreational amenities for the future Oak Creek Canyon residents	No	Yes
Improve existing public access through the site by improving Bundy Canyon Road	No	Yes

As shown in **Table 5.0-3**, the reduced density alternative reduces project impact and also meets all of the project objectives.

6.0 – Long-Term Implications

This section discusses the additional topics statutorily required by the California Environmental Quality Act (CEQA). The topics discussed include significant and unavoidable environmental impacts, growth-inducing impacts, and significant irreversible environmental changes and irretrievable commitment of resources.

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

CEQA Guidelines Section 15126.2(b) requires an environmental impact report (EIR) to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine if the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City can approve a project with unavoidable adverse impacts if it prepares a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgment.

Mitigation measures identified in the EIR can reduce all identified environmental impacts to a less than significant level. Because all of the environmental impacts can be reduced to a less than significant level, there is no requirement to prepare a statement of overriding considerations.

6.2 SIGNIFICANT IRREVERSIBLE CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

Table 6.0-1 lists the impacts identified in the Draft EIR that resulted in mitigation measures designed to reduce the impact to a less than significant level. The table also summarizes the intent of the mitigation measure rather than the specific language of the measure. For example, the traffic mitigation measures, MM 3.3.1 through MM 3.3.3, will result in construction within existing rights-of-way along Bundy Canyon Road. The construction will involve the installation of traffic signals, turning lanes, and pavement necessary to support the anticipated roadway improvements. The other mitigation measures summarized in **Table 6.0-1** are construction and project management requirements.

TABLE 6.0-1
SUMMARY OF SIGNIFICANT IMPACTS AND THE INTENT OF THE MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
Land Use				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				
Population/Housing/Employment				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				
Traffic and Circulation				
Impact 3.3.1	Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.	PS	MM 3.3.1: Installs traffic signals at specified intersections to improve the level of service by improving traffic flow.	LS
Impact 3.3.4	Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access.	SM	MM 3.3.4: Requires preparation of a traffic management plan (TMP) to ensure that existing residents experience minimal disruptions (e.g. access blockages) caused by the construction of improvements associated with the project. The TMP will also inform local emergency service providers of the construction schedule and any changes in access.	LS
Impact 3.3.5	When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.	CC	MM 3.3.5: Installs a traffic signal and makes modifications to on and off ramps at I-215 and Scott Road. The project is responsible for their share of improvement costs at these locations. These improvements are part of the Riverside County Transportation Commission I-215 Central Project.	LCC
Air Quality				
Impact 3.4.1	Construction-generated emissions could result in an air quality violation concerning localized significance.	PS	MM 3.4.2a, MM 3.4.2b: Require dust control methods to limit the potential for wind erosion and signage reminding workers of the state law on limiting idling to less than five minutes.	LS

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
Noise				
Impact 3.5.1	The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	SM	MM 3.5.1a through MM 3.5.1f: Require construction of noise walls or barriers to protect homes from current and projected noise from traffic on Bundy Canyon Road. These measures also require weather stripping and mechanical ventilation (air conditioning/heater) so that windows can remain closed if desired.	LS
Impact 3.5.3	Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity.	SM	MM 3.5.3: Requires a site-specific noise analysis for the future commercial development.	LS
Impact 3.5.4	Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity.	SM	MM 3.5.4a through MM 3.5.4d: Limit the hours of construction and requires equipment to be placed as far from homes possible during construction. Also require a 24-hour number that residents can call if they experience major noise from the project.	LS
Geology and Soils				
Impact 3.6.3	Within the project site, areas of undocumented artificial fills, alluvium, and portions of the old alluvium may become unstable as a result of the project.	SM	MM 3.6.3: Requires "over-excavation" of undocumented artificial fill and some other soil types to ensure stable foundations.	LS
Impact 3.6.4	Soils testing indicates that non-expansive and expansive soils are present within the proposed project site.	SM	MM 3.6.3: Requires "over-excavation" of undocumented artificial fill and some other soil types to ensure stable foundations.	LS
Hydrology and Water Quality				
Impact 3.7.1	Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources.	SM	MM 3.7.1: Requires preparation of a stormwater pollution prevention plan and a Water Quality Management Plan.	LS
Biological and Natural Resources				
Impact 3.8.2	Implementation of the proposed project could result in the direct mortality or loss of habitat for	PS	MM 3.8.2: Limits timing of construction to avoid impacts to nesting birds.	LS

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
	raptors and migratory birds.			
Impact 3.8.3	Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs.	PS	MM 3.8.3a and MM 3.8.3b: Require pre-construction surveys for burrowing owls.	LS
Impact 3.8.4	Implementation of the proposed project could result in disturbance and degradation of riparian habitat identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS.	PS	MM 3.8.4: Requires a vegetation plan as part of the streambed alteration agreement with the California Department of Fish and Game.	LS
Impact 3.8.5	Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State.	PS	MM 3.8.5a and MM 3.8.5b: Require that a wetland delineation be verified and establishes the regulatory process for any fill.	LS
Impact 3.8.8	Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP. The project may result in impacts to riparian/riverine habitats.	PS	MM 3.8.8a through MM 3.8.8c: Establish process for habitat conservation and mitigation under the MSHCP Guidelines.	LS
Cultural and Paleontological Resources				
Impact 3.9.2	Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) and human remains.	PS	MM 3.9.2a and MM 3.9.2b: Require a tribal representative on site during excavation and requires construction to halt if cultural resources are discovered.	LS
Impact 3.9.3	Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	PS	MM 3.9.3: Requires a paleontologist on site during excavation.	LS
Impact 3.9.4	No human remains have been identified within the project site; however, implementation of the	PS	MM 3.9.4: Requires specific steps should human remains be discovered.	LS

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
	proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.			
Public Services and Utilities				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				
Aesthetics and Visual Resources				
Impact 3.11.4	Implementation of the proposed project, in combination with the planned Bundy Canyon Road–Scott Road widening project, would contribute to the alteration of the visual character of the region.	SM	MM 3.11.4: Requires a detailed survey of oaks actually impacted by the final construction plans and establishes a replacement ratio for oaks that must be removed.	LCC
Energy Use and Greenhouse Gases				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				

The mitigation measures summarized in **Table 6.0-1** and described in detail in this Draft EIR are similar to other construction-related requirements in the City of Wildomar. The specific location of the traffic signal and roadway improvements is based on the traffic impact analysis included as **Appendix 3.3-1** of this DEIR. The physical installation of traffic signals is similar to other intersections in the city and results in the need for excavation for footings, the installation of metal traffic signal support poles, and the use of power to operate the signals. Depending on the type of signal, there may also be detectors placed in the roadway surface to trigger the signal. The intersection improvements will involve sidewalk, curb, and gutter with a small amount of pavement and paint used for turn lanes. The improvements at each intersection will be consistent with the City of Wildomar development standards as well as with the design expectations for Bundy Canyon Road.

There are no unique or extraordinary mitigation measures or requirements necessary for this development project to reduce environmental impacts to a less than significant level.

6.3 GROWTH-INDUCING IMPACTS

INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by in CEQA Guidelines Section 15126.2(d) as follows:

> *…the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

The CEQA Guidelines state that it is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment (CEQA Guidelines Section 15126.2[d]). However, growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service. A project that would induce "disorderly" growth (growth that conflicts with local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts. Thus, to assess whether a growth-inducing project would result in adverse secondary effects, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since the general plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

GROWTH INDUCEMENT POTENTIAL

As described in Section 2.0, Project Description, implementation of the proposed project would involve the development of 275 single-family homes in the City of Wildomar. This project will require a modification of The Farm Specific Plan, a rezoning of the project site, and the approval of Tentative Tract Map 36388.

The proposed project also includes construction of public improvements necessary to support the subdivision, including two 500,000-gallon water tanks and an access road, a realigned portion of Bundy Canyon Road, and internal and external roadway improvements to City of Wildomar standards. The Draft EIR does not address the future development of the contained commercial property except in a conceptual manner, as there are no proposed land uses or specific development plans for the commercial portion of the site at this time.

SECONDARY EFFECTS OF GROWTH

Development of the proposed project would result in additional water storage, more travel lanes for a small portion of Bundy Canyon Road, and the extension of additional electrical and sewer lines into The Farm Specific Plan area for the proposed project. The project area has been zoned for medium-density residential development, and as shown in **Figure 2.0-2**, much of the area surrounding the proposed project is already subdivided for residential development. Extension of utilities into this area of the city will allow for future development consistent with the existing General Plan and zoning designations; however, the growth potential is limited in this area by topography and existing development.

Construction of a portion of Bundy Canyon Road is consistent with the Bundy Canyon Road/Scott Road Improvement Project improvements proposed by the Riverside County Transportation Commission (RCTC) and will eventually result in additional traffic capacity. The additional capacity could increase the amount of traffic traveling between Interstate 15 (I-15)

in the west and Interstate 215 (I-215) (via Scott Road) in the east. The eventual widening of Bundy Canyon Road between I-15 and I-215 is part of the regional transportation improvements managed by the RCTC and numerous cities in Riverside County. A separate EIR will be prepared for the full Bundy Canyon Road improvement, which is appropriate as the proposed project contains only a small portion of the overall road length.

GROWTH IMPACT OF THE REQUESTED CHANGE IN DENSITY FOR THE FARM SPECIFIC PLAN

Density is the ratio of land area to the number of dwelling units and can be expressed in either gross density or net density. Gross density is the simple division of the number of proposed dwelling units by the total land area. For the proposed project, this results in a density of 1.72 units per acre (275 units ÷160.2 acres = 1.72 units per acre). The existing Farm Specific Plan has a density of 1.27 units per acre (1,934 units ÷1,520 acres = 1.27 units per acre). Densities can also be expressed in terms of units per acre of residentially developable land. Using this metric, the proposed project would result in 2.70 units per acre (1,963 units ÷ 726.9 acres = 2.70 units per acre). This is an increase of .08 units per acre to the existing 2.62 units per acre allowed in the existing Farm Specific Plan (1,934 units ÷726.9 acres = 2.62 units per acre).

Net density is a figure derived by subtracting nondevelopable areas, such as roadways, dedications, and open space, from the total acreage. For the proposed project, this also includes the 5.21-acre commercial area, as it will not result in residential units. As shown in **Table 6.0-2,** the net density for the proposed project will average 7.0 units per acre for the 41.30 acres of residentially developable land. This is an increase of 2.5 units per acre from the existing 4.5 units per acre allowed in The Farm Specific Plan for the same area. This increase results in an allowable increase in the number of homes from 243 to 290 for the project area. The proposed project is requesting 275 dwelling units, which is less than the proposed changes to The Farm Specific Plan would allow. Note that both the existing Farm Specific Plan and the proposed project keep most of the project area in open space or roadways (105.5 acres of streets and open space for the existing Farm Specific Plan and 113.7 for the proposed project), which, when combined with biological and topographical constraints, substantially reduces the potential number of dwelling units.

TABLE 6.0-2
COMPARISON OF EXISTING FARM SPECIFIC PLAN DENSITIES TO PROPOSED PROJECT

Phase	Total Acreage		Parcels		Gross Density		Street Acreage		Net Density		Open Space	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
9	83.0	68.3	104.0	84.0	1.3	1.2	16.1	13.7	4.6	8.3	44.5	44.5
17A	56.7	66.2	88.0	103.0	1.6	1.6	12.0	13.4	5.1	5.3	27.3	33.4
18	19.4	20.5	54.0	88.0	2.8	4.3	4.8	6.6	3.9	7.5	0.8	2.1
19	1.1	5.2	–	–	–	–	–	–	–	–	–	–
Total	160.2	160.2	246.0	275.0	1.9	2.4	11.0	11.2	4.5	7.0	24.2	26.7

Source: Project Description

When considered with the remainder of The Farm Specific Plan, however, the gross density does not change from the existing 1.3 dwelling units per acre and the overall net density increases

from 2.6 to 2.7 units per acre. This overall increase in density is not considered a significant change in the allowable density, allowing a difference of only 40 units over the 739 existing net acres and representing an increase of approximately 2 percent. The increase in density associated with the proposed project is localized to only the area affected by the proposed project and would not result in any changes to existing allowable density for the remainder of The Farm Specific Plan.

TABLE 6.0-3
COMPARISON OF EXISTING AND PROPOSED FARM SPECIFIC PLAN DENSITIES

Total Acreage		Streets & Open Space		Net Acreage		Total Units		Gross Density		Net Density	
Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
1,520.0	1,520.0	780.8	784.8	739.2	735.2	1,934.0	1,963.0	1.3	1.3	2.6	2.7

Source: Project Description

As shown in **Table 6.0-3**, the overall changes to The Farm Specific Plan requested by the proposed project are small and would not result in substantial new growth or development within the Specific Plan area.

7.0 – Report Preparers

City of Wildomar Planning Director	Matt Bassi

PMC – EIR CONSULTANT

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Technical Editor	Suzanne Wirth

AIR QUALITY IMPACT ANALYSIS	**URBAN CROSSROADS**
GREENHOUSE GAS ANALYSIS	**URBAN CROSSROADS**
JURISDICTIONAL DELINEATION OF WATERS AND WETLANDS	**PRINCIPE AND ASSOCIATES**
NESTING SEASON SURVEY BURROWING OWL	**PRINCIPE AND ASSOCIATES**
NOISE IMPACT ANALYSIS	**URBAN CROSSROADS**
PHASE I CULTURAL RESOURCES ASSESSMENT	**JEAN A. KELLER, PH.D.**
PHASE II CULTURAL RESOURCES TEST INVESTIGATION	**JEAN A. KELLER, PH.D.**
TRAFFIC IMPACT ANALYSIS	**URBAN CROSSROADS**
WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN CONSISTENCY ANALYSIS	**PRINCIPE AND ASSOCIATES**

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1
PUBLIC HEARING
Meeting Date: May 22, 2013

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Oak Creek Canyon Project (Planning Application No. 11-0261)
(Continued from March 27, April 23, and May 8, 2013)

STAFF REPORT

RECOMMENDATION
The Planning Commission recommends that the City Council:

1. Adopt a Resolution entitled:

   RESOLUTION NO. 2013 - 10
   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AND CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2012031064) AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT CONSISTING OF GENERAL PLAN AMENDMENT NO. 11-0261, CHANGE OF ZONE NO. 11-0261, FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 (PLANNING APPLICATION NO. 11-0261) AND TENTATIVE TRACT MAP NO. 36388

2. Adopt a Resolution entitled:

   RESOLUTION NO. 2013 - 11
   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 11-0261) TO: 1) AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL TO MEDIUM HIGH DENSITY RESIDENTIAL FOR PHASE/PLANNING AREAS NO. 9 AND 18; 2) TO AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL (ON A PORTION OF APN: 362-080-004) TO COMMERCIAL RETAIL FOR PHASE/PLANNING AREA NO. 19 AND 3) INCREASE THE SIZE OF PHASE/PLANNING AREA NO. 19 FROM 1.0 ACRES TO 5.0 ACRES AND RELOCATE THE PHASE/PLANNING AREA TO THE SOUTHWEST CORNER OF BUNDY CANYON ROAD AND SUNSET AVENUE (ON A PORTION OF APN: 362-080-004) FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

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

ORDINANCE NO. 77

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 11-0261) TO CHANGE THE ZONING MAP FROM: 1) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 9; 2) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 18; AND 3) C-P-S (SCENIC HIGHWAY COMMERCIAL) TO C-1/C-P (GENERAL COMMERCIAL) FOR PHASE/PLANNING AREA NO. 19 FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

4. Adopt a Resolution entitled:

RESOLUTION NO. 2013 - 12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 TO ESTABLISH SPECIAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

5. Adopt a Resolution entitled:

RESOLUTION NO. 2013 - 13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 36388 FOR THE SUBDIVISION OF APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL DEVELOPMENT (WITH PRIVATE PARKS, OPEN SPACE/TRAILS, AND RECREATIONAL AMENITIES), AND ONE (1) LOT FOR FUTURE COMMERCIAL/RETAIL DEVELOPMENT SUBJECT TO CONDITIONS FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

6. Staff recommends that the City Council discuss and take action on the applicant's request to adjourn this City Council meeting to an adjourned regular meeting on May 29, 2013.

CITY COUNCIL BACKGROUND (March 27 and April 23, 2013 meetings)

The proposed Oak Creek Canyon residential/commercial project was first reviewed by the City Council at its March 27, 2013 meeting. On the day of the meeting, staff received approximately eight (8) comment letters (1 letter was from 3 people) from various people expressing concerns about the Project and the EIR. As these comments were received late in the day, and just prior to the Council meeting, staff was unable to

review the comments nor were we able to prepare responses. In addition, the applicant was unable to address the comments. As a result, and at the applicant's request, the Council voted to continue action on the project to the April 23, 2013 meeting.

Between the March 27 and April 23 meetings, staff and the applicant have been diligently reviewing the comment letters and working on responses to the comments. However, staff did not complete the final responses document in time for the April 23 meeting, and requested Council approval to continue the meeting to the May 8, 2013 Council meeting. At the May 8, 2013 meeting, staff requested a continuance to finalize the response to comments document and update the FEIR. Council on a 5 – 0 vote, continued action on the project to the May 22, 2013 meeting.

As of the date of this report, staff has completed review of all comment letters submitted at the March 27 Council meeting and the three (3) comment letters received at the April 23 Council meeting. Staff did receive a separate comment letter from the Santa Ana Regional Water Quality Control Board (SARWQCB) on April 25, 2013 regarding their review of the DEIR. Staff prepared a separate/specific response to the SARWQCB and sent it to them on April 29, 2013 (no further comments were received from the SARWQCB).

All letters staff has received from the March 27 to May 8, 2013 Council meetings have been responded to and has now incorporated into an "updated" Final Environmental Impact Report (FEIR). The updated FEIR is provided as Exhibit 2 of Attachment A for Council review and consideration. All other attachments from the March 23, 2013 Council report packet remain the same, as well as staff's analysis contained in this report. The four resolution's and one ordinance provided in the original report packet of March 27 have been updated to reflect the new hearing date of May 22, 2013.

In addition to the above, Councilmember Bob Cashman (at the March 27 meeting) had requested clarification on several exhibits related to sound walls, front yard landscaping, street cross sections, etc. Staff pulled together the requested exhibits and met with Councilmember Cashman on April 17 to discuss them. No further action was resulted from the meeting with Council member Cashman. The applicant will be prepared to discuss these exhibits at the May 22 meeting if requested.

Lastly, the applicant is requesting that the Council adjourn the May 22, 2013 meeting to an adjourned regular meeting on May 29, 2013 to review the 2nd reading of Ordinance No. 77 if the 1st reading of the Ordinance is approved at tonight's meeting.

PLANNING COMMISSION BACKGROUND (March 6, 2013 meeting)

The Planning Commission reviewed the proposed Oak Creek Canyon project at their March 6, 2013 meeting. Upon conclusion of staff's presentation, the public hearing was opened and the applicant provided a detailed power point presentation. The Commission received public comments from 13± residents (some of whom live in the

Farm Community, adjacent to the project site and other areas of Wildomar). The applicant was given the opportunity to respond to each question/comment raised by the general public. Upon conclusion of the public hearing, the Commission deliberated and then voted 3 - 0 - 2 (Commissioner's Kazmier & Swan absent) to recommend City Council approval of the Oak Creek Canyon Residential/Commercial project.

The Commission has recommended Council approval of two changes to the EIR resolution (Attachment A) and Tentative Tract Map resolution (Attachment E) as noted below. These changes have already been reflected in the resolutions. No other changes have been recommended by the Commission. The text below reflects the revised language with the deleted text highlighted in strikeout.

- Addressing a request made by the Pechanga Band of Luiseno Indians to delete reference to the Cahuilla Band of Indians as noted below in strikeout version. The Pechanga tribe is the tribe that will enter into the agreement. This change is noted in the findings of fact, mitigation monitoring and reporting program, and the tentative tract map conditions.

  MM 3.9.2a (Condition No. 33) - At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Monitoring Agreement with the Pechanga Band of Luiseno Indians ~~and/or the Cahuilla Band of Indians~~. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

- Addressing a recommendation made by the Planning Commission related to the replanting of oak trees that will be removed as part of the development. This change is noted in the findings of fact, mitigation monitoring and reporting program, and the tentative tract map conditions. The text below reflects the revised language with the new text highlighted in italics and underlined.

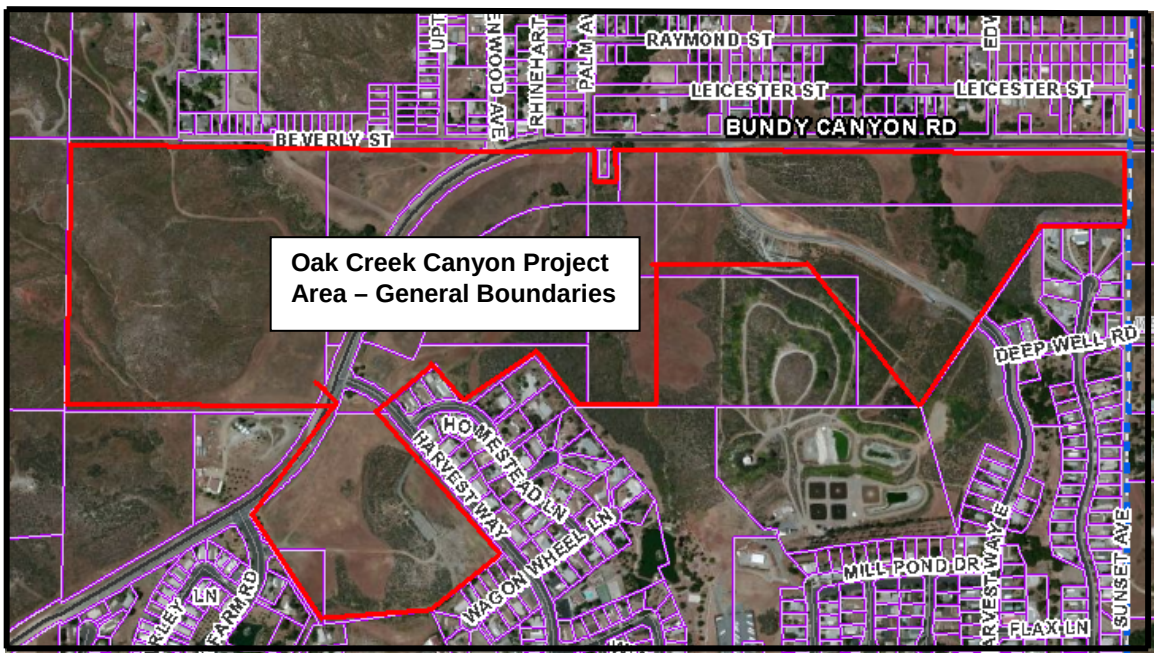
  MM 3.11.4 (Condition No. 42) - The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger *size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist)* shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities.

Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

PROJECT DESCRIPTION

The project site encompasses approximately 151± acres and is located within the Farm Specific Plan community. In general, the project is bisected by Bundy Canyon Road and extends from Farm Road/Harvest Way (on the west) to Sunset Avenue (on the east). The aerial photo below shows the project site and surrounding area.

Vicinity/Location Map



The project site is surrounded by existing residential uses to the north, south, east and west. The table below summarizes the current Land Use, General Plan and Zoning information related to the proposed project.

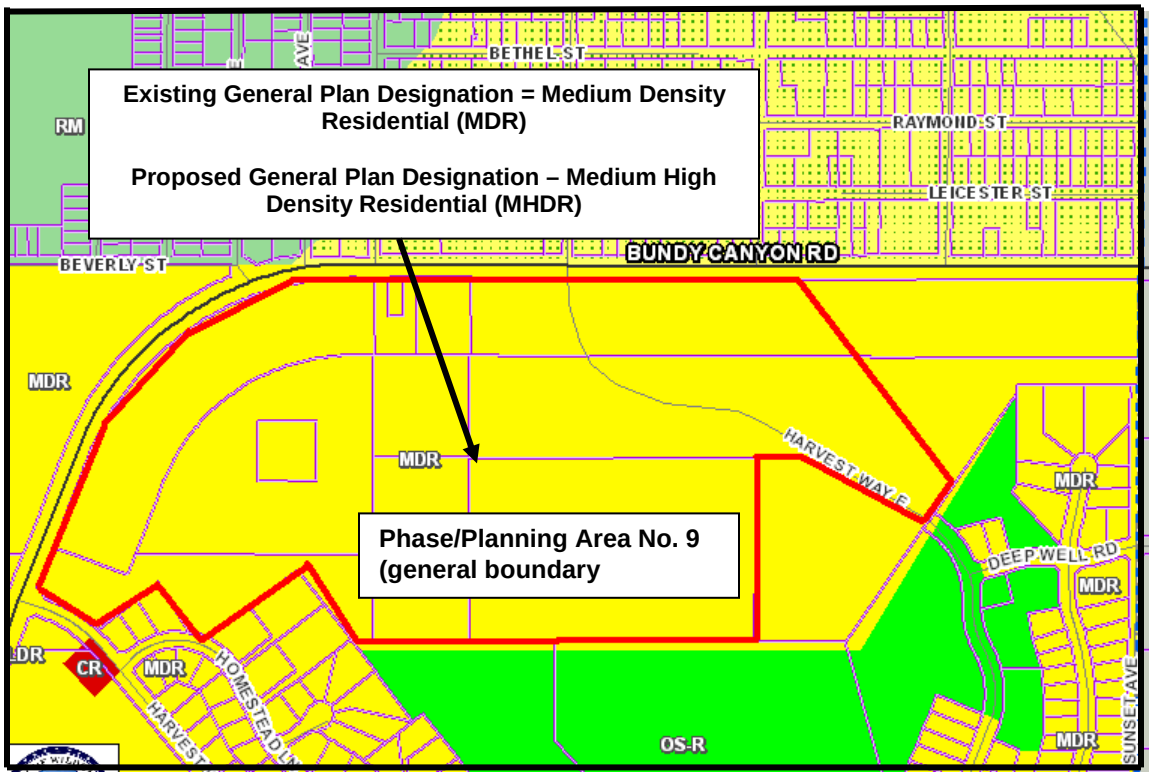
ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
Subject Property	Vacant	MDR & CR	R-1 & C-P-S
North	Residential	LDR-RC & RM	R-1 and R-R
South	Residential/Farm	MDR & MHDR	R-T
East	Residential	City of Menifee	City of Menifee
West	Residential	RM – VLDR – RR – MDR - MHDR	R-R and R-T

The proposed project includes several development applications for review and consideration by the City Council. They are described as follows:

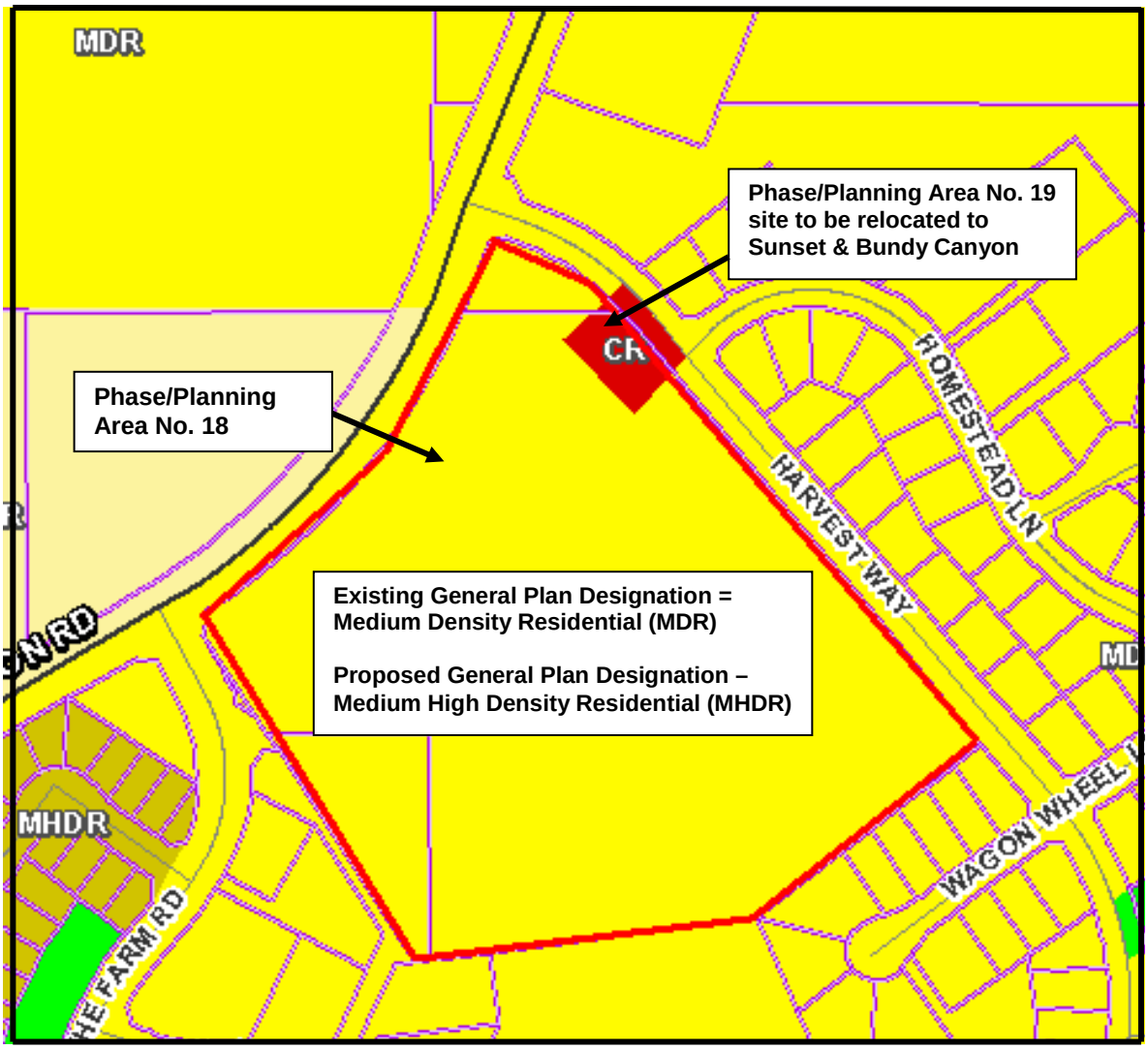
General Plan Amendment (Planning Application No. 11-0261)

The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue. The exhibits below illustrate the existing and proposed land use changes for these phase/planning areas and are included in PC Resolution No. 13-06 (Attachment B, Exhibit 1).

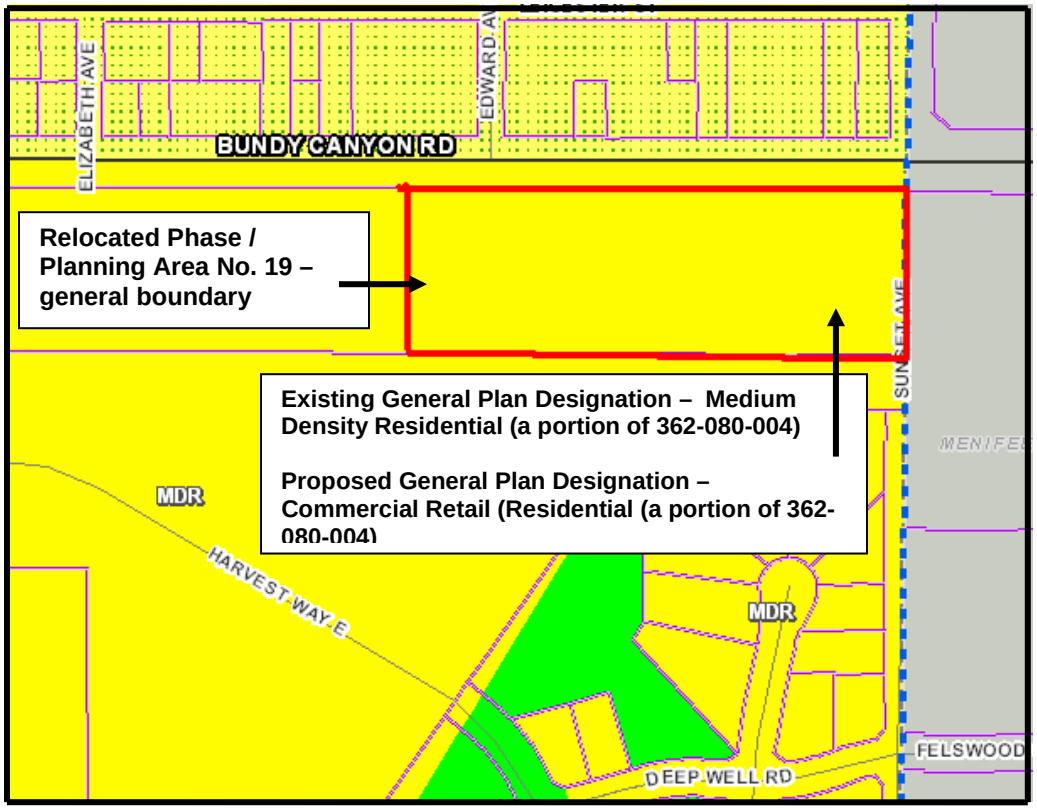
Existing and Proposed Land Use
Phase/Planning Area No. 9 Land Use Amendment Exhibit



Existing and Proposed Land Use
Phase/Planning Area No. 18 Land Use Amendment Exhibit



Existing and Proposed Land Use
Phase/Planning Area No. 19 Land Use Amendment Exhibit

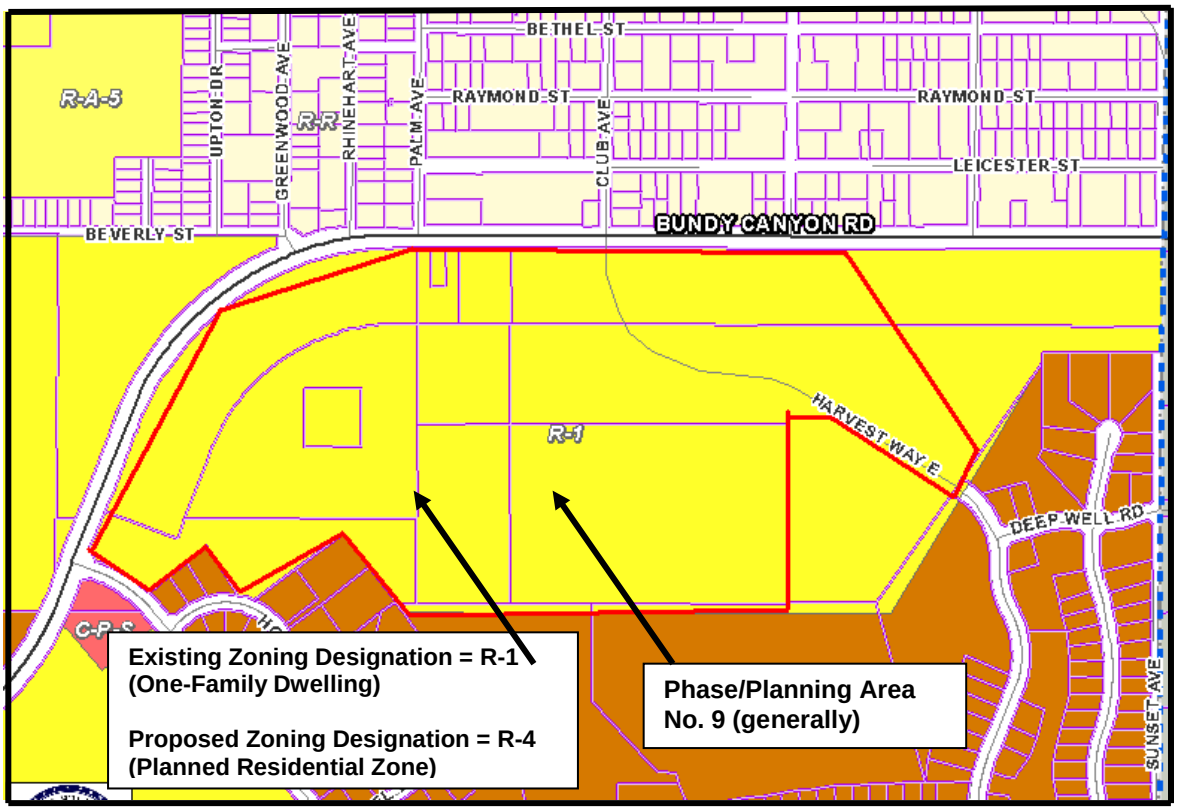


Change of Zone (Planning Application No. 11-0261):

The applicant is proposing to change the zoning designations for three (3) Farm Specific Plan phase/planning areas as follows:

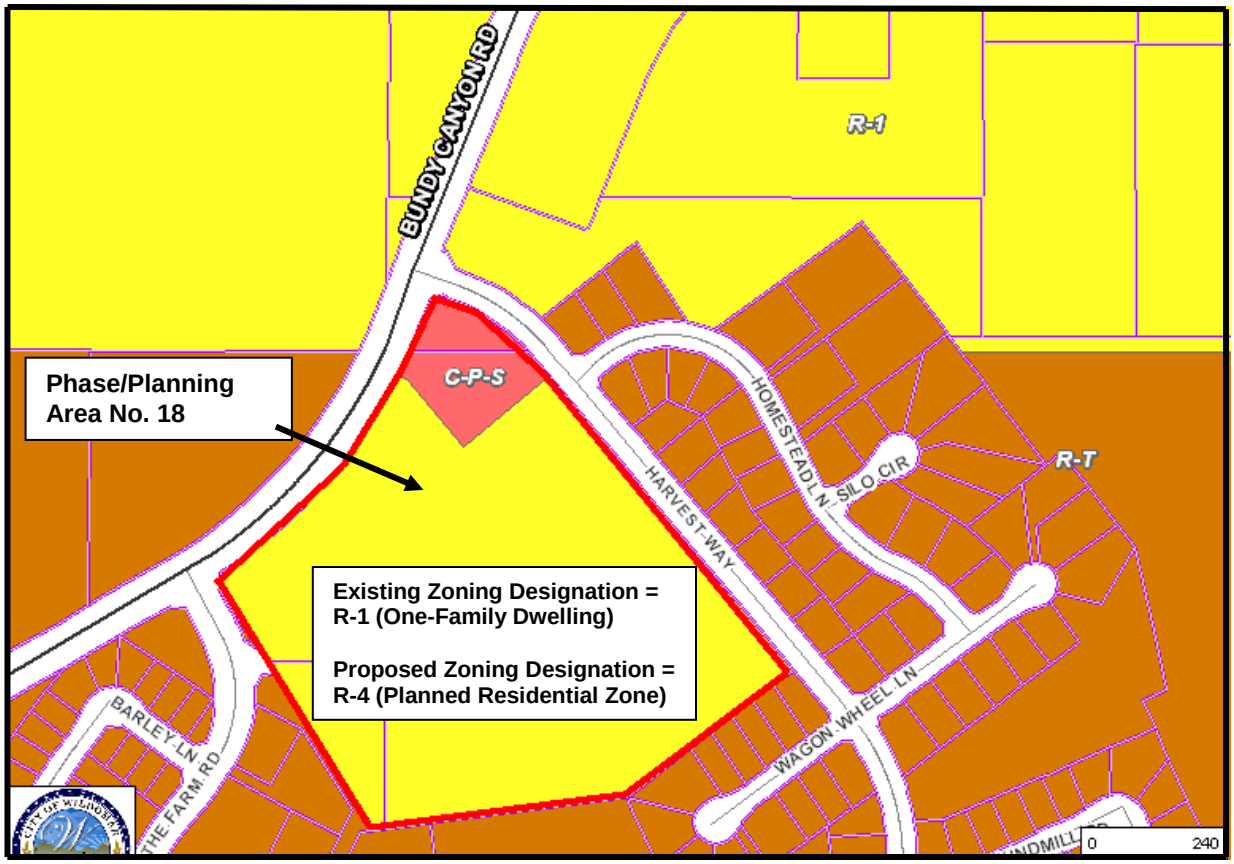
a) Rezone all of the Phase 9 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 6,000 square feet). The general boundary is noted on the following page with the specific legal description provided in PC Resolution No. 13-07 (Attachment C, Exhibit 1).

Existing and Proposed Zoning
Phase/Planning Area No. 9 Zone Change Exhibit



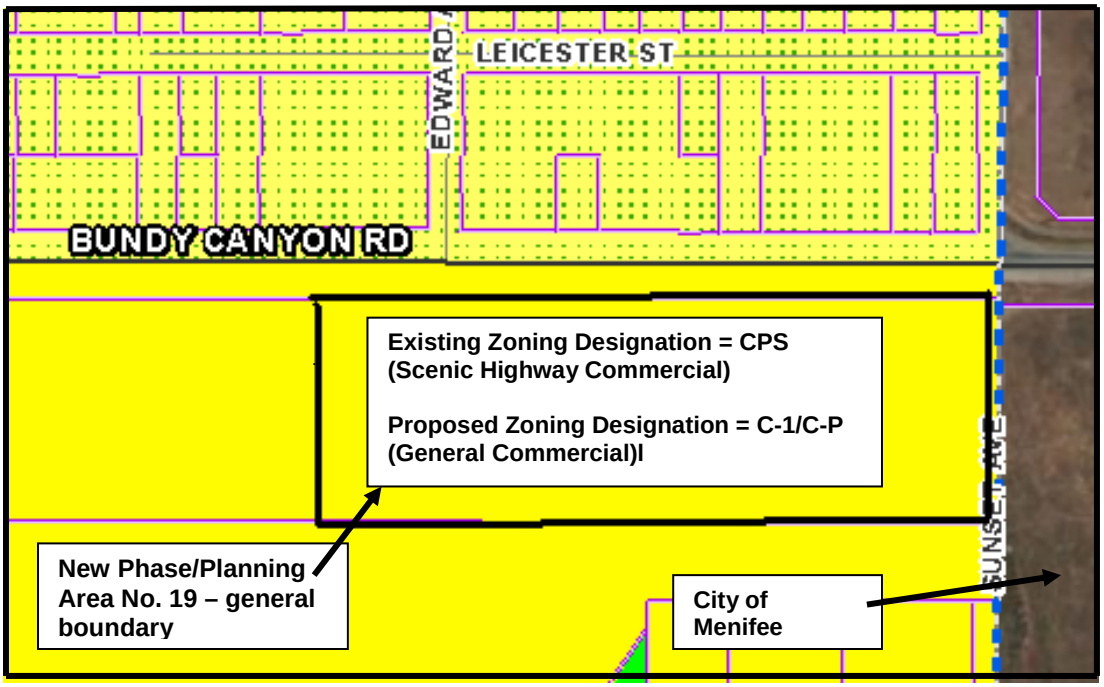
b) Rezone all of the Phase 18 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 4,500 square feet. The general boundary is noted on the following page with the specific legal description provided in PC Resolution No. 13-07 (Attachment C, Exhibit 1).

Existing and Proposed Zoning
Phase/Planning Area No. 18 Zone Change Exhibit



c) Rezone all of the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. The general boundary is noted on the following page with the specific legal description provided in PC Resolution No. 13-07 (Attachment C, Exhibit 1).

Existing and Proposed Zoning Phase/Planning Area No. 19
Zone Change Exhibit (a portion of APN: 362-080-004)



Specific Plan Amendment No. 116, Amendment No. 4:

The applicant is proposing to amend the existing Farm Specific Plan to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site. A copy of the SPA document is provided in Attachment C, Exhibit 2. An analysis of the components of the specific plan amendment is provided in the Analysis Section of this report.

Tentative Tract Map No. 36388:

The applicant is proposing the subdivision of approximately 151± acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, and HOA lettered lots, including one (1) 5.0 acre lot for future commercial/retail development. The tentative tract map is planned to be developed in phases and has been conditioned accordingly. A full size copy of the proposed tract map is provided for Commission consideration in Attachment F (under separate cover).

Environmental Impact Report (EIR):

In accordance with the California Environmental Quality Act (CEQA) guidelines, the proposed project required the preparation and processing of a Environmental Impact Report (EIR). The EIR must be certified by the City Council for the proposed project to be valid. A more detailed analysis of the EIR process is provided in the Environmental Section of this report. A copy of the DEIR and FEIR are provided as attachments (Attachment A, Exhibit's 1 & 2).

PROJECT ANALYSIS

General Plan Amendment:

The applicant has proposed to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

Phase/Planning Area No. 9

The Planning Commission recommends approval of the proposed amendment to the General Plan Land Use designation from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 9. The amendment is needed to accommodate the proposed development of 84 single family residences (one and two story). Under the MHDR designation for this phase/planning area, the parcels will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. While the MHDR designation allows for densities that range from 5 – 8 units/acre, the proposed project density for this phase/planning area is about 3.5 units per acre and is within the maximum allowed under the current MDR designation of 2 – 5 units per acre. The proposed lot design for this phase/planning area has a minimum lot size requirement of 6,000 square feet which is consistent with the current requirements of the Farm Specific Plan.

Phase/Planning Area No. 18

The Planning Commission recommends approval of the proposed amendment to the General Plan Land Use designation from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 18. The amendment is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. Under the MHDR designation for this

phase/planning area, the parcels will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623 square feet which meets the provisions of the General Plan. Under the current land use designation of MDR, this phase/planning area currently allows for the development of single-family residences (1-or 2-story dwellings) on parcels range in size from a 5,500 square feet to 20,000 square feet. Staff believes that the requirement/condition to limit the height of residences to one-story will be in keeping with the existing residences within The Farm community. The average lot size proposed is just 377 square feet shy of the minimum lot size of 6,000 square feet currently allowed under the provisions of the Farm Specific Plan. When considering the density of this phase/planning area, the proposed density of 4.38 units/acre is within the existing density range of 2 – 5 units per acre of the MDR designation.

Phase/Planning Area No. 19:

In evaluating the proposal to amend the General Plan land use map for Phase/Planning Area No. 19 to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate the phase/planning area to the southwest corner of Bundy Canyon Road and Sunset Avenue, the Planning Commission determined (and therefore recommends approval) that it is consistent with General Plan and Farm Specific Plan. The increase in size and relocation of the commercial retail site will create an expanded opportunity for residents within the Farm community and the general area by offering specialized shopping opportunities consistent with the General Plan.

Change of Zone:

The applicant has proposed a change of zoning for three (3) phase/planning areas as follows: 1) Phase 9 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development on 6,000 square foot minimum lot sizes; 2) Phase 18 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development on 4,500 square feet minimum lot sizes; and 3) Rezone all of the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road.

Phase/Planning Area No. 9

The Planning Commission recommends approval of the proposed change of zone for Phase/Planning Area 9 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone). The R-4 zoning allows for traditional single family residential development as does the R-1 zoning; however, the R-4 zone allows a minimum lot size of 6,000 square rather than 7,200 square feet. The

applicant's proposal to subdivide the Phase/Planning Area No. 9 into 84 single family residential lots will be consistent with the current Farm Specific Plan that allows a minimum lot size of 6,000 square feet. Thus, this phase/planning area will develop in manner that is compatible with the adjacent residential neighborhoods in The Farm community.

Phase/Planning Area No. 18

The Planning Commission recommends approval of the proposed change of zone for Phase/Planning Area 18 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone). The change of zone is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. While the minimum lot size proposed for the phase/planning will be 4,500 square feet, the proposed design guidelines restrict this area to the development of only single-story residences. Thus, the appearance of the phase/planning area will be compatible with the existing single story residences adjacent to the project site. If the Commission chooses to recommend the City Council not to support of the R-4 zoning category with the 4,500 square-foot minimum lot size, then the applicant would have to re-design this phase/planning area with lots that have a 6,000 square-foot minimum lot size as currently required by the Farm Specific Plan.

Phase/Planning Area No. 19

The Planning Commission recommends approval of the proposed change of zone for the Phase/Planning Area No. 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). Both designations are consistent with the General Plan; however, the C-1/C-P zone allows for a greater diversity of commercial/retail uses making the site more marketable. Further, staff supports the relocation of the phase/planning area and its increase in size from 1 to 5 acres as the larger site will allow for a better site design and increased shopping opportunities for residents.

Oak Creek Canyon Specific Plan Amendment:

The applicant is proposing to amend the existing Farm Specific Plan No. 116-C/W with the intent to establish special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the Oak Creek Canyon 275-lot residential and commercial/retail development project. The specific plan amendment will represent the 4th amendment to the Farm Specific Plan since its original adoption in 1974; however, the changes proposed within Amendment No. 4 will only apply to Phase/Planning Areas No. 9, 17A, 18 and 19. The remainder of the Farm Specific Plan will remain in tact and subject to the existing development standards for all other Phase/Planning areas.

The Oak Creek Canyon SPA document (provided in Attachment C - Exhibit 2) has been divided up into several subsections which will be discussed below. All of the special standards and guidelines applicable to the Oak Creek Canyon project are contained within Chapter 4 of the Farm Specific Plan document. Based on the findings, the Planning Commission is recommending approval of Amendment No 4 to the Farm Specific Plan No. 116-C/W.

Development Standards:

Residential Development Standards Summary:

Design of residential sites within Oak Creek Canyon (Phases 9, 17A, and 18) is an essential component of the land use plan. Specific standards and criteria are provided for each phase area to address setbacks, pad sizes, lot coverage, and encroachments. Figures 16 through 19 (within the document) illustrate these concepts and offer information regarding placement of residences within the community. Each figure contains a detail of the typical lot with a corresponding table that lists specific development standards for that lot.

Single-family detached homes on minimum 4,500 s.f. lots are allowed in Phase 18 of Oak Creek Canyon. Homes within this Planning Area shall be developed in accordance to the standards provided on Figure 16, Single-Family Detached: Traditional – 4,500 s.f. lots.

Single-family detached homes on minimum 6,000 s.f. lots are allowed in Phase 9 of Oak Creek Canyon. Homes within this Planning Area shall be developed in accordance to the standards provided on Figure 17, Single-Family Detached: Traditional – 6,000 s.f. lots.

Single-family detached homes on minimum 7,200 s.f. lots are allowed in Phase 17A of Oak Creek Canyon. Homes within this Planning Area shall be developed in accordance to the standards provided on Figure 18, Single-Family Detached: Traditional – 7,200 s.f. Minimum Lots and Figure 19, Single-Family Detached: Traditional – 7,200 s.f. Minimum Lots.

Commercial Development Standards Summary:

Commercial development will be permitted within Phase 19 of Oak Creek Canyon. The Schedule of Permitted Uses is the same as those allowed under Section 17.80 (C-1/C-P Zone) of the City of Wildomar Zoning Ordinance. The following development standards apply in the Commercial Zone within Phase 19:

- There is no minimum lot area requirement.
- The maximum height shall not exceed thirty-five feet (35')
- The yard requirements are as follows:
    - Front yard setback adjacent to Bundy Canyon Road shall be 25 feet

    - Front yard setback adjacent to Sunset Avenue shall be 20 feet
    - Yard adjacent to residentially zoned property shall be 25 feet
    - Rear side yard shall be 15 feet
    - Accessory structure – side/rear setback shall be 5 feet
- No building or structure shall exceed thirty-five feet (35') feet in height, unless a greater height is approved pursuant to Section 17.196 (Variance) of the City's Zoning Ordinance.
- Off-street parking shall be provided as required by Section 17.188 of the City's Zoning Ordinance.
- All roof mounted mechanical equipment shall be screened from public view to a minimum sight distance of 1,320 feet.

Design Guidelines:

The intent of these Design Guidelines is to create project specific design criteria which will guide the future development of the Oak Creek Canyon portion (Phase 9, 17A, 18 and 19) of The Farm Specific Plan. The Guidelines are intended to assist in providing the continuity and overall image that will make the Oak Creek Canyon a unique development while encouraging creative design and individuality. These criteria are not intended to provide a rigid or inflexible framework for future development; variations based upon changes to site layout, specific site conditions, as well as the visions of individual architects and landscape architects are anticipated. All primary residential structures shall provide 360 degree (360°) architecture. This shall be defined as having articulation on all four sides of the building, consistent with the architectural style. The amount of detailing shall be appropriate to the side of the structure (i.e., it is anticipated that the front of the building will contain the most amount of articulation and detailing, with less on the sides and rear).

The Design Guidelines include design criteria for detached residential and commercial land uses within the Oak Creek Canyon portion (Phase 9, 17A, 18 and 19) of The Farm Specific Plan. All developments within the Oak Creek project area will be designed to comply with these criteria.

Residential Portion:

The purpose of these Residential Design Guidelines is guide the layout and design of future residential developments with the Oak Creek Canyon project area. These guidelines are intended to be used to establish the character and scale of all future development in the residential planning areas within the Oak Creek Canyon project area (Phase 9, 17A, 18 and 19) of The Farm Specific Plan.

Site Layout and Access

The layout of a residential area is the first step in creating a viable neighborhood. A properly planned neighborhood should contain both community-wide and private amenities and encourage safe travel for pedestrians and motor vehicles. The following are key features:

- Neighborhood access points should be logically and functionally located to facilitate safe access for pedestrians and vehicles.
- Enhanced landscaping shall occur at the entries to identify the points of entry and set the tone for the project development.
- Safe travel paths should be provided between all areas within the neighborhood as well as the streets and sidewalks in the surrounding area.
- Public open spaces should be located in areas that are easily accessible to the majority of the surrounding units.
- Varied building setbacks, variations in building façade, varied massing of porch sizes and widths, offsets from the front building setback shall be used to create visual interest and variety along street scene. Plotting of garages left or garages (i.e., side-on) right coupled with the addition of architectural style variation, as well as massing and color shall be utilized.
- Pedestrian walkways should be incorporated into the overall layout of the site in a logical manner.
- Varied front yard setbacks to enhance the streetscape and increase visual aesthetics.

Building Orientation

- Buildings should be composed of simple yet varied plans to assure compatibility and variety of the overall building form.
- Buildings on corner lot parcels should be oriented in such a manner as to create courts, open space areas, and/or porches.
- Buildings should be oriented to minimize instances where the primary living spaces of one structure face the primary living spaces of an adjacent unit. Garage locations shall be plotted on the left and right sides of lots, thereby creating multiple conditions and variations for living spaces to be off-set. This shall be accomplished at the precise grading plan and residential product review phases of development.

In evaluating the proposed site layout and building orientation design guidelines, the Planning Commission determined that approval of the development of the Oak Creek Canyon project will be compatible with the existing Farm Community. In addition, the design of the development will achieve a high quality appearance that will compliment the existing neighborhoods.

Building Design

The architectural styles of the residential homes and non-residential structures within Oak Creek Canyon are intended to complement and reinforce its overall community image. A variety of architectural styles are pivotal to creating a high-quality community image. No specific community theme is proposed; however, the community image will be reinforced through quality residential and commercial architectural designs, a hierarchy of monumentation, and consistent use and application of landscape and hardscape elements. Oak Creek Canyon will feature four (4) unique architectural styles that adhere to the overall community theme. The architectural styles include: American Farmhouse, California Ranch, American

Colonial, and Spanish Colonial. These architectural styles were selected based on their variety, compatibility and visual interest they would provide.

The American Farmhouse Style component is based largely on the architectural elements used in Colonial styles from New England and the Mid-West. The main feature of the style is a large, covered wrapping front porch. Key elements of the style include two-story massing, dormers, and symmetrical elevations, while the asymmetrical, “casual cottage” elevation with a decorative appearance is less common, but still quite popular. The style represents a very practical and picturesque country home. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

California Ranch Architectural Style inspired by the California cattle ranches developed by early Californians in the late 1800’s, the California Ranch architectural style evolved from native materials with considerations of climate and lifestyle. Primary building materials have evolved from adobe and wood to shingles for roofs, board and batten siding, and other colonial features. Current versions of the style are typically simple and straightforward with stucco walls, gabled roofs, and wood accents. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

American Colonial Architectural Style The American Colonial component is based largely on the architectural elements used in Colonial styles from New England and the Mid-West. The main feature of the style is a large, covered wrapping front porch. Key elements of the style include two-story massing, dormers, and symmetrical elevations, while the asymmetrical, “casual cottage” elevation with a decorative appearance is less common, but still quite popular. The style represents a very practical and picturesque country home. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

Spanish Colonial Spanish Colonial is an adaptation of Mission Revival enriched with additional Latin American details and elements. The style attained widespread popularity after its use in the Panama-California Exposition of 1915. The simple courtyards of the Spanish Colonial heritage with hanging pots, a flowering garden and sprawling shade trees are hardly surpasses as foreground design elements. Further architectural distinction is established through the use of tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental ironwork. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

Proposed Architectural Theme Exhibits



American Farmhouse Architectural Style

1 Two-story box-like or L-shaped form.

2 Medium-pitched, primary front to back main gable roof form with intersecting hip, gable and shed roofs and standard overhangs.

3 Flat, shake-textured concrete tile material with standing metal seam accents.

4 Large covered porches with simple wood columns.

5 Lap siding accent on main body.



California Ranch Architectural Style

1 Horizontal, one and two-story massing form.

2 Low to medium-pitched main gable roof form with standard overhangs.

3 Flat, shake-textured concrete tile roof material.

4 Large porch at entry with simple columns.

5 Stucco on main body with lap siding board and batten accents.

6 Wall accents to have brick or stone wainscots.



American Colonial Architectural Style

1 Two-story symmetrical box-like form.

2 Large main gable or roof.

3 Enhanced entry portico or covered porch supported by simple columns.

4 Horizontal siding may be combined with brick.

5 Multi-paned windows with shutters on front elevations.



Spanish Colonial Architectural Style

1 Horizontal, one and two-story massing form.

2 Low to medium-pitched main gable roof form with standard overhangs.

3 'S' concrete tile roof material.

4 Porch at entry with simple columns.

5 Stucco on main body.

In evaluating the proposed building/architectural site layout and building orientation design guidelines, the Planning Commission determined that the development of the Oak Creek Canyon project will be compatible with the existing Farm Community. In addition, the design of the development will achieve a high quality appearance that will compliment the existing neighborhoods. Additional design criteria relating to mass and scale, building materials and colors, windows and doors, etc., are provided for in the Oak Creek Canyon SPA document (Attachment D, Exhibit 1).

Landscape Criteria:

The purpose and intent of the Landscaping Guidelines are to use only California native plants in all detention areas, in the water tower area, along the slopes leading up to the water tower, and other areas of open space that drain into a watershed, and to provide direction to the design and construction of homeowner association maintained landscape areas and to provide a reference on yard landscaping for individual homeowners. The use of these Landscaping Guidelines for individual homeowners and for areas within the rear and side areas is optional. Landscape plans for areas with native and naturally occurring vegetation do not require the submittal of a landscape plan when the native vegetation is being retained. All future plans, including construction documents will need to draw inspiration from that plan and remain consistent with the overall image developed for Oak Creek Canyon.

The following is a summary of the general guidelines that will apply to landscaping within Oak Creek Canyon project area:

- Landscape plans should include a combination of trees, shrubs, and ground cover.
- Specimen trees should be strategically planted to assist new development in looking “established” as quickly as possible.
- Trees and shrubs should be located and spaced to allow for mature and long-term growth.
- Trees and larger shrubs should be selected and planted in locations which will minimize future root problems.
- Deciduous trees can be used to provide solar control during summer and winter, provide fall color, seasonal flower, and other desired effects.
- Drought tolerant landscaping should be incorporated into landscape plans wherever possible.
- Appropriate water conservation techniques should be incorporated into all landscape designs.
- All landscaped areas should incorporate automatic irrigation systems.
- Irrigation systems should be designed to prevent overspray onto walkways, parking areas, buildings, and fences.
- Landscaping shall not impact sight distance.
- City maintained areas are to comply with City planting requirements.

In evaluating the proposed landscape guidelines, the Planning Commission determined that approval of the landscape theme for the Oak Creek Canyon project will be

compatible with the existing Farm Community. In addition, the landscape design will achieve a high quality appearance that will compliment the existing neighborhoods, as well as establish a beautiful streetscape. An overall Conceptual Landscape Plan is provided in the Oak Creek Canyon SPA document (Attachment D, Exhibit 1).

Walls, Fences, Monumentation:

The Wall and Fence Plan is included as Figure 31a, 31b and 31c, Wall and Fence Plan document. This wall plan also includes the location of major and minor monumentation, as well as the gating for the Phases. Five types of fencing are proposed in Oak Creek Canyon. Where fencing and walls are essential, these elements should be designed to complement the architecture of the Project. The following general guidelines shall apply to fencing that is visible within Oak Creek Canyon:

- Fence and wall materials and colors should be designed to complement the architecture of the adjacent buildings.
- Fences and walls adjacent to arterial streets should be constructed as low as possible consistent with their screening, noise attenuation, and security functions.
- The materials and colors of any walls adjacent to arterial streets should be compatible and complementary with the existing walls near the property.
- Fencing is preferred over walls and should be encouraged wherever possible.
- Solid walls in sloping terrain should be “stepped” to follow the terrain.
- Double fencing (i.e., existing fencing abutting proposed fencing) on a property is strongly discouraged.
- Locations of walls and fences shall not interfere with sight distance.
- City will only maintain standard sound walls; all other walls and fences shall be privately maintained.

In evaluating the proposed wall/fence design guidelines for the Oak Creek Canyon project, the Planning Commission determined that it will be compatible with the existing Farm Community. In addition, the wall/fence design guidelines will achieve a high quality appearance that will compliment the development and be compatible with existing neighborhoods. Additional criteria are provided for Oak Creek Canyon SPA document.

Recreational Amenities:

Three (3) neighborhood serving private parks are provided in Oak Creek Canyon project area. The locations of these are depicted on Figures 24a, 24b and 24c, Conceptual Landscape Plan of the SPA document and the tract map. These parks have been located in Phase/Planning Area No. 9, 17A and 18 in order to provide recreational opportunities, green space and a community gathering space within each of these Phases. No automobile parking spaces are proposed in these

neighborhood serving parks, as it is envisioned that the majority of trips to the park will be from walking. The details of these parks are discussed below.

Park 1

Park 1 is a private park open to Oak Creek Canyon residents and located in Phase 18 as depicted in Figure 40, Park 1 (refer to the SPA document). Park 1 is approximately 1.1 acres, and will provide both active and passive recreation to include, but not be limited to, tot lot with benches, barbeque area with tables and shade structure, shaded seating areas, open lawn play area, half-court basketball (2), and pool with restroom/shower building refer to Page IV-58 in SPA Document). As this is a private park, it will be managed and maintained by the future Oak Creek Canyon Homeowners Association.

Park 2

Park 2 is a private park open to Oak Creek Canyon residents and located in Phase 17A as depicted on Figure 41, Park 2 (refer to the SPA document). Park 2 is approximately 1.8 acres, and will provide both active and passive recreation to include, but not be limited to, tot lot with benches, picnic shelter with tables, half-court basketball (2), barbeque area with tables and shade structure, open lawn play area, cabanas (3), pool with restroom/shower building, wading pool, as depicted on page IV-58. As this is a private park, it will be managed and maintained by the future Oak Creek Canyon Homeowners Association.

Park 3

Park 3 is a private park open to Oak Creek Canyon residents and located in Phase 9 as depicted on Figure 42a, Park 3 (refer to SPA document). Park 3 is approximately 1.8 acres and will provide both active and passive recreation to include, but not be limited to, a dog park (separated for both small and large dogs), picnic shelter with tables, tot lot with benches, open lawn play area and half-court basketball (2), as depicted on page IV-58. Fencing for the dog park portion of this park shall be vinyl coated chain link fencing as allowed by the Oak Creek design guidelines. This fencing is depicted on Figure 42b, Vinyl Coated Chain Link Fencing (refer to the SPA document). Vinyl coated chain link fencing is appropriate in this application, as it will not detract from the park aesthetic and will provide the necessary security and safety for the dogs as well as other users of the park. As this is a private park, it will be managed and maintained by the future Oak Creek Canyon Homeowners Association.

Trails

A ten foot (10') wide trail is proposed within Oak Creek Canyon, as depicted on Figure 43a, Community Trail Plan of the SPA document. This trail will be composed of decomposed granite and be designed in accordance with Figure 43b, Community

Trail Section. This trail will be maintained by the future Oak Creek Canyon Homeowner's Association (HOA) and will link the different phase/planning areas. The trail exhibit is shown on the following page:

Community Trail Exhibit



Commercial Portion:

The purpose of these Commercial Design Guidelines is to guide the layout and design of future commercial development within Phase 19 of Oak Creek Canyon. These guidelines will be used to determine the character and scale of all future development in the commercial planning area.

Site Planning

The layout of a commercial site the site is often critical to its economic success and functionality. A properly planned commercial center provides a solid foundation for the anticipated economic and social activities that will occur once the commercial center is completed. A concept commercial site plan has been developed as a guide to potential future commercial development in Phase 19. This plan is depicted on Figure 48, Potential/Conceptual Commercial Site Plan. This plan illustrates how the site may be developed, based on a mixture of commercial uses that will be more "neighborhood" serving in nature. Ultimate development may reflect the elements contained on this plan, or may be subject to change based on specific tenants and their needs. The following guidelines will ensure that the site will be developed in a manner that meets the requirements of the City and the needs of the commercial developer.

Building Orientation

- Buildings should be oriented toward the streets and parking areas.

- In complexes with multiple buildings, whenever possible some buildings should be located closer to the street to emphasize building architecture and minimize the tendency for parking lots to be the key definer of the street edge.
- Buildings should consider local weather conditions and sun protection in their design and orientation.

Building Design

Building scale, materials, and architectural character are blended in the correct way, both the project and the community are enriched. Building designs should incorporate 360-degree architecture which includes appropriate articulation on all building facades, variations in building massing and roof lines, and changes in wall planes and windows. A concept commercial elevation has been developed as a guide to potential future commercial development in Phase 19. This plan is depicted on Figure 49, Elevation Examples. This plan illustrates how commercial elevations may be developed. Ultimate design may reflect the elements contained on these elevations, or may be subject to change based on specific tenants and their needs. The following guidelines will ensure that the building design is developed in a manner than meets the requirements of the City and the needs of the commercial developer.

Commercial Architecture

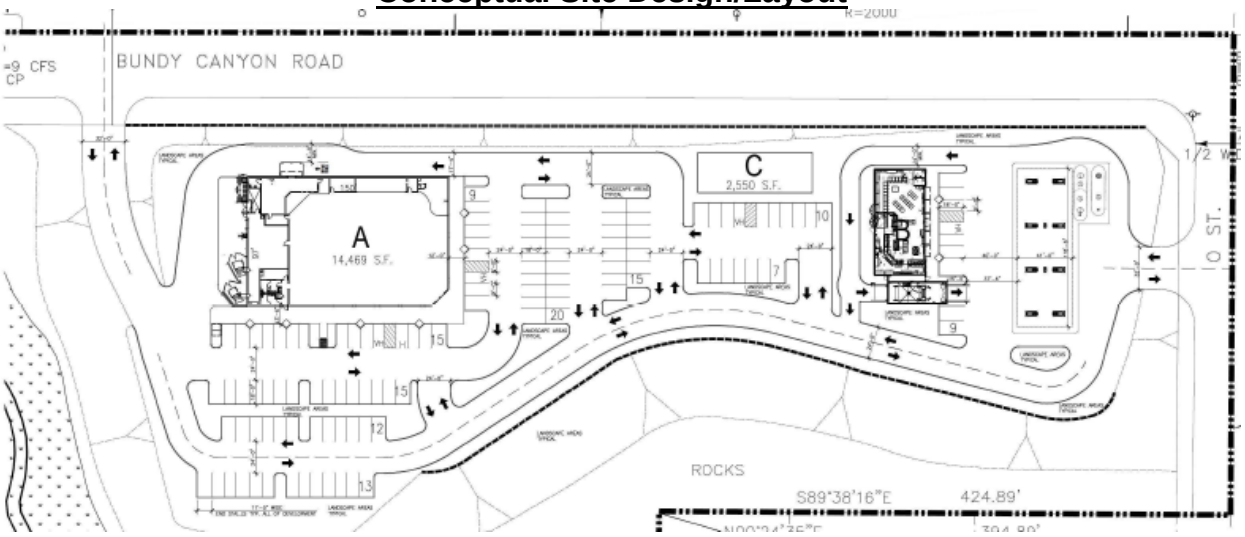
- No specific architectural styles are required within the commercial portions of this specific plan. However, the building architecture should emphasize elements that are commonly found within the region and that reflect the functionality of the buildings.
- While recognizing that individual tenants may have specific architectural needs, the commercial complex as a whole should have a consistent architectural style with individual buildings designed with complementary forms, colors and materials.
- Corporate “chain” style architecture should be adjusted to complement the rest of the center and fit into the scale and character of the community.
- Buildings should be designed so that the structures do not “turn their backs” to the street; 360-degree architecture is encouraged for buildings placed on prominent corners and project entryways.
- Projects with multiple building should incorporate consistent design themes and elements throughout the entire project to create a cohesive and integrated design.
- Building entrances should be emphasized using lighting, landscaping, and architecture.
- Acknowledging sensitivity to budget, it is expected that the highest level of articulation will occur on the front façade; however, similar and complementary massing, materials, and details should be incorporated into every other building elevation visible to the public.
- Architectural details and materials on lower walls that relate to human scale, such as arches, trellises, or awnings, should be utilized.

- Architectural elements, such as overhangs, trellises, projections, awnings, insets, material, texture, and color, can be used to create shadow patterns that contribute to a building's character.
- Buildings should have clearly defined customer entrances.

Site Access

- Driveway entries should align with existing or planned median openings or and adjacent driveways.
- Reciprocal access drives are encouraged when feasible to reduce conflicting turning movements and link adjacent properties.
- Developments should provide easily identifiable pedestrian access to building entrances and key areas within the site from the adjacent sidewalks, parking areas, and bus stops.
- Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lighting.
- Whenever pedestrian and vehicular circulation paths cross, measures should be undertaken to highlight these potential conflict areas.
- On-site textured paving, when provided at crosswalks, should not conflict with the requirements of the American's with Disability Act requirements.
- City sight distance requirements shall be maintained at all site access points.

Conceptual Site Design/Layout



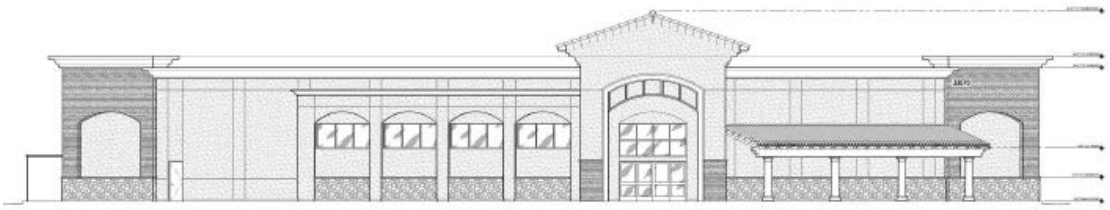
Materials and Colors

Materials and colors for individual buildings will be determined at the Plot Plan stage. A typical elevation has been included as Figure 50, Color Elevation Example. This elevation will serve as a guide to future development and is not intended as a rigid formula for development. The following language will serve to guide the future architectural character of the commercial development in Phase 19.

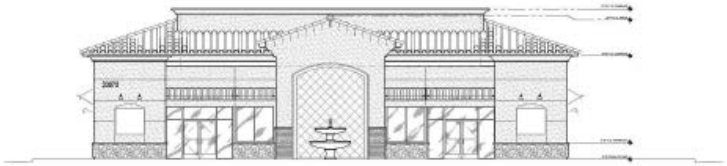
- The materials and colors used should convey a sense of quality architecture and permanence.
- Colors used on exterior facades should be harmonious. Contrasting colors are encouraged to accentuate details.
- Roof materials and colors should be consistent with the desired architectural style.
- Materials and colors should be used to enhance different parts of a building's façade.
- Changes in materials should occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect, such as projection or fence line.
- Awnings can also be used provide smaller areas of shade and can contribute to this building's character.
- Building trim and accent areas may incorporate different building materials and colors if compatible with the theme of the center and the architectural style of the buildings.
- Murals, trellises, vines, and/or espaliers can be placed on large expanses of walls at the rear or sides of buildings to break up building mass and to create visual interest.

A conceptual design style of the commercial portion is provided on the following page. In evaluating the proposed commercial design guidelines for the Oak Creek Canyon project, staff believes it will be provide a quality architectural style and provide a much needed local shopping opportunity for residents of the Farm and adjacent neighborhoods to the north and east.

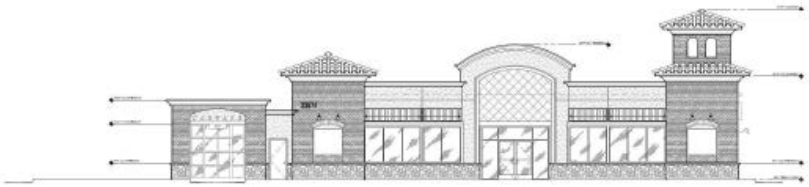
Conceptual Design Style



DRUG STORE / PHARMACY - NORTH EAST ELEVATION



RETAIL - SOUTH ELEVATION



SERVICE STATION - EAST ELEVATION

Tentative Tract Map No. 36388:

The applicant is proposing the subdivision of approximately 151± acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, and HOA lettered lots, including one (1) 5.0 acre lot for future commercial/retail development. The tentative tract map is planned to be developed in phases and has been conditioned accordingly.

Each of the 275 lots has been allocated to specific phase/planning areas in accordance with the proposed development standards of the Oak Creek Canyon SPA (Amendment No. 4). The following table summarizes the propose lot size information, density, etc., for each phase/planning area. Based on the table below, the proposed minimum lot size, lot width and lot depth meet and exceed the minimum requirements each phase/planning area. In addition, the average lot size for each phase/planning area exceeds the minimum requirements.

Lot Summary Table

Phase / Planning Area	Number of Lots / Dwelling Units	Required Lot Area (Per SPA)	Proposed Lot Area (Per TM 36388)	Average Lot Area (Per SPA & TTM	Required Lot Width/Depth (Per SPA)	Proposed Lot Width/Depth (Per TM 36388)
Phase 9	84 lots	6,000 s.f.	6,000 s.f.	6,641 s.f.	60' / 100' Corner Lot – 65'	60' / 100' Corner Lot – 65'
Phase 17A	103 lots	7,200 s.f.	7,200 s.f.	7,875 s.f.	60' / 100' Corner Lot – 65'	60' / 100' Corner Lot – 65'
Phase 18	88 lots	4,500 s.f.	4,500 s.f.	5,623	45' / 100' Corner Lot – 50'	45' / 100' Corner Lot – 50'
Phase 19 (Comm. Site)	1 lot (retail)	N/A	N/A	N/A	N/A	N/A
Totals	**275 Units**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

The proposed tract map was evaluated to ensure compliance with the standards and guidelines of the proposed Oak Creek Canyon specific plan amendment.

Phase/Planning Area No. 9:

The lots sizes proposed under Tentative Tract Map No. 36388 for this phase/planning area will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. These lot sizes meet the provisions of the Oak Creek Canyon specific plan amendment, and the existing minimum lot size within the Farm Specific Plan.

Phase/Planning Area No. 17A:

The lots sizes proposed under Tentative Tract Map No. 36388 for will range in size from a minimum of 7,200 to 10,749 square feet (depending on location) with an average lot size of 7,785 square feet. These lot sizes meet the provisions of the Oak Creek Canyon specific plan amendment, and the existing minimum lot size within the Farm Specific Plan.

Phase/Planning Area No. 18:

The lots sizes proposed under Tentative Tract Map No. 36388 for this phase/planning area will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623 square feet. These lot sizes meet the

minimum requirements of the provisions proposed within the Oak Creek Canyon specific plan amendment.

Phase/Planning Area No. 19:

The lot size proposed under Tentative Tract Map No. 36388 for this commercial phase/planning area was increased from 1 acre to 5 acres to achieve a better site design and increase the number of retail businesses opportunities. The lot size of 5 acres exceeds the minimum standards outlined in the Farm Specific Plan and is consistent with the C-1/C-P zoning requirements. The uses allowed within this commercial phase/planning area will be the same as what is currently allowed within he C-1/C-P zone of the City's Zoning Ordinance.

Cul-de-sac/Lot Frontage Width Variations:

With respect to the 35-foot minimum lot width at the cul-de-sac required by the Oak Creek Canyon design standards, the applicant is requesting approval of a minor variation of no more than 5 feet from this standard width for eight (8) of the 275 lots (lots 47, 48, 212, 213, 214, 222, 223, & 224). When the cul-de-sac lot width standard is less than the minimum required as a result of design constraints within any given project, the City Council has the authority under the City's Design Guidelines to allow a smaller width provided they are reviewed as part of the public hearing process for the proposed tract map. In evaluating the request, the Planning Commission determined that the width variation as requested will not impact the integrity of the subdivision design, nor result in a lot width too small that a single family home could not be constructed without a variance. In addition, the eight (8) lots represent only 3% of the total lots proposed within the tentative tract.

OAK TREE ANALYSIS

As part of the development review process for the Oak Creek Canyon project, staff required the applicant to prepare an analysis of the impacted Oak trees within the project area. The Oak tree impact survey determined that there are 204 Oak trees within the project area boundary. Of the 204 trees, 122 will be preserved in place which are located throughout the project area (about 59% of the trees will be preserved). The remaining 82 trees will be removed as a result of the realignment of Bundy Canyon Road and the proposed subdivision design and lot pattern.

The City does not have an Oak tree preservation ordinance, nor are the removal of Oak trees considered an environmental impact CEQA law. Nonetheless, the DEIR did analyze the impacts from the removal of Oak trees and identified a mitigation measure (MM 3.11.4) that requires a minimum of three (3) native oak trees (15 gallons or larger size) to be planted for each Oak tree that will be removed as a result of the project.

As noted in the Planning Commission background section (refer to Page 3), the Commission is recommending that additional tree species other than Oak trees be used

as replacement trees. With the implementation of the mitigation measure requiring the planting of new trees at a 3 to 1 ratio, the applicant will be required to plant an additional 246 new trees throughout the project area. The total tree count within the Oak Creek Canyon project area would then be about 368 trees. It is intended that the replacement trees be planted along the internal trail system and within the open spaces areas of the project boundaries. The Oak tree impact exhibit is provided for Council consideration in Attachment F.

ENVIRONMENTAL ANALYSIS

In accordance with the California Environmental Quality Act (CEQA - Public Resources Code Section 21000–21178.1), an Initial Study was prepared to analyze the proposed Oak Creek Canyon Residential project (Planning Application No. 11-0261) to determine any potential significant impacts upon the environment that would result from implementation of the project. The proposed Oak Creek Canyon Development is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"). The City Council has the final authority (upon a recommendation from the Planning Commission) to certify the proposed Oak Creek Canyon Development project EIR in accordance with state law.

In the course of reviewing the proposed project, staff determined that there was substantial evidence that the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d). In accordance with state law, staff circulated a Notice of Preparation (NOP) of the Draft EIR which began a 30-day comment period on the NOP. The review period began on March 5, 2012 and concluded April 6, 2012. As part of the NOP process, the City conducted a public scoping meeting on March 13, 2012. The purpose of the scoping meeting was intended to receive input from the public on what environmental issues should be addressed in the DEIR. Approximately 70 residents attended the meeting and 25± comments relating to potential environmental impacts were provided/expressed. A copy of the comments received from the scoping meeting are provided within the DEIR.

In the months following the NOP review period and scoping meeting, staff prepared and completed the Draft EIR. A Notice of Completion (NOC) was provided to the State Office of Planning and Research (OPR) on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 regarding the required 45-day public review period. In addition, on November 21, 2012, a Notice of Availability was published in The Californian newspaper and notice was provided to the Riverside County Clerk (and all interested parties requesting said notice) regarding the public review of the draft EIR for the proposed project. The Notice of Availability was also posted at Wildomar City Hall, Wildomar Mission Trail Library, and the Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website.

The Draft EIR (refer to Attachment A, Exhibit 1) was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days which began on November 19, 2012 and concluded on January 7, 2013. The DEIR was also placed at three public places for review (Wildomar City Hall, Wildomar Mission Trail Library, and the Riverside County Clerk of the Board of Supervisors). The DEIR was also posted on the City's website.

During the 45-day public review/comment period, the City received 11 comments on the Draft EIR. In accordance with state law, responses to each comment were prepared as part of the Final EIR. The Final EIR is provided for Council consideration as Attachment A, Exhibit 2. The public review comments, city responses and minor changes formulate the FEIR document. In accordance with state law, the City has prepared Findings of Fact and the Mitigation Monitoring and Reporting Program. These two items are provided within the EIR Resolution (Attachment A, Exhibits 3 and 4, respectively).

As a result of the EIR process, it has been determined that approval of the Oak Creek Canyon project will not result in significant effects on the environment because all impacts identified in the DEIR/FEIR have been mitigated through changes, alterations and mitigation measures to a less than significant level in accordance Section 15092 of the CEQA Guidelines. Therefore, based on the findings below (and outlined in the EIR Resolution) and on substantial evidence in the whole of the record, the Planning Commission is recommending the City Council: 1) adopt the Statement of Facts and Findings and certify the Final EIR (SCH No. 2012031064) for the Oak Creek Canyon Development, 2) approve and adopt the Mitigation Monitoring and Reporting Program for the Oak Creek Canyon Development, and 3) direct the Planning Director to prepare a Notice of Determination concerning certification of the Oak Creek Canyon Development EIR, within five (5) days of project approval, and file the Notice with the Riverside County Clerk for posting.

REQUIRED PROJECT FINDINGS

CEQA/EIR:

The Planning Commission, in light of the whole record before it, including but not limited to, the EIR, all documents incorporated by reference therein, any comments received and responses provided, the Statement of Facts and Findings, the Mitigation Monitoring and Reporting Program and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, hereby recommends the City Council find and determine as follows:

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

2) Notice: The City has complied with CEQA Guidelines § 15085 and §15087 by providing a Notice of Completion of the Draft EIR to OPR and a Notice of Availability to responsible and trustee agencies and other persons and agencies as required.

3) Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time.

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

5) Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations in the project and imposition of mitigation measures. Based thereon, the Planning Commission recommends the City Council further find that:

   a) Changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project.

   b) These changes, alterations, and mitigation measures will avoid the significant environment effects identified in the EIR or lessen their impact below the threshold of significance.

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

   d) The City has prepared a Mitigation Monitoring Program included as Exhibit 4 of Attachment A to track compliance with these changes, alterations, and mitigation measures identified in the Oak Creek Canyon Development EIR.

6) Environmental Findings and Statement of Overriding Considerations: Approval of the project will not result in significant effects on the environment as all impacts will be mitigated through changes, alterations and mitigation measures to a less than significant level, pursuant to Section 15092 of the CEQA Guidelines; findings thereto are attached as Exhibit 3 of Attachment A (EIR Resolution).

7) Independent Judgment: The EIR reflects the independent judgment and analysis of the City.

General Plan Amendment:

Pursuant to Government Code Section 65350 – 65362, the Planning Commission recommends that the City Council make the following findings pertaining to the Oak Creek Canyon General Plan Amendment (Planning Application No. 11-0261):

A. The proposed General Plan Amendment will not cause any internal inconsistencies in the General Plan.

The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

Phase/Planning Area No. 9

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 9 will not create any inconsistencies in the General Plan. Further the proposed amendment is needed to accommodate the proposed development of 84 single family residences (one and two story). Under the MHDR designation for this phase/planning area, the parcels will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. While the MHDR designation allows for densities that range from 5 – 8 units/acre, the proposed project density for this phase/planning area is about 3.5 units per acre and well under the maximum allowed under the current MDR designation of 2 – 5 units per acre. The proposed lot design for this phase/planning area has a minimum lot size requirement of 6,000 square feet which is consistent with the current requirements of the Farm Specific Plan.

Phase/Planning Area No. 18

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 18 will not create any inconsistencies in the General Plan. Further, proposed amendment is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. Under the MHDR designation for this phase/planning area; the parcels will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623 square feet which meets the provisions of the General Plan. Under the current land use designation of MDR, this phase/planning area allows for the development of

single-family residences (1-or 2-story dwellings) on parcels range in size from a 5,500 square feet to 20,000 square feet. Staff believes that the requirement/condition to limit the height of residences to one-story will be in keeping with the existing residences within the general area. The average lot size proposed is just 377 square feet shy of the minimum lot size of 6,000 square feet currently allowed under the provisions of the Farm Specific Plan. When considering the density of this phase/planning area, the proposed density of 4.38 units/acre is within the existing density range of 2 – 5 units per acre of the MDR designation.

Phase/Planning Area No. 19:

The amendment from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19, and the proposal to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate will not create any inconsistencies in the General Plan. Further, proposed amendment will be consistent with the General Plan in that the commercial land use designation will create an expanded opportunity for residents within the Oak Creek Canyon and Farm community (and the general area) to have increased neighborhood level shopping opportunities within a close proximity to homes in accordance with the General Plan.

Change of Zone:

In accordance with the State of California, Government Code Section 65853 – 65857 and Section 17.280 of the Wildomar Zoning Ordinance, the Planning Commission hereby recommends the City Council make the following finding for the proposed Change of Zone No. 11-0261.

A. The proposed change of zone is in conformance with the adopted General Plan for the City, and the Farm Specific Plan.

1. The proposed rezone for Phase/Planning Area 9 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development with a minimum lot size of 6,000 square feet is consistent with the General Plan land use designation of Medium Density Residential (MDR) which is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet which does not exceed the maximum density allowed by the General Plan.

2. The proposed rezone for Phase/Planning Area 18 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone to allow for single family residential development with a minimum lot size of

4,500 square feet is consistent with the General Plan land use designation of Medium High Density Residential (MHDR) as proposed with General Plan Amendment No. 11-0261 as this land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal to subdivide this area into 88 lots, the density of this phase/planning area would be about 4.3 units per acre, which does not exceed the maximum density allowed by the General Plan.

3. The proposed rezone for the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial) is consistent with the General Plan in that the proposed future commercial center will allow commercial and retail uses in a manner consistent with the allowed uses encouraged by the General Plan.

Specific Plan Amendment:

In accordance with the State of California, Government Code Section 65450 - 65457 and Section 17.08 of the Wildomar Zoning Ordinance, the Planning Commission hereby recommends the City Council make the following finding for the proposed for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261)

A. The proposed Specific Plan Amendment is consistent with the City of Wildomar General Plan and Farm Specific Plan.

1. The proposal to amend the existing Farm Specific Plan to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site is consistent with the City of Wildomar General Plan and Farm Specific Plan in that the proposed Oak Creek Canyon project will provide new housing opportunities for residents of Wildomar and surrounding areas, and is designed to be compatible with, and enhance, surrounding neighborhoods. Further, the special development standards and design guidelines will provide for a unique residential development that will provide a variety of homeownership opportunities consistent with the General Plan Policy LU 22.4 – LU 22.10.

Tentative Tract Map No. 36388:

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, the Planning Commission, in light of the whole record before it, including but not limited to the staff report and all documents incorporated by reference therein, the City's General Plan, Subdivision Ordinance, Zoning Ordinance, standards for public streets and facilities, and any other evidence

within the record or provided at the public hearings of this matter, recommends that the City Council hereby find and determine as follows:

A. The proposed tract map is consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: The current General Plan Land Use Designation for Phase/Planning Area Nos. 9 and 17A of the Oak Creek Canyon project site is Medium Density Residential (MDR). The MDR land use designation is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet. Phase/Planning Area No. 17A is proposed to be subdivided into 103 single family residential lots on 66.2 acres which results in an overall density of about 1.6 units per acre with a minimum lot size of 7,200 square feet. Based on this, the tract map for both phase/planning areas is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

The current General Plan Land Use Designation for Phase/Planning Area No. 18 is Medium Density Residential (MDR). The applicant desires to subdivide this phase/planning encompassing approximately 20.5 acres into 88 lots with a minimum lot size of 4,500 square feet for single-story, single family residential development. In order to achieve this, the applicant has requested approval of a General Plan Amendment (GPA) for Phase/Planning Area 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR). The MHDR land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal, the density of this phase/planning area with 88 lots would be about 4.3 units per acre. With approval of the GPA by Council, the proposed project density and design of Phase/Planning Area 18 is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

B. The design or improvement of the proposed subdivision is consistent with the City's General Plan and any applicable specific plan.

Evidence: The proposed subdivision has been designed to meet all City standards applicable to residential subdivisions which are designed provide satisfactory pedestrian and vehicular circulation, including emergency vehicle access and on-site and off-site public improvements. Further, all streets, utilities, and drainage facilities have been designed and are required to be constructed in conformance with City standards and the Farm Specific Plan.

C. The site is physically suitable for the type and proposed density of development.

Evidence: The Oak Creek Canyon project site encompasses approximately 151 acres which includes approximately 69 acres of open space. The tentative tract map proposes to subdivide the project area into 275 lots for single family residential development within three phase/planning areas (9, 17A & 18) consistent with the Farm Specific Plan No. 116. The density allowed by the MDR and MHDR land use designations allows ranges from 2 to 5 dwelling units per acre and 5 to 8 dwelling units per acre, respectively. Both land use designations allow for single family residential development via the traditional single family residential subdivision tract map setting. Further, the MDR and MHDR designations allow single family lots to be subdivided with minimum lot sizes that range from 5,500 to 20,000 square feet (MDR) and 4,500 to 6,500 square feet (MHDR), respectively. In review of the proposed tract map, the overall developable project density has been established at about 3.2 units per acre with minimum lot sizes that range from 6,000 to 7,200 square feet for Phase/Planning Area 9 and 17A, and minimum lot sizes of 4,500 square feet for Phase/Planning Area 18 with approval of the proposed General Plan Amendment for Phase/Planning Area 18. Therefore, the proposed project site is physically suitable for the type and proposed density of development.

D. The design of the subdivision or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The City prepared an Initial Study that resulted in the preparation, processing and review of an Environmental Impact Report for Tentative Tract Map No. 36388. The DEIR analyzed the environmental issues required by CEQA related to fish and wildlife, including their respective habitats. The DEIR was circulated to the State of California, Office of Planning and Research (OPR) and made available for the required 45-day public review period in accordance with CEQA laws, which began on November 21, 2012 and concluded on January 7, 2013. Based on comments received from the public review period, a Final EIR (FEIR) was prepared responding to each comment received. Based on the DEIR and FEIR process, it has been determined that the design of the subdivision and proposed improvements will not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat project with implementation of the proposed mitigation measures as outlined in the Mitigation Monitoring and Report Program (MMRP). Therefore, the proposed tract map meets this finding.

E. The design of the subdivision or type of improvements is not likely to cause serious public health problems.

Evidence: The design of the subdivision is in conformance with the City's General Plan, Zoning Code, Subdivision Ordinance and Farm Specific Plan. The design and construction of all improvements to accommodate the project have been conditioned to in accordance with all applicable City of Wildomar ordinances, codes, and

standards including, but not limited to, the California Uniform Building Code, the City's Ordinances relating to stormwater runoff management and adopted public works standards. As the City's ordinances, codes, and standards have been created based on currently accepted standards and practices for the preservation of the public health, safety and welfare, the proposed tract map project meets this finding.

F. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: No easements of record or easements established by judgment of a court of competent jurisdiction for public access across the site have been disclosed in a search of the title records for the site and the City does not otherwise have any constructive or actual knowledge of any such easements.

PUBLIC COMMUNICATION/NOTICING

In accordance with Government Code Sections 65353, 65355 and 65090, the Planning Department, on March 15, 2013, mailed a public hearing notice to all property owners within a 600-foot radius of the Oak Creek Canyon project boundaries notifying them of the March 27, 2013 City Council hearing for the proposed project; and on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, notifying the general public of the March 27, 2013 City Council meeting for the proposed project.

Just prior to the close of business, and at the March 23, 2013 City Council meeting, staff received a series of comment letters from various community members regarding the Oak Creek Canyon project. A copy of each comment letter and staff's response to each comment has been provided for Council consideration. Please refer to Attachment K.

FISCAL IMPACT

The applicant has been conditioned to establish a Maintenance CFD prior to recordation of the tract map (Planning Condition No. 49) that will result in no fiscal impact to the City's General Fund.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Gary Nordquist
City Manager

ATTACHMENTS

A. Resolution No. 2013-10 for Environmental Impact Report
   Exhibit 1 - Oak Creek Canyon DEIR
   Exhibit 1-A - Oak Creek Canyon DEIR Appendices
   Exhibit 2 - Oak Creek Canyon Project FEIR
   Exhibit 3 - Oak Creek Canyon Findings of Fact
   Exhibit 4 - Oak Creek Canyon Project Mitigation Monitoring Program
B. Resolution No. 2013-11 for General Plan Amendment No. 11-0261
   Exhibit 1 - Land Use Map Exhibits
C. Ordinance No. 77 for Change of Zone No. 11-0261
   Exhibit 1 - Change of Exhibits/Legal Descriptions
D. Resolution No. 2013-12 for Specific Plan Amendment No. 116-C/W, #4
   Exhibit 1 - Oak Creek Canyon SPA Document
E. PC Resolution No. 2013-13 for Tentative Tract Map No. 36388
   Exhibit 1 - Conditions of Approval
F. Tentative Tract Map No. 36388 – Full Size Plans
   Exhibit 1 - Tract Map Reductions
G. Oak Tree Inventory Exhibit
H. Conceptual Landscape Plan
I. Colored Landscape Exhibit
J. Park Landscape Plan – Colored

<u>Documents Incorporated By Reference:</u>

1. City of Wildomar General Plan and Environmental Impact Report
2. Elsinore Valley Municipal Water District Master Plan EIR

ATTACHMENT A

Resolution No. 2013-10

Environmental Impact Report

RESOLUTION NO. 2013-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AND CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2012031064) AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT CONSISTING OF GENERAL PLAN AMENDMENT NO. 11-0261, CHANGE OF ZONE NO. 11-0261, FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 (PLANNING APPLICATION NO. 11-0261) AND TENTATIVE TRACT MAP NO. 36388.

WHEREAS, the Planning Department has received an application from:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres, for a the following development applications:

1) General Plan Amendment (GPA) - The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

2) Change of Zone (CZ) – A proposal to change the zoning designations for three (3) Farm Specific Plan phase/planning areas as follows:

   a) Rezone all of the Phase 9 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 6,000 square feet).
   b) Rezone all of the Phase 18 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 4,500 square feet.
   c) Rezone all of the Phase 19 Planning area from the current specific plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial).

3. Specific Plan Amendment (SPA) – A proposal for Amendment No. 4 to the Farm Specific Plan No. 116-C/W to create special development standards and design

guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space/trails) and an approximate 5.2 acre commercial retail site;

4. Tentative Tract Map No. 36388 – The applicant is proposing the subdivision of approximately 151.23 acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, including an approximate 5.2 acre lot for future commercial/retail development; and

WHEREAS, the proposed Oak Creek Canyon Development is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Oak Creek Canyon Development project in accordance with the California Government Code, Sections 65358, Section 65453, and 65853 and the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the Planning Director determined that there was substantial evidence that the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085; and

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution: Exhibit 1: Oak Creek Canyon Development, Draft Environmental Impact Report, State Clearinghouse Number 2012031064, November 2012; and Exhibit 2: Oak Creek Canyon Final Environmental Impact Report, February 22, 2013; and Exhibit 3: Oak Creek Canyon Development Environmental Impact Report Findings of Fact; and, Exhibit 4: Oak Creek Canyon Development Mitigation Monitoring and Reporting Program; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for the DEIR and FEIR that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in “The Californian”, a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for the DEIR and FEIR that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR.

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

SECTION 1 CEQA FINDINGS.

The City Council, in light of the whole record before it, including but not limited to, the EIR, all documents incorporated by reference therein, any comments received and responses provided, the Statement of Facts and Findings, provided as Exhibit 3 to this Resolution, the Mitigation Monitoring and Reporting Program provided as Exhibit 4 to this Resolution, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearings held on March 27, April 23, May 8, and May 22, 2013, hereby finds and determines that:

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

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

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time.

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

5. Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations in the project and imposition of mitigation measures. Based thereon, the City Council further finds that:

   a) Changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project.
   b) These changes, alterations, and mitigation measures will avoid the significant environment effects identified in the EIR or lessen their impact below the threshold of significance.

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

   d) The City has prepared a Mitigation Monitoring Program included as Exhibit 4 to this resolution to track compliance with these changes, alterations, and mitigation measures identified in the Oak Creek Canyon Development Environmental Impact Report.

6. Environmental Findings and Statement of Overriding Considerations: Approval of the project will not result in significant effects on the environment as all impacts will be mitigated through changes, alterations and mitigation measures to a less than significant level, pursuant to Section 15092 of the CEQA Guidelines; findings thereto are attached as Exhibit 3 to the resolution.

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

SECTION 2. CITY COUNCIL ACTION.

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

1. Certify EIR: The City Council adopts the Statement of Facts and Findings (Attached hereto as Exhibit 3 of this Resolution) and certifies the Final Environmental Impact Report (SCH# 2012031064 for the Oak Creek Canyon Residential/Commercial Development.

2. Approve and Adopt the Mitigation Monitoring and Reporting Program: The City Council approves and adopts the Mitigation Monitoring and Reporting Program for the Oak Creek Canyon Development EIR (as attached to this Resolution as Exhibit 4).

3. Notice of Determination: The City Council, in compliance with Public Resources Code § 21152 and CEQA Guidelines § 15094, directs the Planning Director to prepare a Notice of Determination concerning certification of the Oak Creek Canyon

Development EIR, and within five (5) days of project approval, file the Notice with the Riverside County Clerk for posting.

4. Location: The Final Environmental Impact Report No. 2012031064, and all documents incorporated therein and forming the record of decision therefore, is hereby filed with the City Wildomar Planning Department at the Wildomar City Hall, 23873 Clinton Keith Road, Suite #201, Wildomar, California, 92595 and be made available for public review upon request during the hours of 8 am to 5 pm, Monday – Thursday.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 - OF ATTACHMENT A
(Oak Creek Canyon Draft Environmental Impact Report Under Separate Cover)

EXHIBIT 2 - OF ATTACHMENT A
(Oak Creek Canyon Final Environmental Impact Report Under Separate Cover)

EXHIBIT 3 - OF ATTACHMENT A
(Oak Creek Canyon EIR Findings of Fact)

FINDINGS OF FACT
(SCH# 2012031064)

FOR THE

OAK CREEK CANYON DEVELOPMENT
SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4
GENERAL PLAN AMENDMENT, CHANGE OF ZONE
AND TENTATIVE TRACT MAP NO. 36388
(PLANNING APPLICATION NO. 11-0261)

PREPARED BY:

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

MARCH 2013

1.0 INTRODUCTION

1.1 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of these Findings of Fact (Findings) are designed to meet the current requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Final Environmental Impact Report (EIR) for the Oak Creek Canyon Residential Development Project (project; proposed project) identified significant environmental impacts that will result from the implementation of the proposed project. However, the City of Wildomar (City) finds that the inclusion of certain mitigation measures as part of project approval will reduce all significant impacts to a less than significant level. As required by CEQA, the City, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the significant effects of the proposed project. In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings of Fact as part of the certification of the Final EIR for the proposed project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

The Findings of Fact are organized into the following sections:

Section 1, Introduction, outlines the organization of this document and identifies the location and custodian of the record of proceedings.

Section 2, Environmental Setting and Project Description, describes the location and characteristics of the site, project overview, project design standards, project objectives and benefits, and required permits and approvals for the project.

Section 3, CEQA Review and Public Participation, describes the steps the City has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the EIR.

Section 4, No Environmental Impacts, provides a summary of those environmental issue areas where no impacts will occur.

Section 5, Less Than Significant Environmental Impacts, provides a summary of insignificant impacts and a finding adopting the EIR's conclusions of insignificance.

Section 6, Less Than Significant Environmental Impacts With Mitigation Incorporated, provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures will avoid or substantially reduce the environmental effects to less than significant levels.

Section 7, Significant and Unavoidable Environmental Impacts, provides a summary of potentially significant environmental effects for which implementation of feasible mitigation measures will not avoid or substantially reduce the environmental effects to less than significant levels.

Section 8, Feasibility of Project Alternatives, provides a summary of the alternatives considered for the proposed project.

Section 9, Long-Term Implications, provides a summary of the analysis of any potential long-term implications of the proposed project.

Section 10, Findings on Changes to the EIR and Recirculation, provides a brief overview of reasons for changes to the EIR and why it is not necessary to recirculate the EIR.

Section 11, Findings on Mitigation Monitoring and Reporting Program, provides a brief discussion of the project's compliance with the CEQA Guidelines regarding the adoption of a plan for monitoring and reporting compliance with mitigation measures.

1.2 STATUTORY REQUIREMENTS

The California Environmental Quality Act (Public Resources Code Section 21081 et seq.), and particularly the CEQA Guidelines (the Guidelines) (14 California Code of Regulations, Section 15091 et seq.), require:

> *(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the proposed project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the proposed project lies with another agency (CEQA Guidelines, Section 15091(a), (b)).

For those significant effects that cannot be mitigated to a less than significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment (Public Resource Code Section 21081(b)). The CEQA Guidelines state in Section 15093: "If the specific economic, legal, social, technological, or other benefits…of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings of Fact, the record of proceedings for the proposed project consists of a number of documents and other evidence, including the Notice of Preparation and all other public notices issued by the City in conjunction with the proposed project; the Draft EIR, including all documents included and referenced in the appendices and in references in the Draft EIR; the Final EIR, including all documents included in the appendices and in references in the Final EIR; all written comments and public testimony presented during the public comment period on the Draft EIR; the MMRP; the findings and resolution adopted by the City relative to the certification of the Final EIR; the findings and resolutions adopted by the City in connection with the proposed project and all documents

incorporated by reference therein; all final reports, studies, memoranda, maps, staff reports, City reports, and City information packets relating to the proposed project prepared by or at the direction of the City or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA or with respect to the City's actions on the proposed project; all documents submitted to the City by other public agencies or members of the public in connection with the proposed project; the minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the proposed project; any documentary or other evidence submitted to or by the City at such information sessions, public meetings, and public hearings; and any documents cited in these Findings. The documents and other materials that constitute the record of proceedings are located at 23872 Clinton Keith Road, Suite 201, in Wildomar. The City Planning Department is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with Public Resources Code Section 21081.6(a)(2) and California Code of Regulations Title 14, Section 15091(e).

1.3 CERTIFICATION OF FINAL EIR

Pursuant to CEQA Guidelines Section 15090, the City further finds and certifies that:

a) The Final EIR has been completed in compliance with CEQA;

b) The Final EIR has been presented to the Wildomar City Council, which constitutes the decision-making body of the lead agency, and the Council has reviewed and considered the information contained in the Final EIR prior to approving the project; and

c) The Final EIR reflects the City's independent judgment and analysis.

2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

Location

The project site is located in the City of Wildomar within Riverside County. Bounded by San Bernardino County to the north, Imperial and San Diego counties to the south, and Orange County to the west, Riverside County is located in the Inland Empire region of Southern California. The City of Wildomar is located in the southwestern portion of Riverside County along Interstate 15 (I-15) southeast of Lake Elsinore. I-15 is a major north–south highway that runs through Southern California. The proposed 137.82-acre project site is located entirely within Wildomar.

2.2 PROJECT OVERVIEW

Project Entitlements

The following applications are the requested City entitlements:

1. **General Plan Amendment** – A proposal to 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; and 2) amend the General Plan land use map for Phase/Planning Area No. 19 to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate the phase/planning area to the southwest corner of Bundy Canyon Road and Sunset Avenue.

2. **Specific Plan Amendment No. 116 (Amendment 4) to The Farm Specific Plan** – The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The remaining 576.7 acres are dedicated to open space and recreation areas consisting of a clubhouse/swimming pool, private park, and lake. Additionally, there were 37.7 acres set aside for school uses, 4.1 acres for a sewage treatment plant, 21.6 acres for commercial use, and 10.3 acres for street purposes. The proposed modification to the Specific Plan (Amendment No. 4) seeks to change the approved land uses for the planning areas identified as Phases 9, 17A, 18, and 19. These changes include the conversion of 1.1 acres from commercial use to residential/open space use, establishment of lot sizes for each residential unit of the subdivision, and creation of a 5.21-acre commercial site.

3. **Zone Change** – The proposed project site is currently zoned R-1 (One-Family Dwelling – Phase 9, 17A, and 18) and C-P-S (Scenic Highway Commercial). The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

    a) Rezone all of the Phase 9 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet.

    b) Rezone all of the Phase 18 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet.

    c) Rezone all of the Phase 19 Planning Area from the current specific plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road.

4. **Approval of Tentative Tract Map No. 36388** – Tentative Tract Map (TTM) 36388 includes the subdivision of the 151.23-acre proposed project site into 275 single-family lots and 17 total open space lots. The 275 single-family lots will have a lot size ranging from a minimum of 4,500 square feet to 7,200 square feet. The overall unit density of the proposed project area will be 1.8 units per acre, with a developable density of 3.5 units per acre. As proposed, the map divides the property into five development units, with units 1–4 providing for residential uses and unit 5 allowing for commercial development.

5. **Grading Permit** – A grading permit will be needed to prepare the property for development consistent with the approved tentative map. As noted on the tentative map, the proposed project estimates approximately 700,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

6. **Building Permit** – Building permits will be needed to allow construction.

7. **Encroachment Permit** – Encroachment permits will be needed for any construction that must occur on public property or within publicly held easements.

PHASING OF CONSTRUCTION

Development of the proposed project will occur in at least five development units**.** While the development units are numbered 1 through 5, there is no requirement for them to be developed consecutively or in phases and the entire project could be developed as a single unit. The first phase of construction will focus on Bundy Canyon Road and the extension of utilities (water, sewer, power, etc.) necessary to provide for the entire development. Grading of one or more of the units will likely occur concurrently with

or immediately after construction of Bundy Canyon Road. The two 500,000-gallon water tanks and 20-foot-wide access road leading from Scott Road will also be constructed as part of the first phase of construction activity.

Grading

Grading will occur in each development unit to accommodate the roadways, utilities, trails, proposed homes, and other improvements. The most substantial change will be grading to accommodate a realignment of Bundy Canyon Road. The realigned roadway will move south from the current alignment and eliminate a curve that occurs in the approximate middle of the property. Grading will also occur to create the roadways, open space, drainage basins, and buildable parcels for each unit. Proposed slopes will be 2:1 or less, and approximately 700,000 cubic yards of material will be moved during the grading process. The maps and application materials indicate that all of the material will remain within the project boundaries and that no import of export of soil is anticipated.

Residential Units

The full buildout of the project proposes to construct 275 single-family residential units. The proposed residential units will be located on residential lots that will feature a minimum size of 4,500 square feet and an average size of 6,730 square feet. Development units 1, 3, and 4 are located south of Bundy Canyon Road, and development unit 2 is located north of Bundy Canyon Road.

Private Park Sites and Open Space

The project also includes the development of three private parks and the creation of approximately 76 acres of open space. Development units 1, 2, and 4 include parks. Units 2, 3, and 4 also include trails leading from the housing units to the park and to development unit 5. While no specific park design is proposed, the intended improvements include swings, slides, a climbing apparatus, benches, sidewalks, a dog park, and similar amenities suitable for small children and families. The parks are small and designed to serve the neighborhood and do not have ball fields or other amenities designed to encourage community or regional use. In addition to the three park sites, the approximate 76 acres of open space will feature trails for recreational use. The precise location of the trails in the open space area has not yet been determined.

Commercial/Retail Development

The project has set aside approximately 5.2 acres, shown as development unit 5, for a future commercial/retail development. The intent of this commercial area as described in the specific plan amendment text is to establish a neighborhood-serving retail center for local residents living within and around The Farm community. Site planning and architectural design guidelines have been included in the specific plan amendment that will ensure future development of this site will be compatible with The Farm community and the surrounding area.

2.3 Required Permits and Approvals

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the City, a list of the agencies that are expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the proposed project.

Lead Agency Approval

The Final EIR must be certified by the City as to its adequacy in complying with the requirements of CEQA before the City takes any action on the proposed project. The City will consider the information contained in the EIR in making a decision to approve or deny the proposed project. The analysis in the

EIR is intended to provide environmental review for the whole of the proposed project in accordance with CEQA requirements.

Other Required Permits and Approvals

A public agency other than the lead agency that has discretionary approval power over a project is known as a responsible agency, as defined by the CEQA Guidelines. The responsible agencies and their corresponding approvals for this proposed project include:

- *US Army Corps of Engineers (USACE*): A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.

- *California Department of Fish and Wildlife (CDFW):* A 1603 Streambed Alteration Agreement may be required.

- *State Water Resources Control Board: A* Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.

- *Regional Water Quality Control Board (RWQCB):* Section 401 Water Quality Certification may be required as well as permitting associated with potential recycled water for irrigation use.

- *City of Menifee:* Encroachment permit and coordination for improvements on the east side of Sunset Avenue.

– Please note that the change in agency name from the California Department of Fish and Game to the California Department of Fish and Wildlife took effect on January 1, 2013. For purposes of this document, the agency names and abbreviations are considered interchangeable.

3.0 CEQA REVIEW AND PUBLIC PARTICIPATION

The City has complied with the CEQA Guidelines during the preparation of the Draft EIR for the proposed project. The Draft EIR, dated November 2012, was prepared following input from the public, responsible agencies, and affected agencies through the Draft EIR scoping process. The "scoping" of the EIR was conducted using several of the tools available under CEQA. In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on March 5, 2012. The NOP was posted in the Riverside County Clerk's office for 30 days. Information requested and input provided during the 30-day NOP comment period regarding the scope of the environmental document are included in the EIR. The public review period for the NOP was from March 5, 2012, to April 6, 2012, and the public review period for the NOA/Draft EIR was from November 21, 2012, to January 7, 2013.

3.1 NOTICE OF PREPARATION

Per CEQA Guidelines Section 15082, a NOP was prepared. Public outreach for the NOP included distribution using the methods described below.

Overnight and Certified Mail

The NOP was sent to 12 local agencies and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public scoping/comment period, the NOP was made available for review at the following locations:

- Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar
- Mission Trail Library, 34303 Mission Trail, Wildomar

Online

The NOP was available online at http://www.cityofwildomar.org/environmental-documents.asp.

3.2 NOTICE OF AVAILABILITY AND DRAFT ENVIRONMENTAL IMPACT REPORT

Upon completion of the Draft EIR, and in accordance with CEQA Guidelines Section 15087(a), the Notice of Availability (NOA) was prepared and published. Public outreach for the Draft EIR included distribution of the NOA using the following methods:

Newspaper Publications

The City published the NOA in the legal announcement section of *The Californian* on November 21, 2012.

Overnight and Certified Mail

The NOA and Draft EIR were sent to 23 interested agencies/organizations and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public review period, the EIR was made available for review at the following locations:

- Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar
- Mission Trail Library, 34303 Mission Trail, Wildomar

Online

The NOA and Draft EIR were available online at http://www.cityofwildomar.org/environmental-documents.asp.

4.0 NO ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will have no environmental impacts for specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Agricultural Resources (all criteria, p. ES-4)
- Cultural Resources (impacts to historical resources, pp. 3.9-16 through -18)
- Hazards and Hazardous Materials (all criteria, p. ES-4)
- Land Use and Planning (physically divide an established community, p. 3.1-6; conflict with applicable habitat conservation plan or natural community conservation plan; p. 3.1-7; cumulative impacts to land use, p. 4.0-2)

- Mineral Resources (all criteria, p. ES-4)

4.1 AGRICULTURAL RESOURCES

The proposed project site does not contain, and is not adjacent to, Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any land subject to a Williamson Act contract.

– ***Findings:*** The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to agricultural resources.

4.2 CULTURAL RESOURCES

Impacts to Historical Structures (pp. 3.9-16 through -18)

Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource. The Phase I Cultural Resources Assessment performed for the proposed project identified a number of structures located within the boundaries of the proposed project area, including three lift/pump stations, and an asphalt parking lot and foundation for the old visitor center for The Farm. The identified structures fail to meet the criteria for being considered historical resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts related to historical structures.

4.3 HAZARDS AND HAZARDOUS MATERIALS

The proposed project will not impact a designated evacuation plan or produce hazardous materials or emissions. The proposed project site is not included on any list of hazardous materials sites, and it is located approximately 4 miles from the nearest airport, Skylark Field.

– ***Findings:*** The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts related to hazards or hazardous materials.

4.4 LAND USE AND PLANNING

Physically Divide an Established Community (p. 3.1-6)

The proposed project will be located on various vacant parcels in the northeastern portion of the city. While Interstate 15 currently divides the city from west to east, the proposed project site does not physically divide the city or any of its neighborhood areas. The proposed project will complement the existing development that occurs to the north, east, and south of the project site and provide a new neighborhood commercial center to this portion of the city in the future.

Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan (p. 3.1-7)

The proposed project will occur within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Only 0.26 acre of the 152-acre site is within a criteria cell, and this inclusion has been determined to be insignificant by the Resource Conservation Authority and does not warrant a Joint Project Review or any conservation (see Comment Letter C in the Final EIR). All of the special-status species associated with the project site are covered by the MSHCP, with mitigation through payment of MSHCP fees.

The proposed project will affect 0.82 acre of riparian habitat for which impacts must be mitigated. Payment of the MSHCP fees does not mitigate impacts to riparian and riverine habitat. See Section 6.6 of these findings.

No impact will occur relative to conflicts between the proposed project and the MSHCP. Upon city incorporation, the City of Wildomar agreed to implement the MSHCP. Implementation of the MSHCP as part of the project development review process fully mitigates for impacts to these covered species.

Cumulative Impacts to Land Use (p. 4.0-2)

The City of Wildomar General Plan and The Farm Specific Plan will be affected by the proposed project. While the proposed project would increase the number of anticipated housing units by 29 (275 proposed versus 246 existing), the large amount of open space and the overall density of the project (2.7 units per acre) make it similar to the existing 2.6 units per acre in The Farm Specific Plan. The amenities included with the proposed project, such as parks, trails, storm drainage basins, and open space, are consistent with other development in the vicinity and with the intent of The Farm Specific Plan. The project would have the cumulative effect of reinforcing and supporting adopted residential land uses planned for the area since 1974. The proposed project also has the effect of enhancing the development of the surrounding community by providing better access to these related projects and existing developments and reducing congestion and traffic in the community.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in no significant impacts related to land use (physically divide an established community; conflict with applicable habitat conservation plan or natural community conservation plan; cumulative impacts to land use).

4.5 MINERAL RESOURCES

The proposed project site is located within Mineral Zone MRZ-3, indicating that there is no current determination regarding the significance of mineral resources present.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts related to mineral resources.

5.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will result in less than significant environmental impacts without any mitigation measures for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

Land Use (conflict with general plan, zoning code, or specific plan; p. 3.1-6)

Population/Housing/Employment (all criteria; pp. 3.2-7 through -8 and 4.0-2 through -3)

Traffic and Circulation (transit system, p. 3.3-59; roadway or traffic hazards, p. 3.3-59)

Air Quality (regional air quality management planning, pp. 3.4-15 through -17; air quality standard or air quality violation: short-term construction emissions, pp. 3.4-20 through -22; air quality standard or air quality violation: long-term operational emissions, pp. 3.4-23 through -26; substantial carbon monoxide pollutant concentrations, pp. 3.4-26 through -27; toxic air contaminants, pp. 3.4-27 through -28; exposure of sensitive receptors to odorous emissions; contribution to nonattainment criteria pollutants, pp. 3.4-29 through -30 and 4.0-5)

Noise (exposure to excessive groundborne vibration or noise, pp. 3.5-29 and 4.0-5; contribution to cumulative noise levels, pp. 3.5-32 and 4.0-5 through -6)

Geology and Soils (impacts associated with fault rupture and strong seismic ground shaking, p. 3.6-10; exposure to seismic-related ground failure, including liquefaction and unstable soils, p. 3.6-10; cumulative soil stability and seismic impacts, pp. 3.6-12 through -13 and 4.0-6))

Hydrology and Water Quality (interference with groundwater recharge impacts, 3.7-23; alter drainage patterns/increase stormwater runoff, pp. 3.7-24 through -27; flooding hazards, p. 3.7-27; cumulative impacts to hydrology and water quality, pp. 3.7-27 through -28 and 4.0-6 through -7)

Biological Resources (impacts to endangered, threatened, and other listed species, p. 3.8-24; impacts to the movement of native resident or migratory fish or wildlife species or within established migratory corridor, pp. 3.8-29 through -30; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, p. 3.8-30; cumulative impacts to biological resources, pp. 3.8-32 and 4.0-7)

Cultural Resources (cumulative impacts to cultural and paleontological resources, pp. 3.9-23 and 4.0-7 through -8)

Public Services and Utilities (all criteria)

Aesthetics and Visual Resources (substantial damage to scenic resources, p. 3.11-5; substantially degrade the existing visual character of the area, pp. 3.11-5 through -6; create a new source of substantial light or glare, pp. 3.11-6 through -7)

Energy Use and Greenhouse Gases (all criteria)

5.1 LAND USE

Conflict with General Plan, Zoning Code, or Specific Plan (p. 3.1-6)

The proposed project will occur in an area that is currently vacant and surrounded by separate single-family communities. The proposed project will not physically divide an established community. The proposed project results in single-family homes on individual lots similar to the surrounding Farm Specific Plan area development, the lot sizes are similar to those approved for the original Specific Plan in 1974, and the net density per acre increases by 0.10 unit per acre. The proposed project is considered consistent with the Wildomar General Plan and Zoning Ordinance and The Farm Specific Plan.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to land use (conflict with general plan, zoning code, or specific plan).

5.2 POPULATION/HOUSING/EMPLOYMENT

All Criteria (p. pp. 3.2-7 through -8 and 4.0-2 through -3)

Buildout of the proposed project would result in population growth and the generation of employment. The proposed project represents an 11.7 percent increase in population that The Farm Specific Plan assumed and a 0.29 percent increase in the city's overall population. While the proposed commercial property could be developed with uses that would encourage employees to relocate to Wildomar, the size and location of the commercial land suggests that the uses will be small retail and service uses serving the local population. As a smaller retail use, it is likely that employees will come from the local area and will not need to relocate. The California Economic Development Department reported a 12 percent

unemployment rate in the City of Wildomar, which suggests there is an ample labor pool for retail and service uses within the proposed project.

Cumulative Population Growth (pp. 4.0-2 through -3)

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with the land use designations and growth assumed in the Land Use Element of the General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of the Draft EIR.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant and less than cumulatively significant impacts related to population, housing, and employment.

5.3 TRAFFIC AND CIRCULATION

Transit System (p. 3.3-59)

Implementation of the proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed Bundy Canyon Road improvements will include area within the right-of-way for future transit stops should the Riverside Transit Authority (RTA) expand the route system at the intersection of Harvest Way and L Street. As shown on Figures 2.0-4d and 2.0-4e of the Draft EIR, an area for a future RTA stop is provided within the right-of-way on Bundy Canyon Road. The City of Wildomar has neither a developed bicycle trail system nor a plan for a bicycle system. Although the proposed project has open space and is likely to include trails, these will be recreation oriented and will connect to other trail systems. The City adopted the Multi-Use Trail System Adopt a Trail Map that shows the Sunset Avenue Regional Trail N-S-14 along the west right-of-way of Sunset Avenue. The Sunset Avenue Trail follows Sunset Avenue roadway to the south, eventually connecting to the Hampton-Hirst (HT-E-50) and Keller Road Regional Trail (W-E-20). The proposed project incorporates the 14-foot Sunset Trail easement as part of right-of-way improvements on Sunset Avenue as shown in Figure 2.0-4b and will be constructed as part of the proposed project. The Bundy Canyon Road improvements will be designed to accommodate bicycle traffic, which will ensure eventual connectivity to other roadways in the community.

Roadway or Traffic Hazards (p. 3.3-59)

Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses. The proposed project will complete a portion of the Bundy Canyon Road realignment that is a capital improvement of the Riverside County Transportation Department. Within the proposed project, a portion of the planned Bundy Canyon Road/Scott Road improvements that have been envisioned by Riverside County will be constructed. The proposed project includes other roadways designed for access to homes and commercial and recreation areas. These roadways will be designed consistent with Chapter 16, Subdivisions, of the Wildomar Municipal Code. Section 16.08.020, General Street Design, establishes road standards, including length of cul-de-sacs, width of pavement, intersection alignment, etc. The City Engineer, Planning and Public Works Department, will review final subdivision improvement plans for consistency with City development standards. No exceptions to the City's development standards have been requested.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to traffic and circulation (transit system; roadway or traffic hazards).

5.4 AIR QUALITY

Regional Air Quality Management Planning (pp. 3.4-15 through -17)

Land use activities associated with the proposed project will not conflict with or obstruct implementation of regional air quality management planning. The South Coast Air Quality Management District (SCAQMD) adopted the *Draft Final 2007 Air Quality Management* Plan (AQMP) in 2007. Consistency with the AQMP is determined through two criteria, as follows: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. The proposed project will also not exceed the assumptions in the AQMP in 2011 or increments based on the years of project buildout phase.

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (pp. 3.4-20 through -22)

Construction-generated emissions will not contribute substantially to an existing or projected air quality violation. Emissions resulting from project construction will not exceed any applicable thresholds. Additionally, it is anticipated that the site will balance, and no import or export of soil will be required.

Air Quality Standard or Air Quality Violation: Long-Term Operational Emissions (pp. 3.4-23 through -26)

Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. Emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity.

Substantial Carbon Monoxide Pollutant Concentrations (pp. 3.4-26 through -27)

The proposed project will not contribute to localized concentrations of carbon monoxide (CO) that would exceed applicable ambient air quality standards. At buildout of the proposed project, none of the intersections in the vicinity of the proposed project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to project area meteorology, such as air-confining structures like a tunnel or overhead freeway, to conclude that this intersection would yield higher CO concentrations if modeled in detail. As a result, the South Coast Air Basin has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the carbon monoxide standard.

Toxic Air Contaminants (pp. 3.4-27 through -28)

The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions. The proposed project would not exceed SCAQMD localized significance thresholds. The project site is over 2.5 miles (13,241 feet) east of Interstate 15. Therefore, the site lies beyond the CARB-recommended buffer area and future receptors would not be negatively affected by toxic air contaminants generated on Interstate 15. In addition, while the project site is located adjacent to Bundy Canyon Road, this facility is not considered a major roadway as it does not accommodate more that 100,000 daily trips on average. There are no other potential sources of air toxics in the vicinity of the project.

Exposure of Sensitive Receptors to Odorous Emissions (pp. 3.4-28 through -29)

Development of the proposed project will not result in exposure of sensitive receptors to substantial odorous emissions. The project does not contain land uses typically associated with emissions of objectionable odors. Standard construction requirements would minimize odor impacts resulting from

construction activity. The City has received no complaints of odors from the nearby wastewater treatment facility or spray field from the existing residents of The Farm community, and the proposed project will not affect current operations of the facility. There is no reason to anticipate that the wastewater treatment facility will create odors or otherwise impact the proposed project.

Contribution to Nonattainment Criteria Pollutants (pp. 3.4-29 through -30 and 4.0-5)

Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. Since the proposed project is in conformance with the Air Quality Management Plan, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant cumulative impacts related to air quality (regional air quality management planning; air quality standard or air quality violation: short-term construction emissions; air quality standard or air quality violation: long-term operational emissions; substantial carbon monoxide pollutant concentrations; toxic air contaminants; exposure of sensitive receptors to odorous emissions; contribution to nonattainment criteria pollutants).

5.5 NOISE

Exposure to Excessive Groundborne Vibration or Noise (pp. 3.5-29 and 4.0-5)

The implementation of proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels. As there are no structures on site, and no structures within 25 feet of any area being developed as part of the proposed project, the actual ground vibration will be less than the acceptable standard.

Contribution to Cumulative Noise Levels (pp. 3.5-32 and 4.0-5 through -6)

Implementation of the proposed project would result in predicted increases of 0.0 to 1.0 dB in 2035, and such low levels of increase are considered barely perceptible. The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to noise (exposure to excessive groundborne vibration or noise; contribution to cumulative noise levels).

5.6 GEOLOGY AND SOILS

Impacts Associated with Fault Rupture and Strong Seismic Ground Shaking (p. 3.6-10)

The potential for the project site to be exposed to hazards associated with fault rupture or strong seismic ground shaking is considered unlikely. There are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site. As no known faults exist at the project site, the potential for ground rupture from a fault and associated strong seismic ground shaking is considered to be low. Furthermore, the proposed project would be designed in accordance with California Building Code requirements that address structural seismic safety.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (p. 3.6-10)

The project site does not include soils which may be subject to seismic-related ground failure, including liquefaction and landslide. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. The proposed project is underlain by very hard gabbroic bedrock, which is generally not susceptible to landslides.

Cumulative Soil Stability and Seismic Impacts (pp. 3.6-12 through -13 and 4.0-6)

The proposed project will either ensure that grading at the periphery is a match to existing topography to avoid subsidence or erosion, or provide appropriate engineered retaining walls at the project boundary. With compliance with existing codes and standards, including the California Building Code and implementation of the mitigation measure associated with Impact 3.6.3, the proposed project's contribution to cumulative impacts related to the area's geology would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to geology and soils (impacts associated with fault rupture and strong seismic ground shaking; exposure to seismic-related ground failure, including liquefaction and unstable soils; cumulative soil stability and seismic impacts).

5.7 HYDROLOGY AND WATER QUALITY

Interference with Groundwater Recharge Impacts (p. 3.7-23)

The proposed project would introduce impervious surfaces in the form of structures and parking lots to a previously undeveloped piece of land. This would result in an incremental reduction in recharge of the local groundwater aquifer. The 5.21-acre commercial site represents approximately 3 percent of the total site area, and even if fully covered with impervious surface, would not result in significant coverage of the project area. The open space areas will remain undeveloped, although some small percentage may be covered by trails.

Alter Drainage Patterns/Increase Stormwater Runoff (pp. 3.7-24 through -27)

Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions. The project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases. The proposed storm drain system would mitigate flows for increased runoff, and the off-site flows will be conveyed through the subsurface storm drain without adversely impacting the project site. Therefore, the project would not result in downstream erosion and/or flooding impacts as a result of increased flow rates, and volumes leading to Lake Elsinore will not be reduced.

Flooding Hazards (p. 3.7-27)

The project site is not within the 100-year floodplain or in an area designated by the Federal Emergency Management Agency (FEMA) as a special flood hazard area. In addition, the project includes a storm drain system that will provide flood protection to the project site for 100-year storm events. Therefore, the project would not place development within the 100-year floodplain and would not expose people or structures to significant risk of flooding.

Cumulative Impacts to Hydrology/Water Quality (pp. 3.7-27 through -28 & 4.0-6 through -7)

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watersheds. However, the proposed project's storm drain system and implementation of a Water Quality Management Plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to hydrology and water quality (flooding hazards; alter drainage patterns/increase stormwater runoff; interference with groundwater recharge impacts; cumulative impacts to hydrology and water quality).

5.8 BIOLOGICAL RESOURCES

Impacts to Endangered, Threatened, or Other Listed Species (p. 3.8-24)

Implementation of the proposed project will not result in impacts to endangered, threatened, and other listed species. All of the special-status species associated with the project site are covered by the Western Riverside County MSHCP. Upon city incorporation, the City of Wildomar agreed to implement the MSHCP.

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or Within Established Migratory Corridor (pp. 3.8-29 through -30)

Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species. As proposed, the project would avoid both Cottonwood Canyon Creek and its associated riparian area. The creek is currently crossed by Bundy Canyon Road, and the proposed project will widen Bundy Canyon Road consistent with Riverside County Transportation Commission plans for the thoroughfare. Widening the existing road crossing will affect the creek as well as the riparian area. (See Section 6.6 of these findings.)

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (p. 3.8-30)

Implementation of the proposed project may result in a conflict with a local policy or ordinance protecting biological resources. There are native trees growing on the site. Upon city incorporation, the City of Wildomar adopted County Ordinance 559, as amended, regulating the removal of trees. The ordinance regulates tree removal above the 5,000-foot elevation. The project site is below the 2,000-foot elevation; therefore, a permit will not be required. Most of the trees on the project site are associated with riparian areas. (See Section 6.6 of these findings for mitigation on the removal of oak trees.)

Cumulative Impacts to Biological Resources (pp. 3.8-32 and 4.0-7)

Though the development of the proposed project will continue the urbanization of the area that began long before incorporation of the city, mitigation measures associated with Impact 3.8.8 (see Section 6.6 of these findings) will reduce the project's contribution to cumulative biological impacts.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to biological resources (impacts to endangered, threatened, and other listed species; impacts to the movement of native resident or migratory fish or wildlife species or within an established migratory corridor; conflict with any local policies

or ordinances protecting biological resources, such as a tree preservation policy or ordinance; cumulative impacts to biological resources).

5.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

Cumulative Impacts to Cultural and Paleontological Resources (pp. 3.9-23 and 4.0-7 through -8)

While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures associated with Impacts 3.9.2, 3.9.3, and 3.9.4 (see Section 6.7 of these findings) and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to cultural and paleontological resources (cumulative impacts to cultural and paleontological resources).

5.10 PUBLIC SERVICES AND UTILITIES

Increased Demand for Fire Protection and Emergency Medical Services (p. 3.10-5)

Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services. Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features.

Significant Risk of Loss Due to Wildland Fire (pp. 3.10-5 through -6)

While the proposed project is located within an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services.

Adequate Fire Flow (pp. 3.10-6 through -7)

While the proposed project will result in an additional need for water supply, this additional need will not require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts.

Increased Demand for Law Enforcement Services (p. 3.10-9)

Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. Upon completion, the proposed project will represent an approximate 2.7 percent increase in the population of Wildomar and an approximate 2.5 percent increase in the number of homes in the city. This incremental increase in the city's population and in the number of homes within the city will not warrant the construction of any new facilities for the Riverside County Sheriff's Department (RCSD). Because development associated with the proposed project is in an already developed area, the RCSD will not be required to expand its service area to accommodate the proposed project upon completion.

Increased Demand for School Facilities (p. 3.10-13)

The proposed project will not result in significant increased enrollment in the local school district ultimately resulting in the need for construction of additional school facilities. The proposed project will represent an increase in Lake Elsinore Unified School District (LEUSD) enrollment of less than 1 percent, which would not be sufficient growth to warrant the construction of new facilities. The fees enacted within the LEUSD of $3.10 per square foot of residential development and $0.47 per square foot of commercial development will be collected for the proposed project and will act to fully mitigate any impact the proposed project will have on the LEUSD's facilities.

Water Supply Demand and Environmental Effects (pp. 3.10-16 through -17)

Implementation of the proposed project will slightly increase demand for water supply, which could result in significant effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's (EVMWD) water conservation provisions would ensure adequate water service. With estimated water consumption at 248.7 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 1.08 percent in years of low water consumption, 0.78 percent in years of high water consumption, and a 0.94 percent increase over the historic average water consumption of EVMWD's customers.

The proposed project will connect to The Farm Mutual Water Company water system, which will deliver the EVMWD water to the proposed project. The proposed project will extend the existing 10-inch water line in Bundy Canyon Road from Harvest Way West to Harvest Way East. A 16-inch water line will extend from the water storage tanks to the proposed commercial area to the east end of lot 313, as shown on Figure 2.0-4e. The 16-inch water line is needed for the 3,000 gallon per minute fire flow required for commercial development. In the residential areas of the proposed project, 8- or 12-inch water lines may be used, as residential development has a lower fire flow requirement per the California Fire Code. A water booster pump connected to the 10-inch water line in Bundy Canyon Road will be used to pump water from the existing 10-inch line into the two new 500,000-gallon water storage tanks.

Final water line sizing is dependent on a number of factors, including length of street, number of hydrants, anticipated water pressure, and fire flow requirements. The exact size of the water line is determined during preparation of subdivision improvement plans for construction of the facility and is reviewed and approved by The Farm as part of their review of the construction documents.

With the exception of the new water storage tanks, all of the water system improvements will be underground and within road rights-of-way or within utility easements shown on the proposed subdivision map (see Figures 2.0-4a through 2.0-4e). The water system will be looped within the proposed project, enabling portions of the system to be turned off as needed for maintenance.

From a construction standpoint, the physical difference in water pipe size between 8-, 10-, or 12-inch water line does not affect the width or depth of the trench and therefore the environmental impacts of construction are identical. The project roadways will be graded as part of the overall grading plan (see Figures 2.0-4c through 2.0-4e). Construction impacts associated with the installation of water system improvements are addressed through application of mitigation measures MM 3.3.4 (traffic management plan, page 3.3-60), MM 3.4.2a and MM 3.4.2b (air quality, page 3.4-19), MM 3.5.4a through MM 3.5.4c (noise, page 3.5-27), and MM 3.9.2a through MM 3.9.2g (cultural resources, page 3.9-19).

Water Supply Infrastructure (p. 3.10-17)

Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment. The Farm Mutual Water Company has reviewed the proposed project and indicated that they can provide service to the proposed project with minimal improvements (see Attachment D to the Final EIR). The Elsinore Valley Municipal Water District will be able to supply the estimated increase in the amount of water required by the proposed project to the Farm Mutual Water Company.

Waste Discharge Requirements (p. 3.10-22)

Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board (RWQCB). The EVMWD is not exceeding any limits established in its current Urban Water Management Plan and will be required by the San Diego RWQCB to remain in compliance after any future expansion of flow capacity. Therefore, the proposed project is not expected to exceed wastewater treatment requirements or orders of the San Diego Regional Water Quality Control Board.

Wastewater Conveyance and Treatment (p. 3.10-23)

The proposed project will slightly increase wastewater flows. However, the increase represented by the proposed project will not require any additional infrastructure or treatment capacity beyond what is planned in the EVMWD master sewer and water plans. This increase in wastewater flow associated with the proposed project is equivalent to a 1.1 percent increase in the average annual wastewater flows of the EVMWD. The increase would not be enough to require additional wastewater treatment facilities.

The proposed project will construct an 8,600-foot portion of the EVMWD's planned gravity system improvement that extends from The Farm Road west in Bundy Canyon Road to a point near Valley Vista Circle. The 10-inch sewer main is identified as project Gravity Sewer Improvement RP-23 in the EVMWD Wastewater Master Plan. The impacts of the Wastewater Master Plan were evaluated in the Elsinore Valley Municipal Water District Program Environmental Impact Report: Water Distribution Master Plan and Wastewater Master Plan (SCH 2008111100). The sewer line will be located entirely within the existing road prism of Bundy Canyon Road. The 10-inch line is shown on Figure 2.0-4c in Section 2.0, Project Description, of the Draft EIR. The sewer main represents a 0.45 percent increase in the approximate 348 miles of sewer mains operated by the Elsinore Valley Municipal Water District. Management for construction of the sewer connection is the responsibility of the EVMWD, consistent with the district's construction standards.

Increased Solid Waste Disposal (pp. 3.10-26 through -27)

Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled. There is sufficient capacity at the landfills to accept the anticipated 1,221 cubic yards of potential solid waste from the proposed project.

Compliance with Federal, State, and Local Statutes for Solid Waste (p. 3.10-27)

Implementation of the proposed project could fail to comply with federal, state, and local statutes and regulations related to solid waste. Through compliance with the California Department of Resources Recycling and Recovery (CalRecycle) source reduction and recycling element (SRRE) and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste.

Increased Demand for Parks and Recreation Facilities (pp. 3.10-30 through -31)

Implementation of the proposed project would accommodate a slight increase in population that will be served by the park and recreation facilities to be built as part of the proposed project. Per City ordinance, the new population will generate demand for 2.7 acres of parkland. The proposed project includes 4.7 acres of parkland, which exceeds the requirement of the City ordinance and the Quimby Act. Further, the parks and open space needs of the residents will also be met by the total of 76 acres of open space that includes trails. While the parks will be owned and operated by the proposed project's homeowners association, they will not be fenced. The parks will also not have community-serving features such as soccer fields or baseball diamonds intended for league play.

Cumulative Demand for Fire Protection and Emergency Medical Services (pp. 3.10-7and 4.0-8)

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area.

Cumulative Demand for Law Enforcement Services (pp. 3.10-10 and 4.0-8)

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed previously, and the proposed project is consistent with the development potential for the area.

Cumulative Schools Impacts (pp. 3.10-14 and 4.0-8)

All new development associated with the proposed project will be required to pay the applicable development impact fees. Furthermore, any significant expansion of school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts.

Cumulative Water Supply Impacts (pp. 3.10-18 and 4.0-9)

The Draft EIR calculated future water demands based on predictions contained with the 2011 Urban Water Management Plan. These calculated future water demands of the proposed project will be met by the Elsinore Valley Municipal Water District's planned future demand for water deliveries.

Cumulative Wastewater Service Impacts (pp. 3.10-23 through -24 and 4.0-9)

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. No future phases of the project will require additional wastewater collection or treatment facilities.

Cumulative Solid Waste Impacts (pp. 3.10-28 and 4.0-9 through -10)

There is adequate capacity in the landfills that receive solid waste from the City of Wildomar. The approximate 1,221 cubic yards of solid waste generated by the proposed project will not significantly affect the life span of the receiving landfills. Further, compliance with the SRRE will reduce or divert solid waste from the landfills.

Cumulative Park and Recreation Demands (pp. 3.10-31 and 4.0-10)

The proposed project provides more parkland and open space than required to meet the City's ordinance. Further, the project will maintain its own parkland and open space.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to public services and utilities.

5.10 AESTHETICS AND VISUAL RESOURCES

Substantial Damage to Scenic Resources (p. 3.11-5)

The proposed project will not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project will include the removal of some of the trees and rock outcroppings currently located on the project site to accommodate the new homes. While the changes will affect the views of the property from the surrounding area, the trees and rock outcroppings are not unique to the area, nor are they formally recognized as a scenic vista by any local or regional government agency. Approximately 76 acres of the site will remain as open space and largely untouched by the development. While there will be trails and some minor improvements such as the road leading to the water storage tanks in the open space, these improvements will be similar to others made in the area to support existing development.

Substantially Degrade the Existing Visual Character of the Area (pp. 3.11-5 through -6)

While the potential project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area. The proposed project will construct single-family residences, a small commercial area, and several local parks in a currently undeveloped area that is surrounded by residential land uses on nearly all sides. With the exception of an undeveloped area directly west of the project site, the project density of 1.8 units per gross acre (3.5 units per acre net developable area) will be consistent with the current density range of 2–5 units per acre of the existing residential development in the surrounding area. As part of the development review process, the City of Wildomar will evaluate the design of the commercial land as part of plot plan review procedures. The Oak Creek Specific Plan includes commercial design guidelines so aesthetics and design will be part of the review process. The proposed project also includes the preservation of approximately 76 acres of open space. The developed open space will continue to retain the characteristics of the natural environment of the area while allowing new natural scenic resources to develop.

Create a New Source of Substantial Light or Glare (pp. 3.11-6 through -7)

The proposed project will not result in any new significant sources of glare or light that would adversely affect the day or nighttime views of the area. The proposed project will include residential and eventually commercial structures as potential sources of glare. Building materials (e.g., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. The City's Light Pollution Ordinance, Chapter 8.64 of the Wildomar Municipal Code, establishes limits on the types of fixtures and size of bulbs for aspects of the development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to aesthetics and visual resources (substantial damage to scenic resources; substantially degrade the existing visual character of the area; create a new source of substantial light or glare).

5.11 ENERGY USE AND GREENHOUSE GASES

Inefficient, Wasteful, and Unnecessary Consumption of Energy (pp. 3.12-14 through -15)

The construction and operation of the proposed project will not result in inefficient, wasteful, and unnecessary consumption of energy. Construction of the proposed project would constitute a small percentage of typical annual fuel usage in the state as reported by the California Energy Commission. The proposed project would increase electricity and natural gas consumption, but not at a level that would

be considered substantial in relation to regional energy supplies. The project would not result in energy demands that would require the development of new energy sources or affect service to existing customers.

GHG Emissions *(*pp. 3.12-15 through -16)

The proposed project will not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would not exceed the threshold of 6.6 metric tons of CO_2e per service population per year.

Conflict with Applicable Plan, Policy, or Regulation (pp. 3.12-16 through -19)

Implementation of the proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The proposed project is consistent with or otherwise not in conflict with the California Air Resources Board (CARB) Scoping Plan recommended measures and actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are not cumulatively considerable. Results of the analysis indicate that the proposed project will not exceed the applicable quantitative thresholds.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to energy use and greenhouse gases.

6.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar makes the following findings associated with significant, potentially significant, and cumulatively significant impacts that can be mitigated to a less than significant level through implementation of proposed mitigation measures, for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

Traffic and Circulation (roadway facilities, pp. 3.3-38 through -59; emergency access, pp. 3.3-60 through -61; cumulative traffic impacts on local roadways and state highways, pp. 3.3-64 through -68 and 4.0-3 through -4)

Air Quality (short-term construction-generated emissions of criteria air pollutants, pp. 3.4-17 through -18)

Noise (exposure to excessive noise levels, pp. 3.5-25 through -26; result in a permanent increase in ambient noise levels, p. 3.5-29; result in a temporary increase in ambient noise levels, p. 3.5-30)

Geology and Soils (impacts associated with liquefaction or collapse, p. 3.6-11; expansive soils, pp. 3.6-11 through -12)

Hydrology and Water Quality (degrade water quality or violate standards, pp. 3.7-15 through -22)

Biological Resources (impacts to non-listed sensitive species, p. 3.8-25; impacts to sensitive biological communities, including riparian habitat, pp. 3.8-27 through -28; impacts to jurisdictional wetlands, p. 3.8-28; conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, pp. 3.8-30 through -31)

Cultural and Paleontological Resources (impacts to archeological resources, pp. 3.9-18 through -19; impacts to paleontological resources, p. 3.9-20; impacts to human remains, p. 3.9-21)

Aesthetics and Visual Resources (cumulative impacts to scenic resources, existing visual character, and light and glare, pp. 3.11-7 and 4.0-10)

6.1 TRAFFIC AND CIRCULATION

Roadway Facilities (pp. 3.3-38 through -59)

Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Based on the City of Wildomar specialized significance criteria, several intersections were found to be impacted by the project under Existing plus Project and Opening Year 2015 (but not Horizon Year 2035) conditions.

Emergency Access (pp. 3.3-60 through -61)

Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access. All of the roadways proposed with the project meet the City's design standards for access. During construction, however, the roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access.

Cumulative Traffic Impacts on Local Roadways and State Highways (pp. 3.3-64 through -68 and 4.0-3 through -4)

When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant and potentially cumulatively considerable impacts to traffic and circulation (roadway facilities; emergency access; cumulative traffic impacts on local roadways and state highways). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

MM 3.3.1 The project applicant shall be required to implement the following traffic improvements:

Sellers Road/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Monte Vista Drive/Bundy Canyon Road

- Install a traffic signal.

Harvest Way West/Bundy Canyon Road

- Install a traffic signal.

- Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane.
- Construct a southbound left turn lane and shared through-right turn lane.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes.

Harvest Way East/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Sunset Avenue/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.
- Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel.
- Coordinate improvements with the City of Menifee.

MM 3.3.4 The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.

MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements:

Murrieta Road/Scott Road

- Install a traffic signal.
- Construct an eastbound left turn lane.
- Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes.
- Construct an additional eastbound through lane.

- Construct an additional westbound through lane and a dedicated right turn lane.

I-215 Southbound Ramps/Scott Road

- Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane.
- Construct three additional eastbound through lanes.
- Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee.

I-215 Northbound Ramps/Scott Road

- Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane.
- Construct two southbound right turn lanes.
- Construct a second eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes and a shared through-right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.

Residual Impact

After the implementation of mitigation measures MM 3.3.1, MM 3.3.4, and MM 3.3.5, the proposed project's traffic impacts would be less than significant and less than cumulatively considerable.

6.2 AIR QUALITY

Short-Term Construction-Generated Emissions of Criteria Air Pollutants (pp. 3.4-17 though -18)

Construction-generated emissions could result in an air quality violation concerning localized significance. Emissions of PM_{10} and $PM_{2.5}$ associated with the proposed project exceed localized significance thresholds for construction

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to air quality (short-term construction-generated emissions of criteria air pollutants). The following mitigation measures shall be implemented to reduce the severity of the impact:

Mitigation Measures

MM 3.4.2a The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).
- The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in Appendix 3.4-1, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.)
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.

MM 3.4.2b Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.

Residual Impact

After the implementation of mitigation measures MM 3.4.2a and MM 3.4.2b, the proposed project's air quality impacts would be less than significant.

6.3 NOISE

Exposure to Excessive Noise Levels *(*pp. 3-5-25 through -26)

The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The results of the noise impact analysis prepared for the proposed project indicate the future unmitigated exterior noise levels for the lots analyzed will range from 72.8 to 75.0 dBA CNEL. Based on the calculated noise level impacts presented, future traffic-related noise levels are expected to exceed the City of Wildomar exterior noise level standard of 65 dBA CNEL.

Result in a Permanent Increase in Ambient Noise Levels *(*p. 3.5-29)

Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity. The proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible. However, future uses within the commercial area of the proposed project near the intersection of Bundy Canyon Road and Sunset Avenue have the potential to produce unacceptable operational noise levels.

Result in a Temporary Increase in Ambient Noise Levels *(*p. 3.5-30)

Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. Using a drop-off rate of 6 dBA per doubling of distance, noise levels are estimated at 83 dBA L_{eq} at 100 feet, at 77 dBA at 200 feet, and at 71 dBA at 400 feet. This noise level impact represents a worst-case condition when grading equipment is operating near the project boundaries and adjacent to the noise-sensitive residential areas adjacent to the project site.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to noise (exposure to excessive noise levels; result in a permanent increase in ambient noise levels; result in a temporary increase in ambient noise levels). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

MM 3.5.1a The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

- Masonry block
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot
- Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot
- Earthen berm
- Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

MM 3.5.1b The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

1. Masonry block
2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot

3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot

4. Earthen berm

5. Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

MM 3.5.1c The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.

MM 3.5.1d The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.

MM 3.5.1e All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

MM 3.5.1f A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.

MM 3.5.3 The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.

MM 3.5.4a Pursuant to Section 9.48.020 of the City of Wildomar Municipal Code establishing noise regulations, from June through September, construction can occur from 6:00 AM through 6:00 PM. During the period of October through May, construction activities can occur from 7:00 AM through 6:00 PM (Municipal Code Section 9.48.020I(1)(2)). Hours of construction during these seasons shall be limited to these time frames.

MM 3.5.4b During all project site excavation and grading, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

MM 3.5.4c The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

MM 3.5.4d Homeowners adjacent to project construction areas shall be notified via US mail and postings on the construction site at least 24 hours prior to the commencement of major construction-related noise impacts, such as grading, which may affect them.

Residual Impact

After the implementation of mitigation measures MM 3.5.1a through MM 3.5.1f, MM 3.5.3, and MM 3.5.4a through MM 3.5.4d, the proposed project's noise impacts would be less than significant.

6.4 GEOLOGY AND SOILS

Impacts Associated with Liquefaction or Collapse (p. 3.6-11)

The proposed project site is located in an area of shallow alluvium underlain by gabbroic bedrock. The earth materials on the site are composed of artificial fill, undocumented or previously placed by others, topsoil, Quaternary alluvium, Quaternary older alluvium, and Cretaceous gabbro bedrock. The areas of undocumented artificial fill, alluvium, and portions of the old alluvium are not suitable to support the structures of the proposed project. Furthermore, all the earth materials on the project site are prone to potential settlement. This potential could result in a significant impact if the soils in question are not over-excavated to the underlying competent Cretaceous gabbro within the areas of the proposed structures, fill, or improvements.

Expansive Soils (pp. 3.6-11 through -12)

Soils testing indicates that non-expansive and expansive soils are present within the proposed project site. The City requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (expansive soils; impacts associated with liquefaction or collapse). The following mitigation measure shall be implemented to reduce the severity of the impacts:

Mitigation Measure

MM 3.6.3 All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.

Residual Impact

After the implementation of mitigation measure MM 3.6.3, the proposed project's geology and soils impacts would be less than significant.

6.5 HYDROLOGY AND WATER QUALITY

Degrade Water Quality or Violate Standards (pp. 3.7-15 though -22)

Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources.

The proposed project has the potential to result in the generation of new dry weather runoff containing pollutants and to increase the concentration and/or total load of the pollutants in wet weather stormwater runoff. Should construction of the proposed project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit. A variety of design features intended to ensure water quality may be included in the final Preliminary Water Quality Management Plan (WQMP) adopted for the proposed project.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to hydrology and water quality (degrade water quality or violate standards). The following mitigation measure shall be implemented to reduce the severity of the impacts:

Mitigation Measure

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.

Residual Impact

After the implementation of mitigation measure MM 3.7.1, the proposed project's hydrology and water quality impacts would be less than significant.

6.6 BIOLOGICAL RESOURCES

Impacts to Non-Listed Sensitive Species (p. 3.8-25)

Raptors and Migratory Birds

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Therefore, removal of trees and vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting raptors and migratory bird species in the project vicinity.

Burrowing Owl

Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs.

Impacts to Sensitive Biological Communities, Including Riparian Habitat *(*pp. 3.8-27 through -28)

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the Fish and Game Code, and Section 404 of the Clean Water Act (CWA). Project grading to support development may result in the loss of riparian habitat from proposed vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the California Department of Fish and Game (CDFG) may be required for the proposed project. This agreement would include measures to minimize and restore riparian habitat.

Impacts to Jurisdictional Wetlands (p. 3.8-28)

Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State. Although the jurisdictional delineation for the project has not been verified by any state or federal agency, potentially jurisdictional water features have been described on the project site. All water features mapped on the project site are assumed to be considered jurisdictional by the US Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the CDFG.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan *(*pp. 3.8-30 through -31)

Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP. The MSHCP delineates particular areas of concern through the identification of specific areas known as criteria cells. Areas identified as criteria cells typically contain certain restrictions on development and land alterations. A small portion of the proposed project (0.26 acre) is located within a portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to non-listed sensitive species; impacts to sensitive biological communities, including riparian habitat; impacts to jurisdictional wetlands; conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state

habitat conservation plan). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

– **MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

  – If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged.

  – Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.

  – If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

– **MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation."

  – The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

  – Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

– **MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present:

  - If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

- If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012).

- The RCA and wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project site. If relocation of the owls is approved for the site by the wildlife agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

    - The location of the nest and owls proposed for relocation.

    - The location of the proposed relocation site.

    - The number of owls involved and the time of year when the relocation is proposed to take place.

    - The name and credentials of the biologist who will be retained to supervise the relocation.

    - The proposed method of capture and transport for the owls to the new site.

    - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).

    - A description of efforts and funding support proposed to monitor the relocation.

- If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).

– **MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

– Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

– **MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State, and submitted to the City for review.

– **MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation.

  – Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.

  – Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

– **MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval.

  – The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.

– **MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.

– **MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.

Residual Impact

After the implementation of mitigation measures MM 3.8.2, MM 3.8.3a and MM 3.8.3b, MM 3.8.4, MM 3.8.5a and MM 3.8.5b, and MM 3.8.8a through MM 3.8.8c, the proposed project's biological resources impacts would be less than significant.

6.7 Cultural and Paleontological Resources

Impacts to Archeological Resources (pp. 3.9-18 through -19)

Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) and human remains. Although only two small archaeological sites were observed within proposed project boundaries, one of which has been determined to not be considered a significant archaeological resource according to CEQA/California Register criteria, the property is situated in an area considered to be a highly sensitive cultural landscape with a possibility of significant subsurface cultural elements.

Impacts to Paleontological Resources (p. 3.9-20)

Excavations could occur in association with development of the proposed project that could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Impacts to Human Remains (p. 3.9-21)

No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural and paleontological resources (impacts to archeological resources; impacts to paleontological resources; impacts to human remains). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

MM 3.9.2a At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Monitoring Agreement with the Pechanga Band of Luiseno Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

MM 3.9.2b Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.

MM 3.9.2c Prior to beginning project construction, the project applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA-RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.

MM 3.9.2d Prior to beginning project construction, the project applicant shall file an archaeological monitoring report with the City to document the proposed methodology for grading activity observation, which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.

MM 3.9.2e The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

MM 3.9.2f Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.

MM 3.9.2g Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.

MM 3.9.3 Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the

City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.

MM 3.9.4 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and

b. If the Riverside County Coroner determines the remains are Native American:

i. The Coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;

b. The descendant identified fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Residual Impact

After the implementation of mitigation measures MM 3.9.2a through MM 3.9.2g, MM 3.9.3, and MM 3.9.4, the proposed project's cultural and paleontological resources impacts would be less than significant.

6.8 AESTHETICS AND VISUAL RESOURCES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare (pp. 3.11-7 and 4.0-10)

The proposed project, in conjunction with identified improvements to Bundy Canyon Road, could be perceived to have an adverse cumulative effect on scenic resources because of the need to remove oak

trees along the corridor. The proposed project may result in a loss of mature oak trees on the project site. In addition, the oak tree canopy along Bundy Canyon Road, located between Palm Avenue and Harvest Way East, may be impacted by the combination of the proposed project and the Riverside Transportation Commission's Bundy Canyon Road/Scott Road widening project. When taken together, the loss of oak trees and their habitat could be perceived to have an adverse cumulative effect on the visual character of the area.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially cumulatively considerable impacts to aesthetics and visual resources (cumulative impacts to scenic resources, existing visual character, and light and glare). The following mitigation measure shall be implemented to reduce the severity of the impacts:

Mitigation Measure

MM 3.11.4 Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).

2) The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist) shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.

4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Residual Impact

After the implementation of mitigation measure MM 3.11.4, the proposed project's aesthetics and visual resources impacts would be less than cumulatively considerable.

7.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

The EIR determined that the proposed project does not have significant and unavoidable environmental effects.

8.0 FEASIBILITY OF PROJECT ALTERNATIVES

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore merit in-depth consideration, and which are infeasible. The alternatives analyzed in the Draft EIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more the project's significant effects. The EIR discussed several alternatives to the proposed project in order to present a reasonable range of alternatives. The alternatives evaluated included:

Alternative 1 – No Project Alternative, p. 5.0-2

Alternative 2 – Reduced Density Alternative, pp. 5.0-2 though -3

8.1 ALTERNATIVE 1 – NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires that a "No Project" alternative be evaluated in an EIR. In the case where the project is a development project on identifiable property, such as the proposed project, the No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. The analysis allows the decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)). It is important to note that the project area is both designated and zoned for development within The Farm Specific Plan. While taking no action on the proposed project would not result in this project moving forward, it is reasonable to assume that a project would be proposed at some point in the future consistent with The Farm Specific Plan.

The following analysis compares the No Project Alternative to the significant environmental impacts of the proposed project.

1. Land Use (p. 5.0-3)

The No Project Alternative would not result in changes to The Farm Specific Plan to allow an increase in density. While the Draft EIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment (p. 5.0-3)

Section 3.2, Population/Housing/Employment, of the Draft EIR notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population, which is considered a less than significant impact. However, the No

Project Alternative would not result in any population or employment growth and therefore has impacts less than those of the proposed project.

3. Traffic and Circulation (pp. 5.0-3 though -4)

The No Project Alternative would not result in any new trips associated with construction or operation of new buildings, similar to those of the proposed project, as no homes or commercial uses would occur and there would be no new traffic. This alternative would not realign Bundy Canyon Road; however, the alignment would eventually occur as part of the Riverside County Regional Transportation Commission project already under way. As there would be no additional traffic, the project would not result in new signals at the Sellers Road, Monte Vista Drive, Harvest Way West, Harvest Way East, and Sunset Avenue intersections with Bundy Canyon Road. As noted in Table 3.3-11 of Section 3.3, Traffic and Circulation, of the Draft EIR, these intersections would operate at an unacceptable level of service in 2015 without the project. However, it is likely that many if not all of the intersections would be improved as part of the overall Bundy Canyon/Scott Road improvement project. Because there would be no new trips associated with the No Project Alternative, the impacts to traffic and circulation are considered less than those of the proposed project.

4. Air Quality (p. 5.0-4)

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of nitrogen oxides (NOx) and reactive organic gases (ROG). While overall impacts are considered less than significant, the No Project Alternative would not result in any change in air quality impacts and would therefore result in less impact when compared to the proposed project.

5. Noise (p. 5.0-4)

As discussed in Section 3.5, Noise, of the Draft EIR, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. While the mitigation measures can reduce the impacts of the proposed project, the No Project Alternative would not expose residents to noise impacts associated with Bundy Canyon Road. Noise impacts are considered less than those of the proposed project.

6. Geology and Soils (p. 5.0-4)

The soil types on the project site are identified in Section 3.6, Geology and Soils, of the Draft EIR. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the No Project Alternative are less than those of the proposed project.

7. Hydrology and Water Quality (p. 5.0-4)

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. While all impacts can be reduced to a less than significant level, the No Project Alternative does not result in additional construction of impervious surfaces, and impacts to hydrology and water quality would be less than the proposed project.

8. Biological and Natural Resources (p. 5.0-4)

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The No Project Alternative would not result in site disturbance and therefore would have no possibility of affecting nesting habitat. Although mitigation measures outlined in Section 3.8, Biological and Natural Resources, of the Draft EIR are typical of construction projects and will reduce the impacts of the proposed project to a less than significant level, the No Project Alternative would have no impact to biological resources when compared to the proposed project.

9. Cultural and Paleontological Resources (p. 5.0-5)

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. While mitigation measures outlined in Impact 3.9.2 reduces impact to cultural and paleontological resources to a less than significant level, the No Project Alternative would not result in site disturbance and would not have the potential to disturb unknown resources. The alternative would therefore have less of an impact than the proposed project.

10. Public Services and Utilities (p. 5.0-5)

Section 3.10, Public Services and Utilities, of the Draft EIR determined that the proposed project would not have a significant impact on public services. However, because there would be no development and therefore no demand on existing services, the No Project Alternative would have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources (p. 5.0-5)

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, of the Draft EIR determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. While mitigation included in the Draft EIR will reduce this impact to a less than significant level, the No Project Alternative would not impact oak trees and would therefore have less of an impact than the proposed project.

12. Energy Use and Greenhouse Gases (p. 5.0-5)

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the Draft EIR. The No Project Alternative would not generate any new greenhouse gasses and would therefore have less of an impact than the proposed project.

Cumulative (p. 5.0-5)

The No Project Alternative would leave the property in its current state, keep The Farm Specific Plan in its current form, and would not result in improvements to Bundy Canyon Road. While this alternative would result in no impacts to the environment, it also fails to meet any of the project objectives. However, because alternative is the only alternative that reduces or eliminates any of the mitigation measures, the No Project Alternative is the environmentally superior alternative.

Findings: While Alternative 1, the No Project Alternative, would not result in any significant environmental impacts, the City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that this alternative does not meet any of the following objectives of the proposed project:

- Provide a residential development that would assist the City in meeting its existing and future housing needs

- Provide a project that minimizes its impact on site resources and existing residents through site design
- Create the opportunity for future commercial/retail services to become established in the area and serve local residents
- Provide private park and recreational amenities for the future Oak Creek Canyon residents
- Improve existing public access through the site by improving Bundy Canyon Road

8.2 ALTERNATIVE 2 – REDUCED DENSITY ALTERNATIVE

The original application materials requested a project with 315 single-family lots with minimum parcel sizes of 4,000 to 7,200 square feet. The Notice of Preparation (NOP) was circulated with the original project. While the NOP was being circulated, the project applicant met with the neighbors and residents of The Farm community and reduced the project to the 275 single-family parcels and a minimum parcel size of 4,500 square feet. Ordinarily, this reduction in project features would be the reduced density alternative; however, the applicant modified the proposed project to reflect fewer parcels and larger parcel sizes as discussed with the public. This modified project then became the proposed project for purposes of the Draft EIR.

The Reduced Density Alternative was evaluated to determine whether a smaller project would result in fewer changes to Bundy Canyon Road or a reduction in necessary utilities such as water and sewer. As envisioned in this alternative, the proposed 4,500-square-foot lots identified for Unit 1 would be developed as 7,200-square-foot lots.

The following analysis compares the Reduced Density Alternative to the significant environmental impacts of the proposed project.

1. Land Use (p. 5.0-6)

The Reduced Density Alternative would not result in changes to The Farm Specific Plan to allow an increase in density or the increase in commercial land area. While the Draft EIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment (p. 5.0-6)

Section 3.2, Population/Housing/Employment, of the Draft EIR notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population, which is considered a less than significant impact. The Reduced Density Alternative would generate 843 residents, which is less than the proposed project and represents a 2.62 increase in the population of Wildomar. The smaller commercial area could also result in fewer potential jobs; however, the jobs projection for both the proposed project and this alternative is too speculative to determine. As this alternative would result in fewer residents and therefore less demand on services, this alternative is considered to have less of an impact than the proposed project.

3. Traffic and Circulation (p. 5.0-7)

The Reduced Density Alternative would result in fewer trips than the proposed project. Table 3.3-6 in Section 3.3, Traffic and Circulation, of the Draft EIR estimates 3,933 daily trips from the proposed project. Using the same generation assumptions provided in Table 3.3-5 and assuming that the commercial site

would develop as a gas station/car wash only, this alternative would generate 3,702 daily trips, which represents a modest 6.25 percent decrease in the number of trips. The five intersections that require traffic signals would all require signals with or without the proposed project by 2015 (see Table 3.3-11). The slight decrease in the number of trips does not reduce or eliminate the need for the signals, as identified by the increase in delay shown in Table 3.3-10. Trips associated with construction would be marginally decreased, as fewer homes would be constructed and less commercial area developed. Overall, the Reduced Density Alternative would result in fewer overall trips, but would not significantly reduce the traffic impact when compared to the proposed project. Impacts are therefore considered similar to the proposed project.

4. Air Quality (p. 5.0-7)

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of NOx and ROG. The Reduced Density Alternative would likely result in a similar amount of grading to create the streets and parcels. As noted above, trips associated with this alternative would be fewer, although not significantly reduced from the proposed project. There would be fewer vehicle trips associated with the commercial development; however, this reduction may be offset because area residents would not benefit from shorter trips for commercial needs. Overall, the fewer homes associated with the Reduced Density Alternative will result in slightly less of an air quality impact than the proposed project.

5. Noise (p. 5.0-7)

As discussed in Section 3.5, Noise, of the Draft EIR, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. As this alternative would allow for development within the units identified on the subdivision map, the mitigation established for the proposed project would remain in place. The mitigation for noise from Bundy Canyon Road is not solely the result of traffic from the proposed project, but rather the high traffic volumes anticipated on this connector between Interstate 15 (I-15) and Interstate 215 (I-215). While the Reduced Density Alternative may result in fewer residents subject to noise from the roadway, overall the noise impacts associated with the alternative would be similar to those of the proposed project.

6. Geology and Soils (p. 5.0-7)

The soil types on the project site are identified in Section 3.6, Geology and Soils, of the Draft EIR. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the Reduced Density Alternative are similar to those of the proposed project.

7. Hydrology and Water Quality (p. 5.0-8)

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. The Reduced Density Alternative would result in slightly less impervious surface associated with the commercial development and fewer homes. It is likely that the amount of impervious surface associated with streets and sidewalks would remain similar to that of the proposed project. The largest single difference in impervious surface between this alternative and the proposed project will be the commercial area. If this area remains undeveloped, it may result in less of a need for some of the proposed storm drainage basin(s) or possibly a smaller footprint and design capacity for the basins. However, it is also likely that

the system would be designed to accommodate future development of this property, which would result in a storm drainage system similar to the proposed project. Overall, the Reduced Density Alternative would result in impacts to hydrology and water quality similar to the proposed project.

8. Biological and Natural Resources (p. 5.0-8)

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The Reduced Density Alternative would result in similar site disturbance and impacts to biological resources as the proposed project. The mitigation measures outlined in Section 3.8, Biological and Natural Resources, of the Draft EIR are typical for construction projects and would likely also be applied to the Reduced Density Alternative. As the amount of area graded for this alternative is similar to the proposed project, the impacts to biological resources would also be similar.

9. Cultural and Paleontological Resources (p. 5.0-8)

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. Because this alternative would also result in excavation and grading, it is likely that the mitigation measures outlined in Impact 3.9.2 of this Draft EIR would also be applied to this alternative. As the area of disturbance for the Reduced Density Alternative would be similar to that of the proposed project, impacts to cultural resources would also be similar to those of the proposed project.

10. Public Services and Utilities (p. 5.0-8)

Section 3.10, Public Services and Utilities, of the Draft EIR determined that the proposed project would not have a significant impact on public services. The addition of population to the City of Wildomar will result in an incremental increase in the demand for public services. As fewer new residents would result from this alternative, there would be proportionately less demand for services. The Reduced Density Alternative would be expected to have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources (pp. 5.0-8 through -9)

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, of the Draft EIR determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. As this alternative would also result in the realignment of Bundy Canyon Road, the Reduced Density Alternative would also result in impact to the oak trees. While mitigation included in the Draft EIR will reduce this impact to a less than significant level, this alternative would result in removal of the oak trees and would therefore have the same impact as that of the proposed project.

12. Energy Use and Greenhouse Gases (p. 5.0-9)

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the Draft EIR. The Reduced Density Alternative would generate less greenhouse gases because there would be fewer homes and less traffic associated with the residential and commercial components. The larger commercial area associated with the proposed project could reduce trips by residents of the proposed project and therefore reduce greenhouse gases. The smaller commercial area associated with the Reduced Density Alternative would have fewer services and would not reduce trips or reduce greenhouse gases as much as the proposed project. However, as the commercial uses have not been identified, it is not possible to determine whether the commercial development would in fact reduce greenhouse gases by appealing to residents and resulting in shorter trips. Overall, the fewer homes and smaller commercial project would result in fewer trips. Therefore, the Reduced Density Alternative would have less of an impact on greenhouse gases than the proposed project.

Cumulative (p. 5.0-9)

The Reduced Density Alternative would result in fewer homes and a smaller commercial area. This alternative would not require modification of The Farm Specific Plan and could be constructed with the current entitlements. The smaller commercial area would result in less opportunity for local commercial, meaning that both existing and future residents would have to drive farther for services. The reduction in the number of vehicle trips associated with this alternative is not sufficient to reduce the number of traffic signals or intersection improvements needed along Bundy Canyon Road. The amount of grading, development, and impact associated with this alternative is similar to that of the proposed project. Overall, while the Reduced Density Alternative does slightly reduce some impacts, the extent of physical impact on the existing environment is considered similar to that of the proposed project.

Findings Alternative 2, the Reduced Density Alternative, would not result in any significant environmental impacts and would meet all the project objectives. The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that this alternative is less desirable than the proposed project. It is rejected because while it would reduce the scale of some of the proposed project's impacts, it would not reduce any of these impacts to a degree that would change the significance of the impacts.

9.0 LONG-TERM IMPLICATIONS

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined in CEQA Guidelines Section 15126.2(d) as follows:

> *…the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

The Draft EIR evaluated whether the proposed project will induce economic, population, or housing growth directly, secondarily, and on The Farm Specific Plan.

9.1 Growth Inducement Potential

Implementation of the proposed project would involve the development of 275 single-family homes in the City of Wildomar. This project will require a modification of The Farm Specific Plan, a rezoning of the project site, and the approval of Tentative Tract Map 36388.

The proposed project also includes construction of public improvements necessary to support the subdivision, including two 500,000-gallon water tanks and an access road, a realigned portion of Bundy Canyon Road, and internal and external roadway improvements to City of Wildomar standards. The Draft EIR does not address the future development of the contained commercial property except in a conceptual manner, as there are no proposed land uses or specific development plans for the commercial portion of the site at this time.

9.2 Secondary Effects of Growth

Development of the proposed project would result in additional water storage, more travel lanes for a small portion of Bundy Canyon Road, and the extension of additional electrical and sewer lines into The Farm Specific Plan area for the proposed project. The project area has been zoned for medium-density residential development, and as shown in Figure 2.0-2, much of the area surrounding the proposed

project is already subdivided for residential development. Extension of utilities into this area of the city will allow for future development consistent with the existing General Plan and zoning designations; however, the growth potential is limited in this area by topography, existing development, and jurisdictional boundaries.

Construction of a portion of Bundy Canyon Road is consistent with the Bundy Canyon Road/Scott Road Improvement Project improvements proposed by the Riverside County Transportation Commission (RCTC) and will eventually result in additional traffic capacity. The additional capacity could increase the amount of traffic traveling between Interstate 15 in the west and Interstate 215 (via Scott Road) in the east. The eventual widening of Bundy Canyon Road between I-15 and I-215 is part of the regional transportation improvements managed by the RCTC and numerous cities in Riverside County. A Draft EIR for the Bundy Canyon Road improvements was circulated for public review in January 2013 (SCH 2007051156). The Bundy Canyon Road improvements will extend from I-15 in the west to I-215 in the east. The proposed project contains only a small portion of the overall road length contained within the project boundaries.

9.3 Growth Impact of the Requested Change in Density for The Farm Specific Plan

The net density for the proposed project will average 7.0 units per acre for the 41.30 acres of residentially developable land. This is an increase of 2.5 units per acre from the existing 4.5 units per acre allowed in The Farm Specific Plan for the same area. This increase results in an allowable increase in the number of homes from 243 to 290 for the project area. The proposed project is requesting 275 dwelling units, which is less than The Farm Specific Plan would allow. Note that both the existing Farm Specific Plan and the proposed project keep most of the project area in open space or roadways (105.5 acres of streets and open space for the existing Farm Specific Plan and 113.7 for the proposed project), which, when combined with biological and topographical constraints, substantially reduces the potential number of dwelling units.

When considered with the remainder of The Farm Specific Plan, however, the gross density does not change from the existing 1.3 dwelling units per acre and the overall net density increases from 2.6 to 2.7 units per acre. This overall increase in density is not considered a significant change in the allowable density, allowing a difference of only 40 units over the 739 existing net acres and representing an increase of approximately 2 percent. The increase in density associated with the proposed project is localized to only the area affected by the proposed project and would not result in any changes to existing allowable density for the remainder of The Farm Specific Plan. The overall changes to The Farm Specific Plan requested by the proposed project are small and would not result in substantial new growth or development within the Specific Plan area.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to growth inducement.

9.4 Irreversible Environmental Changes

The mitigation measures described in detail in this Draft EIR are similar to other construction-related requirements in the City of Wildomar. The specific location of the traffic signal and roadway improvements is based on the traffic impact analysis. The physical installation of traffic signals is similar to other intersections in the city and results in the need for excavation for footings, the installation of metal traffic signal support poles, and the use of power to operate the signals. Depending on the type of signal, there may also be detectors placed in the roadway surface to trigger the signal. The intersection improvements will involve sidewalk, curb, and gutter, with a small amount of pavement and paint used for turn lanes. The improvements at each intersection will be consistent with the City of Wildomar development standards as well as with the design expectations for Bundy Canyon Road.

There are no unique or extraordinary mitigation measures or requirements necessary for this development project to reduce environmental impacts to a less than significant level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to irreversible environmental changes.

10.0 FINDINGS ON CHANGES TO THE EIR AND RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification. Such new information includes: (i) significant changes to the project; (ii) significant changes in the environmental setting; or (iii) significant additional data or other information. Section 15088.5 further provides that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

No new or substantial changes to the Draft EIR were proposed as a result of the public comment process. The Final EIR responds to comments and makes changes, clarifications or additions to the Draft EIR in order to help clarify the project and its impacts in response to public or agency comments. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, recirculation of the EIR is not required.

11.0 FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

Pursuant to CEQA and CEQA Guidelines Sections 15091(d) and 15097, the lead agency (in the case of the proposed project, the City of Wildomar) for a proposed project must adopt a program for monitoring or reporting mitigation measures identified in the EIR, if the lead agency makes findings of significant impacts during the process of certifying the EIR. The primary purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the mitigation measures identified in the EIR are implemented, thereby reducing or avoiding identified environmental impacts. Due to the specialized nature of some of the mitigation measures identified in the EIR, the City may delegate responsibilities to environmental monitors or other professionals, as warranted.

MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the MMRP is to ensure the effective implementation of the mitigation measures imposed by the City for the proposed project. In addition, the MMRP provides a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs. The MMRP includes:

- A brief description of each impact expected to occur from the proposed project;
- Mitigation measure(s) associated with each impact;
- Responsible monitoring party;
- Responsible implementing party;
- Implementation phase (i.e., pre-construction, construction, prior to occupancy, post-occupancy); and

- Completion date and initials of reviewing party.

As the lead agency for the proposed project, the City will be required to comply with all applicable plans, permits, and conditions of approval for the proposed project, in addition to implementation of the MMRP. The mitigation measures presented in the MMRP will be implemented as indicated to avoid or minimize environmental impacts as a result of the proposed project.

The Draft EIR was released for public and agency review on November 21, 2012, with the 45-day review period ending on January 7, 2013. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review on the City's website, at Wildomar City Hall, 23873 Clinton Keith Road in Wildomar, and at the Mission Trail Community Library, 34303 Mission Trail, Wildomar, CA 92595.

EXHIBIT 4 - OF ATTACHMENT A
(Oak Creek Canyon Mitigation Monitoring and Reporting Program)

Oak Creek Canyon (Project No. 11-0261) Mitigation Monitoring and Reporting Program

1 INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the **Oak Creek Canyon Residential Development** (Planning Application No. 11-0261) project. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment". An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

2 MITIGATION MONITORING AND REPORTING PROGRAM

As lead agency, the City of Wildomar will be responsible for monitoring compliance with all mitigation measures. Different departments within the city are responsible for aspects of the project. The MMRP identifies the department with the responsibility for ensuring the measure is completed however it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

1. **Mitigation Measure:** The mitigation measures are taken from the EIR, in the same order that they appear in the EIR.
2. **Timing:** Identifies at which stage of the project the mitigation must be completed.
3. **Monitoring Responsibility:** Identifies the department within the City with responsibility for mitigation monitoring.
4. **Verification (Date and Initials):** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete.

Mitigation **M**onitoring and **R**eporting **P**rogram

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3.1 Land Use – None Required	**N/A**	**N/A**	**N/A**
3.2 Population, Housing and Employment – None Required	**N/A**	**N/A**	**N/A**
3.3 Traffic			
MM 3.3.1 The project applicant shall be required to implement the following traffic improvements: <u>*Sellers Road/Bundy Canyon Road*</u> • Install a traffic signal. <u>*Monte Vista Drive/Bundy Canyon Road*</u> • Install a traffic signal. <u>*Harvest Way West/Bundy Canyon Road*</u> • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. <u>*Harvest Way East/Bundy Canyon Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. <u>*Sunset Avenue/Bundy Canyon Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane.	*Prior to issuance of Final Map, a subdivision improvement agreement will be executed that will establish the precise timing for the improvements. All improvements shall be in place prior to full build out of the project.*	*City of Wildomar Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
• Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.			
MM 3.3.4 The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	*Prior to filing of a final map*	*City of Wildomar Public Works and Planning Departments*	
MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road* • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes.	*Prior to issuance of building permits.*	*City of Wildomar Public Works and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
• Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. <u>*I-215 Northbound Ramps/Scott Road*</u> • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.			
3.4. Air Quality			
MM 3.4.2a The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph). • The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least	*As a condition of project approval, and implemented during ground-disturbing activities*	*City of Wildomar Public Works and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.			
MM 3.4.2b Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic	*As a condition of project approval, and implemented during ground-disturbing activities*	*City of Wildomar Public Works and Building Departments*	
3.5 Noise			
MM 3.5.1a The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1) Masonry block 2) Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot	*Prior to a Certificate of Occupancy for lots 33–50 (Phase 18 planning area)*	*City of Wildomar Public Works and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3) Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4) Earthen berm 5) Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.			
MM 3.5.1b The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1) Masonry block 2) Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3) Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4) Earthen berm 5) Any combination of these construction materials 6) The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.	*Prior to a Certificate of Occupancy for lots 89–96, 131–144, 150–164 (Phase 9 planning area) and 198–222 (Phase 17A planning area)*	*City of Wildomar Planning and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.5.1c The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	*Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 33–50, 89–96, 131–144, 152–164, and 198–222*	*City of Wildomar Planning and Building Departments*	
MM 3.5.1d The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	*Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 1–3, 145–151, 173, 197, and 223–224*	*City of Wildomar Planning and Building Departments*	
MM 3.5.1e All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	*Prior to a Certificate of Occupancy (as a part of building permit requirements)*	*City of Wildomar Planning and Building Departments*	
MM 3.5.1f A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	*As a part of building permit requirements*	*City of Wildomar Planning and Building Departments*	
MM 3.5.3 The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	*Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning area*	*City of Wildomar Planning and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3.6 Geology and Soils			
MM 3.6.3 All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.	*During grading and building activities*	*City of Wildomar City Public Works and Building Departments*	
3.7 Hydrology and Water Quality			
MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site	*Prior to the issuance of a grading permit*	*City of Wildomar Engineering Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.			
3.8 Biological and Natural Resources			
MM 3.8.2 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.	*The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*	*City of Wildomar Planning and Public Works Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.			
MM 3.8.3a Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.	*30-days prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department*	
MM 3.8.3b Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)

fledging, owls may be passively relocated by a qualified biologist.
• If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012).
• The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:
  • The location of the nest and owls proposed for relocation.
  • The location of the proposed relocation site.
  • The number of owls involved and the time of year when the relocation is proposed to take place.
  • The name and credentials of the biologist who will be retained to supervise the relocation.
  • The proposed method of capture and transport for the owls to the new site.
  • A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
• A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).			
MM 3.8.4 The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	*Prior to project vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.5a The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.5b The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.			
MM 3.8.8a If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.8b The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	*Prior* to *any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.8c The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department*	
3.9 Cultural and Paleontological Resources			
MM 3.9.2a At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians.	*Prior to ground-disturbing activities*	*City of Wildomar Planning and Building Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit..			
MM 3.9.2b Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.2c Prior to beginning project construction, the project applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.			
MM 3.9.2d Prior to beginning project construction, the project applicant shall file an archaeological monitoring report with the City to document the proposed methodology for grading activity observation, which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.2e The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.2f Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.			
MM 3.9.2g Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.3 Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon	*As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.			
MM 3.9.4 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code	*As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
Section 5097.98; or 2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.			
3.10 Public Services and Utilities – None Required	**N/A**	**N/A**	**N/A**
3.11 Aesthetics and Visual Resources			
MM 3.11.4 Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2) The removal of all oak trees 5 inches or more in diameter	*Prior to any ground disturbance activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist) shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
approved by the City.			
3.12 Energy Use and Greenhouse Gas – None Required	**N/A**	**N/A**	**N/A**

ATTACHMENT B

Resolution No. 2013-11
General Plan Amendment

RESOLUTION NO. 2013 - 11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 11-0261) TO: 1) AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL TO MEDIUM HIGH DENSITY RESIDENTIAL FOR PHASE/PLANNING AREAS NO. 9 AND 18; 2) TO AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL (ON A PORTION OF APN: 362-080-004) TO COMMERCIAL RETAIL FOR PHASE/PLANNING AREA NO. 19 AND 3) INCREASE THE SIZE OF PHASE/PLANNING AREA NO. 19 FROM 1.0 ACRES TO 5.0 ACRES AND RELOCATE THE PHASE/PLANNING AREA TO THE SOUTHWEST CORNER OF BUNDY CANYON ROAD AND SUNSET AVENUE (ON A PORTION OF APN: 362-080-004) FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

WHEREAS, the Planning Department has received an application for a General Plan Amendment filed by:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres

WHEREAS, the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Oak Creek Canyon Development project and General Plan Amendment No. 11-0261 as proposed in accordance with the California Government Code, Sections 65358, Section 65453, and 65853 and the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the proposed Oak Creek Canyon Development is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the Planning Director determined that there was substantial evidence that the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 and provided Notice of Availability on November 21, 2012, as required under CEQA Guidelines § 15087; and,

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution: Exhibit 1: Oak Creek Canyon Development, Draft Environmental Impact Report, State Clearinghouse Number 2012031064, November 2012; and Exhibit 2: Oak Creek Canyon Final Environmental Impact Report, February 22, 2013; and Exhibit 3: Oak Creek Canyon Development Environmental Impact Report Findings of Fact; and, Exhibit 4: Oak Creek Canyon Development Mitigation Monitoring and Reporting Program; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for the General Plan Amendment No. 11-0261 that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for the General Plan Amendment No. 11-0261 that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261.

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

SECTION 1. CEQA:

The approval of this General Plan Amendment is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. The documents comprising the City's environmental review for the project are on file and available for

public review at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. GENERAL PLAN AMENDMENT FINDINGS.

Pursuant to Government Code Section 65350 – 65362, the City Council makes the following findings pertaining to the Oak Creek Canyon General Plan Amendment (Planning Application No. 11-0261):

A. The proposed General Plan Amendment will not cause any internal inconsistencies in the General Plan.

The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

Phase/Planning Area No. 9

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 9 will not create any inconsistencies in the General Plan. Further the proposed amendment is needed to accommodate the proposed development of 84 single family residences (one and two story). Under the MHDR designation for this phase/planning area, the parcels will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. While the MHDR designation allows for densities that range from 5 – 8 units/acre, the proposed project density for this phase/planning area is about 3.5 units per acre and well under the maximum allowed under the current MDR designation of 2 – 5 units per acre. The proposed lot design for this phase/planning area has a minimum lot size requirement of 6,000 square feet which is consistent with the current requirements of the Farm Specific Plan.

Phase/Planning Area No. 18

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 18 will not create any inconsistencies in the General Plan. Further, proposed amendment is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. Under the MHDR designation for this phase/planning area; the parcels will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623

square feet which meets the provisions of the General Plan. Under the current land use designation of MDR, this phase/planning area allows for the development of single-family residences (1-or 2-story dwellings) on parcels range in size from a 5,500 square feet to 20,000 square feet. The requirement/condition to limit the height of residences to one-story will be in keeping with the existing residences within the general area. The average lot size proposed is just 377 square feet shy of the minimum lot size of 6,000 square feet currently allowed under the provisions of the Farm Specific Plan. When considering the density of this phase/planning area, the proposed density of 4.38 units/acre is within the existing density range of 2 – 5 units per acre of the MDR designation.

Phase/Planning Area No. 19:

The amendment from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19, and the proposal to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate will not create any inconsistencies in the General Plan. Further, proposed amendment will be consistent with the General Plan in that the commercial land use designation will create an expanded opportunity for residents within the Oak Creek Canyon and Farm community (and the general area) to have increased neighborhood level shopping opportunities within a close proximity to homes in accordance with the General Plan.

SECTION 3. CITY COUNCIL ACTION:

The City Council approves General Plan Amendment No. 11-0261 to do the following:

1) Amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively, as illustrated herein and attached hereto to this Resolution as Exhibit 1; and

2) Amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19 as illustrated herein and attached hereto to this Resolution as Exhibit 1; and

3) Increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue, as illustrated herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

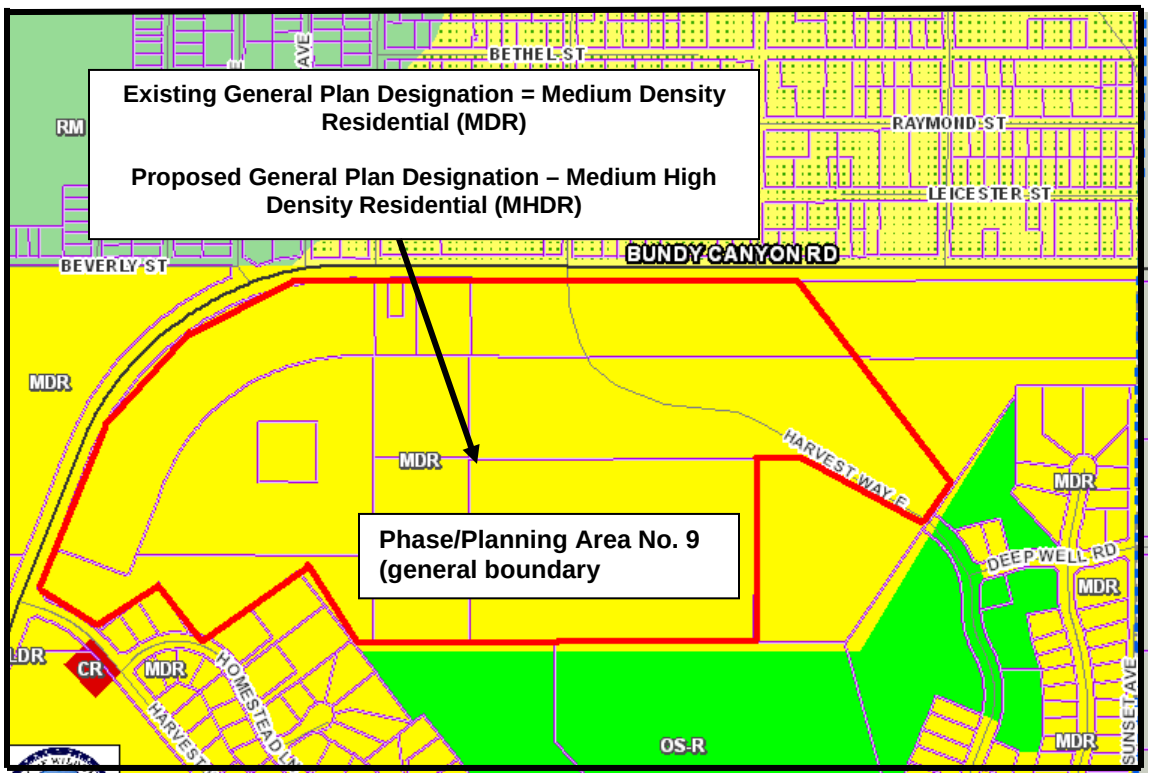
_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

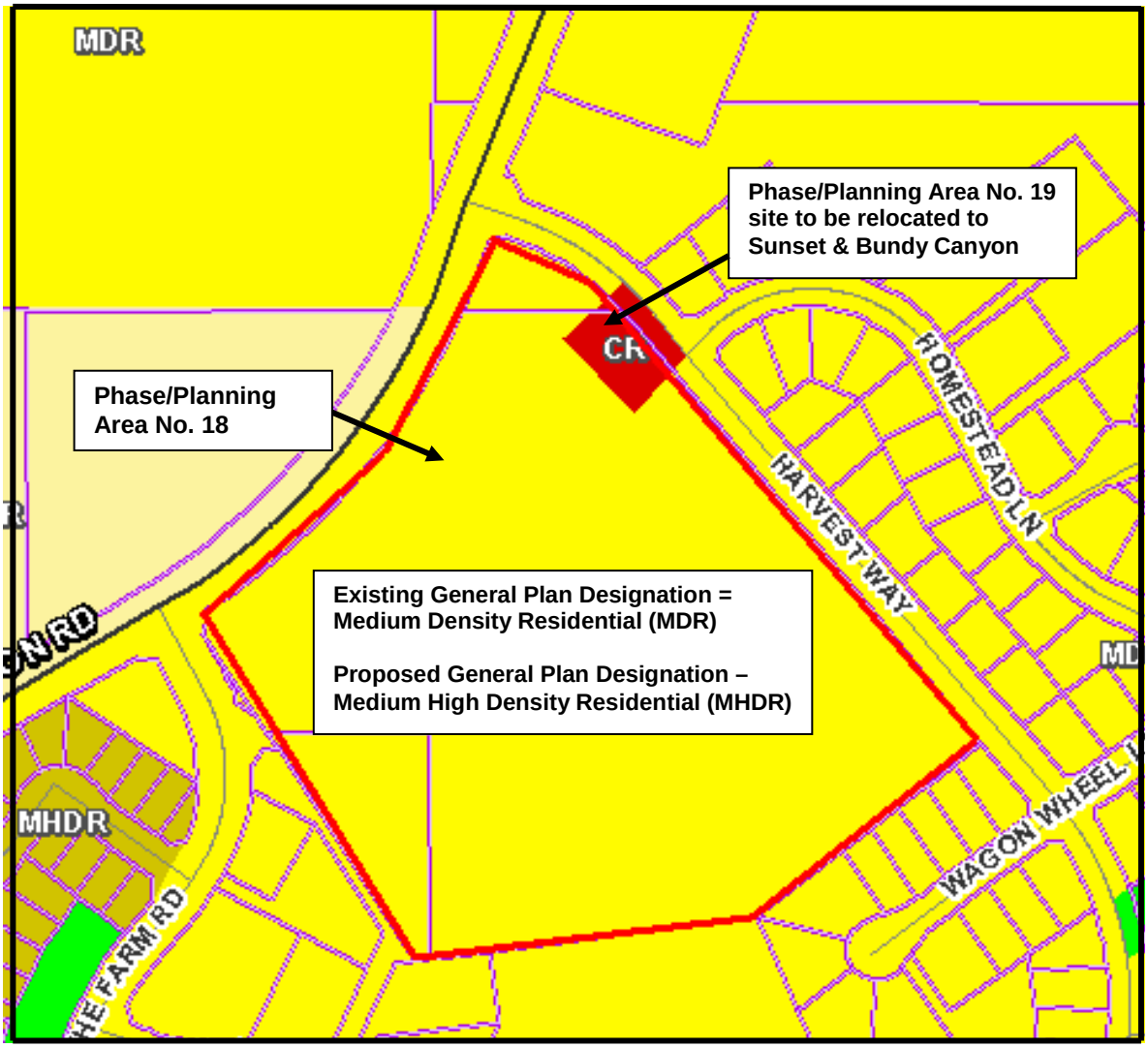
EXHIBIT 1
ATTACHMENT B

Existing and Proposed Land Use
Phase/Planning Area No. 9 Land Use Amendment Exhibit



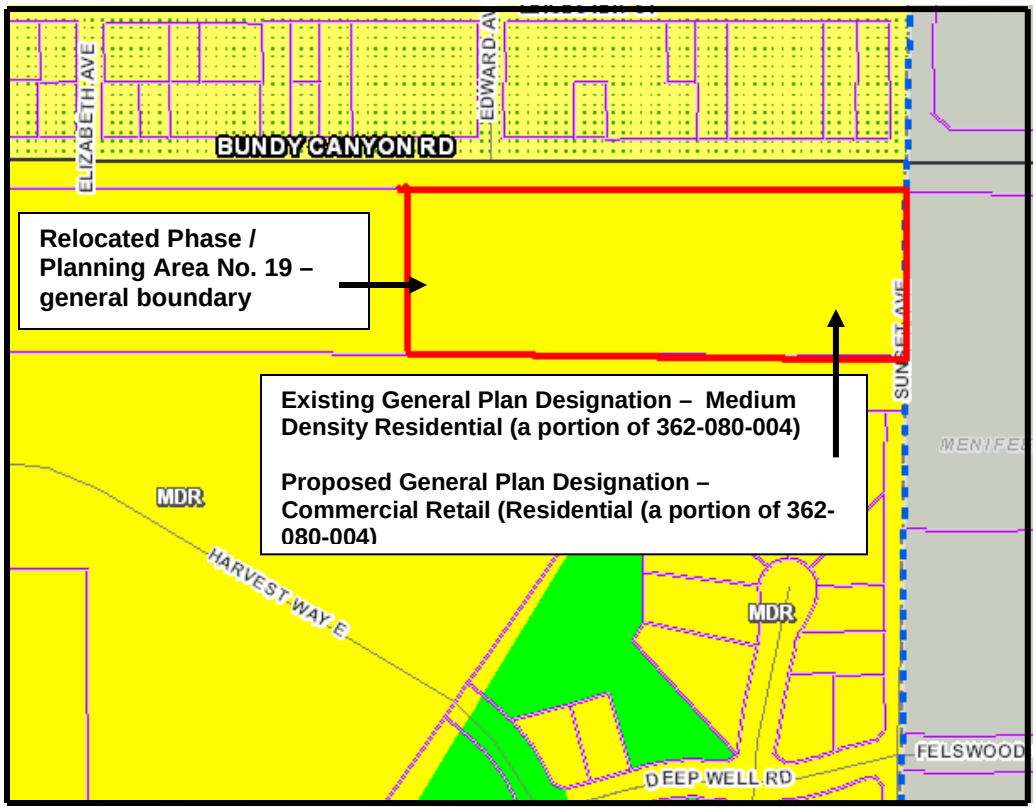
Existing and Proposed Land Use

Phase/Planning Area No. 18 Land Use Amendment Exhibit



Existing and Proposed Land Use

Phase/Planning Area No. 19 Land Use Amendment Exhibit



ATTACHMENT C
City Council Ordinance No. 77

ORDINANCE NO. 77

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 11-0261) TO CHANGE THE ZONING MAP FROM: 1) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 9; 2) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 18; AND 3) C-P-S (SCENIC HIGHWAY COMMERCIAL) TO C-1/C-P (GENERAL COMMERCIAL) FOR PHASE/PLANNING AREA NO. 19 FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

THE CITY COUNCIL OF THE CITY OF WILDOMAR DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA. The approval of this Change of Zone is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. The documents comprising the City's environmental review for the project are on file and available for public review at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. Change of Zone Findings. In accordance with the State of California, Government Code Section 65853 – 65857 and Section 17.280 of the Wildomar Zoning Ordinance, the City Council makes the following finding for the proposed Change of Zone No. 11-0261.

A. The proposed change of zone is in conformance with the adopted General Plan for the City, and the Farm Specific Plan.

1. The proposed rezone for Phase/Planning Area 9 from the zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development with a minimum lot size of 6,000 square feet is consistent with the General Plan land use designation of Medium Density Residential (MDR) which is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet which does not exceed the maximum density allowed by the General Plan.

2. The proposed rezone for Phase/Planning Area 18 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone to allow for single family residential development with a minimum lot size of 4,500 square feet is consistent with the General Plan land use designation of Medium High Density Residential (MHDR) as proposed with General Plan Amendment No. 11-0261 as this land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal to subdivide this area into 88 lots, the density of this phase/planning area would be about 4.3 units per acre, which does not exceed the maximum density allowed by the General Plan.

3. The proposed rezone for the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial) is consistent with the General Plan in that the proposed future commercial center will allow commercial and retail uses in a manner consistent with the allowed uses encouraged by the General Plan.

SECTION 3: Amendment to Zoning Map. The City Council, based on the finding above, hereby approves the following changes to the Zoning Map, as attached hereto and described herein in Exhibit 1 to this Ordinance:

1) Rezone all of the Phase 9 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 6,000 square feet);

2) Rezone all of the Phase 18 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 4,500 square feet; and

3) Rezone all of the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road.

SECTION 4. Effective Date of Ordinance. This Ordinance shall take effect and be in full force and operation thirty (30) days after its second reading and adoption.

SECTION 5. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section,

subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 6. City Clerk Action

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Section 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Section 39633(c).

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

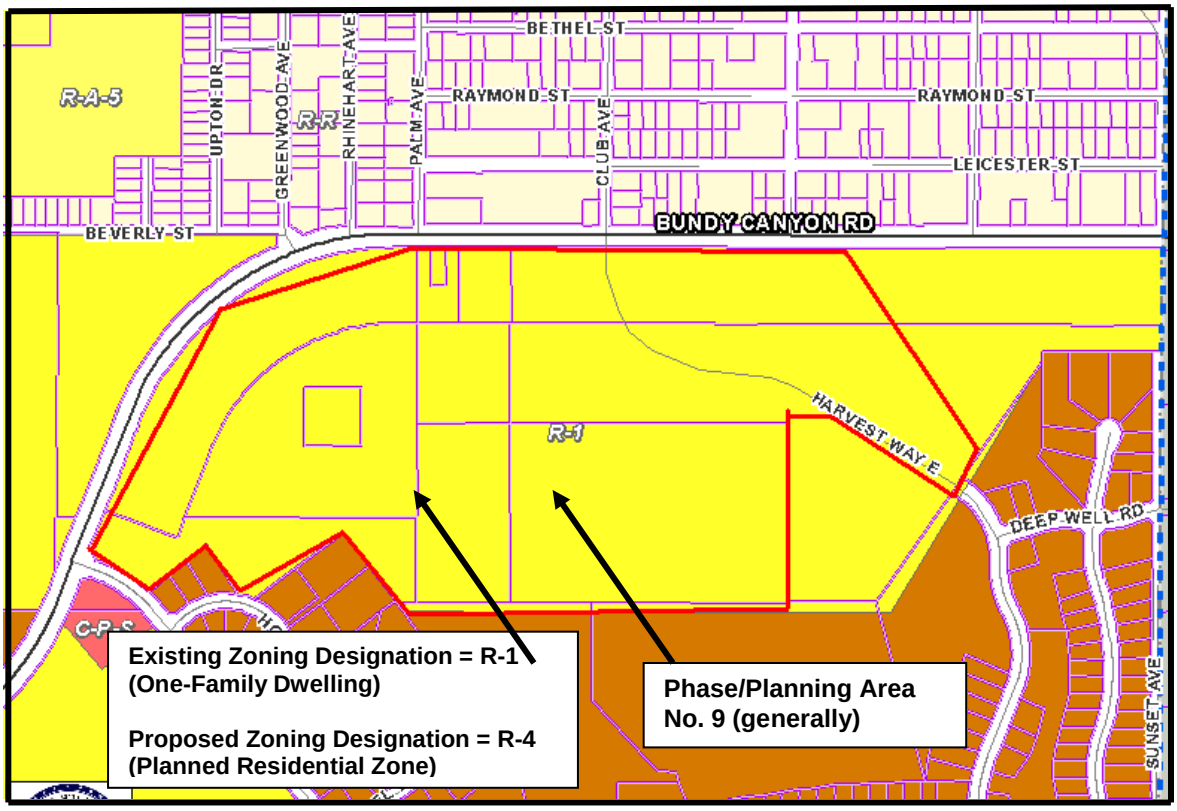
ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 OF ORDINANCE NO. ____

CHANGE OF ZONE NO. 11-0261 - MAPS AND LEGAL DESCRIPTIONS

Phase/Planning Area No. 9 Zone Change Exhibit



Phase/Planning Area No. 9 Legal Description:

LEGAL DESCRIPTION OF THE PROPERTY LYING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN:

BEGINNING AT THE NORTHEAST CORNER OF SECTION 19; THENCE S00°23'01"W 37.86 FEET;

THENCE S00°23'01"W 367.14 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN IN M.B. 139/13-17;

THENCE N89°39'07"W 424.79 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN ON M.B.139/13-17 SAID POINT BEING THE POINT OF BEGINNING;

THENCE S00°36'03"W 29.37 FEET;

THENCE S31°39'15"W 1077.47 FEET;

THENCE N89°37'00"W 330.81 FEET;

THENCE N00°17'49"E 24.65 FEET;

THENCE N89°55'35"W 1347.76 FEET TO A POINT ON THE BOUNDARY OF TRACT NO.6379 M.B.99/83-91;

THENCE N36°55’48”W 348.27 FEET TO THE NORTHERLY CORNER OF SAID TRACT;

THENCE S53°04’47”W 397.48 FEET TO A POINT ON THE RIGHT OF WAY OF HOMESTEAD LANE AS SHOWN ON SAID TRACT;

THENCE NORTHWESTERLY ALONG A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 255.00 FEET THROUGH A CENTRAL ANGLE OF 13°26’39” AND A LENGTH OF 59.83 FEET;

THENCE N33°34’38”W 210.12 FEET TO THE NORTHERLY CORNER OF TRACT NO.6379 M.B.99/83-91;

THENCE S50°26’35”W 265.13 FEET TO A POINT ON THE 33.00 FOOT RIGHT OF WAY OF SAID TRACT;

THENCE S42°33’32”W 33.00 FEET TO THE CENTER LINE OF HARVEST WAY (WEST);

THENCE N47°42’53”W 172.15 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD;

THENCE N43°31’52”E 315.41 FEET TO THE BEGINNING OF A CURVE;

THENCE NORTHEASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2900.00 FEET THROUGH A CENTRAL ANGLE OF 46°35’16” AND A LENGTH OF 2358.02 FEET;

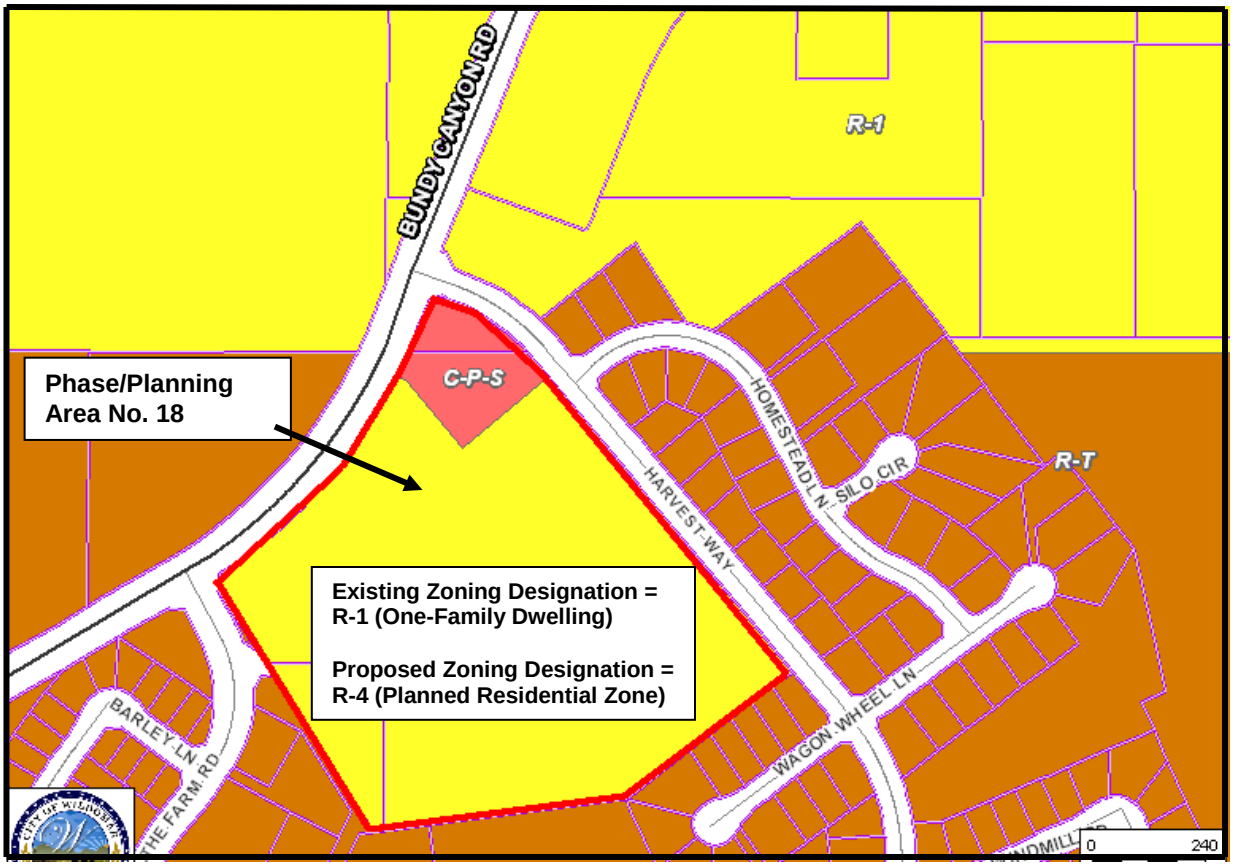
THENCE S89°52’52”E 511.67 FEET;

THENCE S00°31’03”W 205.65 FEET;

THENCE S20°24’16”E 221.69 FEET;

THENCE N83°03’13”E 388.80 FEET TO THE POINT OF BEGINNING.

Existing and Proposed Zoning
Phase/Planning Area No. 18 Zone Change Exhibit



Phase 18 Planning Area Legal Description:

LEGAL DESCRIPTION OF THE PROPERTY LYING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN:

BEGINNING AT THE NORTHEAST CORNER OF SECTION 19; THENCE S00°23'01"W 37.86 FEET;

THENCE S00°23'01"W 367.14 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN IN M.B. 139/13-17;

THENCE N89°39'07"W 424.79 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN ON M.B.139/13-17;

THENCE S00°36'03"W 29.37 FEET;

THENCE S31°39'15"W 1077.47 FEET;

THENCE N89°37'00"W 330.81 FEET;

THENCE N00°17'49"E 24.65 FEET;

THENCE N89°55'35"W 1347.76 FEET TO A POINT ON THE BOUNDARY OF TRACT NO.6379 M.B.99/83-91;

THENCE N36°55'48"W 348.27 FEET TO THE NORTHERLY CORNER OF SAID TRACT;

THENCE S53°04'47"W 397.48 FEET TO A POINT ON THE RIGHT OF WAY OF HOMESTEAD LANE AS SHOWN ON SAID TRACT;

THENCE NORTHWESTERLY ALONG A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 255.00 FEET THROUGH A CENTRAL ANGLE OF 13°26’39” AND A LENGTH OF 59.83 FEET;

THENCE N33°34’38”W 210.12 FEET TO THE NORTHERLY CORNER OF TRACT NO.6379 M.B.99/83-91;

THENCE S50°26’35”W 265.13 FEET TO A POINT ON THE 33.00 FOOT RIGHT OF WAY OF SAID TRACT;

THENCE S42°33’32”W 33.00 FEET TO THE CENTER LINE OF HARVEST WAY (WEST) TO THE POINT OF BEGINNING;

THENCE S42°33’32”W 33.00 FEET TO THE SOUTHWESTERLY LINE OF HARVEST WAY (WEST);

THENCE SOUTHEASTERLY ALONG A CURVE CONCAVE TO SOUTHWEST HAVING A RADIUS OF 467.00 FEET

THROUGH A CENTRAL ANGLE OF 07°38’27” AND A LENGTH OF 62.28 FEET;

THENCE S39°47’23”E 854.96 FEET TO THE CORNER OF TRACT NO.6379 M.B.99/83-91;

THENCE S53°04’19”W 452.21 TO THE CORNER OF SAID TRACT;

THENCE S82°25’01”W 549.87 FEET TO THE CORNER OF TRACT 6378 M.B.91/19-25;

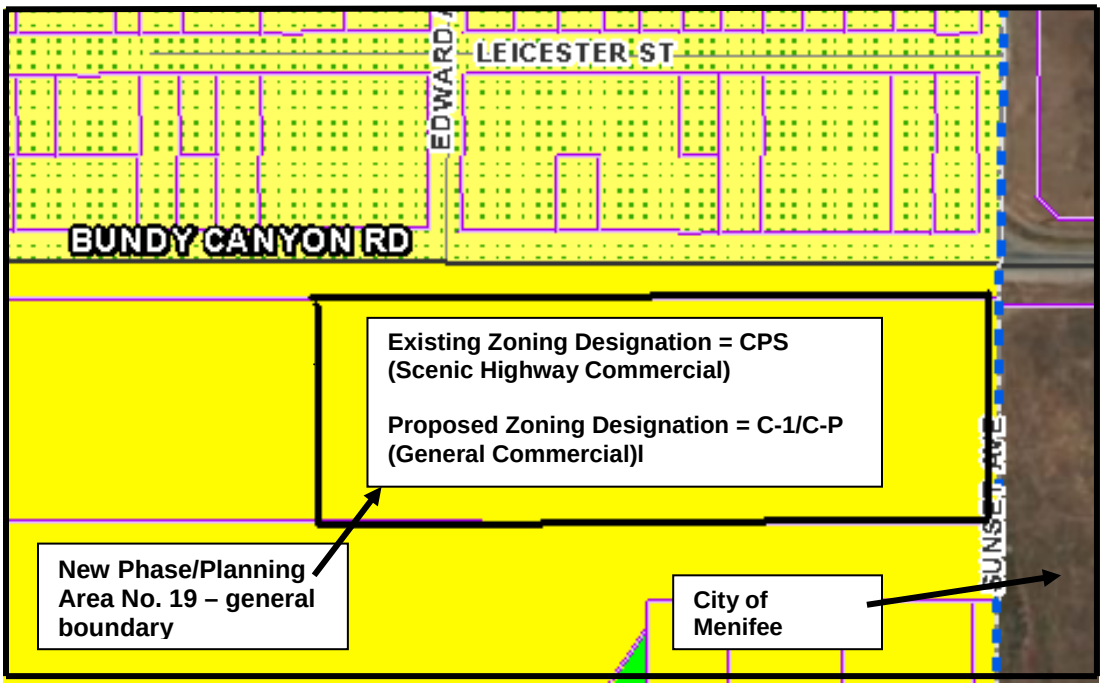
THENCE N32°30’36”W 723.82 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD;

THENCE NORTHEASTERLY ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 2600.00 FEET THROUGH A CENTRAL ANGLE OF 12°18’51” AND A LENGTH OF 558.80 FEET;

THENCE N43°31’52”E 274.76 FEET TO THE INTERSECTION OF HARVEST WAY (WEST);

THENCE S47°42’53”E 172.15 FEET TO THE POINT OF BEGINNING.

Existing and Proposed Zoning Phase/Planning Area No. 19
Zone Change Exhibit (a portion of APN: 362-080-004)



Phase 19 Planning Area Legal Description:

LEGAL DESCRIPTION OF THE PROPERTY LYING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN:

BEGINNING AT THE NORTHEAST CORNER OF SECTION 19; THENCE S00°23'01"W 37.86 FEET TO THE POINT OF BEGINNING;

THENCE S00°23'01"W 367.14 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN IN M.B. 139/13-17;

THENCE N89°39'07"W 424.79 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN ON M.B.139/13-17;

THENCE S83°03'13"W 388.80 FEET;

THENCE N20°24'16"W 221.69 FEET;

THENCE N00°31'03"E 205.65 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD;

THENCE S89°52'52"E 888.62 FEET TO THE POINT OF BEGINNING.

ATTACHMENT D

Resolution No. 2013-12
Oak Creek Canyon Specific Plan Amendment

RESOLUTION NO. 2013 - 12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 TO ESTABLISH SPECIAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

WHEREAS, the Planning Department has received an application for a Specific Plan Amendment to the Farm Specific Plan No. 116-C/W, Amendment No. 4 (Planning Application No. 11-0261) by:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres; and

WHEREAS, Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 (Planning Application No. 11-0261), is a proposal to amend the Farm Specific Plan to create special development standards and design guidelines for a proposed 275 lot single family residential subdivision project, including private parks/recreational amenities, open space and a 5 acre commercial site; and

WHEREAS, the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), in accordance with the California Government Code, Sections 65450 - 65457 and the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the proposed Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), is considered a "Project" as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. ("CEQA"); and

WHEREAS, the Planning Director determined that there was substantial evidence that the proposed Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 and provided Notice of Availability on November 21, 2012, as required under CEQA Guidelines § 15087; and,

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment.

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

SECTION 1. CEQA:

The approval of this Specific Plan Amendment is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. The documents comprising the City's environmental review for the project are on file and available for public review at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. SPECIFIC PLAN AMENDMENT FINDING.

In accordance with the State of California, Government Code Section 65450 - 65457 and Section 17.08 of the Wildomar Zoning Ordinance, the City Council makes the following finding for the proposed for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261):

A. The proposed Specific Plan Amendment is consistent with the City of Wildomar General Plan and Farm Specific Plan.

The proposal to amend the existing Farm Specific Plan to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site is consistent with the City of Wildomar General Plan and Farm Specific Plan in that the proposed Oak Creek Canyon project will provide new housing opportunities for residents of Wildomar and surrounding areas, and is designed to be compatible with, and enhance, surrounding neighborhoods. Further, the special development standards and design guidelines will provide for a unique residential development that will provide a variety of homeownership opportunities consistent with the General Plan Policy LU 22.4 – LU 22.10.

SECTION 3. CITY COUNCIL ACTION:

The City Council approves Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261) to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site, as provided herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 – ATTACHMENT D

FARM/OAK CREEK CANYON SPECIFIC PLAN AMENDMENT DOCUMENT
(UNDER SEPARATE COVER)

ATTACHMENT E

Resolution No. 2013-13
Tentative Tract Map No. 36388

RESOLUTION NO. 2013 - 13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 36388 FOR THE SUBDIVISION OF APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL DEVELOPMENT (WITH PRIVATE PARKS, OPEN SPACE/TRAILS, AND RECREATIONAL AMENITIES), AND ONE (1) LOT FOR FUTURE COMMERCIAL/RETAIL DEVELOPMENT SUBJECT TO CONDITIONS FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

WHEREAS, the Planning Department has received an application for Tentative Tract Map No. 36388) for the subdivision of approximately 151.23 acres into 275 lots for future single family residential development located generally on the north and south side of Bundy Canyon Road between Sunset Avenue to the east and Farm Road to the west filed by:

Applicant/Owner:	Mr. Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Project Area
APN(s):	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015
Project Area:	151.23 acres

WHEREAS, in accordance with the California Government Code Section 66452 – 66452.22 (Subdivision Map Act) and the City of Wildomar Subdivision Ordinance (Title 16), and the City of Wildomar Zoning Ordinance (Title 17) the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Tentative Tract Map No. 36388 for the Oak Creek Canyon Development project; and

WHEREAS, in accordance with Government Code Section 66452.3, the City has provided the applicant with a copy of the Planning Department staff report and resolutions for Tentative Tract Map No. 36388 containing staff's recommendation to the Planning Commission at least three (3) days prior to the below referenced noticed public hearing; and

WHEREAS, the proposed Tentative Tract Map No. 36388 for the Oak Creek Canyon Development is considered a "Project" as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. ("CEQA"); and

WHEREAS, the Planning Director determined that there was substantial evidence that Tentative Tract Map No. 36388 for the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 and provided Notice of Availability on November 21, 2012, as required under CEQA Guidelines § 15087; and,

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for Tentative Tract Map

No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to, Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map.

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

SECTION 1. CEQA:

The approval of this Tentative Tract Map is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. The documents comprising the City's environmental review for the project are on file and available for

public review at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. TENTATIVE TRACT MAP FINDINGS.

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, the City Council, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference therein, the City's General Plan, Subdivision Ordinance, Zoning Ordinance, standards for public streets and facilities, and any other evidence within the record or provided at the public hearing of this matter, hereby finds and determines as follows:

1. The proposed tract map is consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

   Evidence: The current General Plan Land Use Designation for Phase/Planning Area Nos. 9 and 17A of the Oak Creek Canyon project site is Medium Density Residential (MDR). The MDR land use designation is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet. Phase/Planning Area No. 17A is proposed to be subdivided into 103 single family residential lots on 66.2 acres which results in an overall density of about 1.6 units per acre with a minimum lot size of 7,200 square feet. Based on this, the tract map for both phase/planning areas is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

   The current General Plan Land Use Designation for Phase/Planning Area No. 18 is Medium Density Residential (MDR). The applicant desires to subdivide this phase/planning encompassing approximately 20.5 acres into 88 lots with a minimum lot size of 4,500 square feet for single-story, single family residential development. In order to achieve this, the applicant has requested approval of a General Plan Amendment (GPA) for Phase/Planning Area 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR). The MHDR land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal, the density of this phase/planning area with 88 lots would be about 4.3 units per acre. With approval of the GPA by Council, the proposed project density and design of Phase/Planning Area 18 is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

2. The design or improvement of the proposed subdivision is consistent with the City's General Plan and any applicable specific plan.

   Evidence: The proposed subdivision has been designed to meet all City standards applicable to residential subdivisions which are designed provide satisfactory pedestrian and vehicular circulation, including emergency vehicle access and on-site and off-site public improvements. Further, all streets, utilities, and drainage facilities have been designed and are required to be constructed in conformance with City standards and the Farm Specific Plan.

3. The site is physically suitable for the type and proposed density of development.

   Evidence: The Oak Creek Canyon project site encompasses approximately 151 acres which includes approximately 69 acres of open space. The tentative tract map proposes to subdivide the project area into 275 lots for single family residential development within three phase/planning areas (9, 17A & 18) consistent with the Farm Specific Plan No. 116. The density allowed by the MDR and MHDR land use designations allows ranges from 2 to 5 dwelling units per acre and 5 to 8 dwelling units per acre, respectively. Both land use designations allow for single family residential development via the traditional single family residential subdivision tract map setting. Further, the MDR and MHDR designations allow single family lots to be subdivided with minimum lot sizes that range from 5,500 to 20,000 square feet (MDR) and 4,500 to 6,500 square feet (MHDR), respectively. In review of the proposed tract map, the overall developable project density has been established at about 3.2 units per acre with minimum lot sizes that range from 6,000 to 7,200 square feet for Phase/Planning Area 9 and 17A, and minimum lot sizes of 4,500 square feet for Phase/Planning Area 18 with approval of the proposed General Plan Amendment for Phase/Planning Area 18. Therefore, the proposed project site is physically suitable for the type and proposed density of development.

4. The design of the subdivision or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

   Evidence: The City prepared an Initial Study that resulted in the preparation, processing and review of an Environmental Impact Report for Tentative Tract Map No. 36388. The DEIR analyzed the environmental issues required by CEQA related to fish and wildlife, including their respective habitats. The DEIR was circulated to the State of California, Office of Planning and Research (OPR) and made available for the required 45-day public review period in accordance with CEQA laws, which began on November 21, 2012 and concluded on January 7, 2013. Based on comments received from the public review period, a Final EIR (FEIR) was prepared responding to each comment received. Based on the DEIR and FEIR process, it has been determined that the design of the subdivision and proposed improvements will not likely cause substantial environmental damage or

substantially and avoidably injure fish or wildlife or their habitat project with implementation of the proposed mitigation measures as outlined in the Mitigation Monitoring and Report Program (MMRP). Therefore, the proposed tract map meets this finding.

5. The design of the subdivision or type of improvements is not likely to cause serious public health problems.

   Evidence: The design of the subdivision is in conformance with the City's General Plan, Zoning Code, Subdivision Ordinance and Farm Specific Plan. The design and construction of all improvements to accommodate the project have been conditioned to in accordance with all applicable City of Wildomar ordinances, codes, and standards including, but not limited to, the California Uniform Building Code, the City's Ordinances relating to stormwater runoff management and adopted public works standards. As the City's ordinances, codes, and standards have been created based on currently accepted standards and practices for the preservation of the public health, safety and welfare, the proposed tract map project meets this finding.

6. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

   Evidence: No easements of record or easements established by judgment of a court of competent jurisdiction for public access across the site have been disclosed in a search of the title records for the site and the City does not otherwise have any constructive or actual knowledge of any such easements.

SECTION 3. CITY COUNCIL ACTION

The City Council hereby approves Tentative Tract Map No. 36388 (Planning Application No. 11-0261) subject to conditions as provided herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 of ATTACHMENT D
CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

City Council Approval Date: May 22, 2013		Expiration Date: May 22, 2016		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS				
General Conditions				
1. In compliance with Section 15094 of the CEQA Guidelines, a Notice of Completion shall be filed with the Riverside County Clerk within five (5) days of project approval by the City Council The Notice shall include the required California Department of Fish and Game (Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to the Riverside County Clerk in the amount of **$3,045.25** no later than **May 23, 2013**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c). The above fee is broken down as follows: a. California Department of Fish & Game = $2,995.25 b. Riverside County Clerk Admin. Fee = $50.00	May 23, 2013	Planning Department	N/A	
2. The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed conditions to the Planning Department no later than **May 29, 2013**. Applicant Signature: Date:	May 29, 2013	Planning Department	N/A	

EXHIBIT 1 of ATTACHMENT D CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
City Council Approval Date: May 22, 2013	**Expiration Date: May 22, 2016**			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
3.	The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.	On-Going	Planning Department	ALL PHASES	
4.	Approval of Tentative Tract Map No. 36388 (Planning Application No. 11-0261) shall expire on **May 22, 2016** if the final tract map has not been recorded. The applicant may file	March 22, 2016	Planning Department	ALL PHASES	

	with the Planning Department a request for a one-year time extension as permitted in the Wildomar Subdivision and Zoning Ordinance provided a written request is made with the required EOT application, plans and fees no later than **March 22, 2016** (60 days prior to expiration). In accordance with the State of California Subdivision Map Act, the applicant may record multiple final maps for TTM 36388.				
5.	Within 35 days of approval of Tentative Tract Map No. 36388 (Project No. 11-0261) by the City Council, any outstanding deposit account balance shall be paid in full by the applicant.	June 26, 2013	Planning Department	N/A	
6.	In accordance with the procedures set forth in Government Code Section 66020, the applicant has 90 days from the approval date by City Council to protest the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval.	On-Going	Planning Department	ALL PHASES	
7.	The project shall be subdivided and developed in accordance with the tentative tract map approved by the City Council on May 22, 2013. The applicant may request a minor modification/revision to the final tract map(s) as permitted in the City's Subdivision Ordinance and Zoning Ordinance and State of California Subdivision Map Act. In addition and in accordance with the Oak Creek Canyon residential development standards and design guidelines, the residential lots within Phase/Planning Area No. 18 shall be restricted to single-story dwelling units only.	On-Going	Planning Department	ALL PHASES	
8.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no	On-Going	Planning Department	ALL PHASES	

	further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
9.	If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Native American tribal representative and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Pechanga and Soboba Band representatives and the archaeologist, a	On-Going	Planning Department	ALL PHASES	

	decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.				
Environmental Impact Report (EIR) Mitigation Measures:					
10.	**MM 3.3.1** The project applicant shall be required to implement the following traffic improvements: *Sellers Road/Bundy Canyon Road* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road* • Install a traffic signal. *Harvest Way West/Bundy Canyon Road* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	through lanes. • Construct a westbound left turn lane. *Sunset Avenue/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. • Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.				
11.	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	
12.	**MM 3.3.5** The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road*	Prior to the Issuance of Building Permits	Planning and Public Works Depts.	ALL PHASES	

	• Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. *I-215 Northbound Ramps/Scott Road* • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two				

	additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.				
13.	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph). • The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.	During Ground-disturbing Activities	Public Works and Building Departments	ALL PHASES	

14.	**MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic	Prior to the Issuance of a Grading Permit	Public Works and Building Departments	ALL PHASES	
15.	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot.	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	4. Earthen berm. 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
16.	**MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
17.	**MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
18.	**MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
19.	**MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
20.	**MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	Prior to Issuance of a Building Permit	Planning and Building Departments	ALL PHASES	

21.	**MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning are	Planning and Building Departments	UNIT 5/PHASE 19 PLANNING AREA	
22.	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.	During grading and building activities	Public Works and Building Departments	ALL PHASES	
23.	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water	Prior to the issuance of a Grading Permit	Public Works Department	ALL PHASES	

	quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.				
24.	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified	Prior to any ground disturbing activities	Planning and Public Works Department	ALL PHASES	

	biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.				
25.	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by	30-days prior to any vegetation removal or ground-disturbing activities	Planning Department.	ALL PHASES	

	the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.				
26.	**MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist. • If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies	Prior to any vegetation removal or ground-disturbing activities	Planning Department	ALL PHASES	

	through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012). • The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: - The location of the nest and owls proposed for relocation. - The location of the proposed relocation site. - The number of owls involved and the time of year when the relocation is proposed to take place. - The name and credentials of the biologist who will be retained to supervise the relocation. - The proposed method of capture and transport for the owls to the new site. - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control). - A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active				

	burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).				
27.	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Prior to project vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
28.	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
29.	**MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.				
30.	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
31.	**MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
32.	**MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the	Prior to the Issuance of Building Permits	Planning and Building Departments	ALL PHASES	

	MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.				
33.	**MM 3.9.2a** At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.	Prior to ground-disturbing activities	Planning and Building Departments	ALL PHASES	
34.	**MM 3.9.2b** Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the	During all grading and construction activities	During all grading and construction activities	ALL PHASES	

	proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.				
35.	**MM 3.9.2c** Prior to beginning project construction, the project applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.	During all grading and construction activities	During all grading and construction activities		
36.	**MM 3.9.2d** Prior to beginning project construction, the project applicant shall file an archaeological monitoring report with the City to document the proposed methodology for grading activity observation, which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological	During all grading and construction activities	During all grading and construction activities		

	monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.				
37.	**MM 3.9.2e** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.	During all grading and construction activities	During all grading and construction activities		
38.	**MM 3.9.2f** Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing	During all grading and construction activities	During all grading and construction activities		

	the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.				
39.	**MM 3.9.2g** Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	During all grading and construction activities	During all grading and construction activities		
40.	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.				
41.	**MM 3.9.4** In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Department	ALL PHASES	

	iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
42.	**MM 3.11.4** Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the	Prior to any ground disturbance activities	Planning and Public Works Department	ALL PHASES	

area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1. A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).
2. The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist) shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.
3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation

	Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.				
Prior to Issuance of a Grading Permit					
43.	Prior to the issuance of the 1st first grading permit for Tentative Tract Map No. 36388, the" applicant shall enter into a Tribal Monitoring Agreement" with the Pechanga Band of Luiseno Indians. The agreement shall, include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions/requirements during all on-site ground disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the 1st grading permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	

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

	require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director."				
46.	Prior to the issuance of a the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site was not previously evaluated by the mitigated negative declaration, a grading environmental assessment shall be approved by the planning director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	
47.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "All existing native, oak or riparian trees on the property identified for preservation in the "Oak Creek	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	Canyon Tree Preservation Plan" shall also be identified on the grading plan for preservation. No grading or grubbing activities shall be allowed within the protected area for any preserved native, oak or riparian tree. The protected areas shown on the grading plan shall be fenced in accordance with city standards to prevent accidental grading activities in these sensitive areas.				
48.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "*No ground disturbing or grubbing activities shall be allowed within the protected drip line of any preserved native, oak or riparian tree identified for preservation. Fencing shall be placed around these protected areas."*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	
Prior to Final Map / Recordation Approval					
49.	Prior to the recordation of the first final tract map, the applicant shall establish the formation of a Maintenance CFD (in accordance with the recommendations of the Oak Creek Canyon Fiscal Impact Study prepared for this project), that will establish a mechanism to pay for recurring public service costs as a result of the negative fiscal impacts from this project. The provisions of the CFD shall be reviewed and approved by the Finance, Planning and Engineering departments.	Prior to 1st Final Map Recordation	Finance, Planning & Engineering Depts.	UNIT/PHASE 1	
50.	Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the Applicant shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Final Map Approval	Planning Department	ALL PHASES	

51.	Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the applicant shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Final Map Approval	Planning Department	ALL PHASES	
52.	Prior to the recordation of the final map for TTM 36388, a copy of the proposed Covenants, Conditions, and Restrictions (CC&R's) shall be submitted to the Planning Director and City Attorney for review. The CC&R's shall include liability insurance and methods of maintaining landscaping, parking areas, private roads, exterior of all buildings (if applicable), and all landscaped and open areas including parkways, as well as a provisions indicating that the homeowners association may not be terminated or dissolved with the permission of the City. The CC&R's shall be in the form and content approved by the planning director and city attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents.	Prior to Final Map Approval	Planning Department	UNIT/PHASE 1	
Prior to Issuance of Building Permits					
53.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall pay all applicable Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments.	Prior to Issuance of Building Permits	Building and Engineering Departments	ALL PHASES	
54.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit for review and approval by the Planning Department a "Final Site Plan of Development" package (including the required application and	Prior to Issuance of the 1st Building Permit for each Planning Sub-	Planning Department	ALL PHASES	

	deposit fee) for review and approval. All development plans under Tentative Tract Map No. 36388 shall be consistent with the residential site/architectural design guidelines approved under Specific Plan No. 116, Amendment No. 4 (Planning Application No. 11-0261).	Area			
55.	Prior to the issuance of the 1st building permit for phase/planning area No. 9, 17A and 18, the applicant shall submit for review and approval by the Planning Department a Minor Plot Plan application for development of each park site. The park development plan shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	
56.	Prior to the issuance of the of the 42nd building permit within planning/phase area No 9, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 42nd Building Permit.	Planning Department	UNIT/PHASE 4	
57.	Prior to the issuance of the of the 52nd building permit within planning/phase area No 17A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 52nd Building Permit.	Planning Department	UNIT/PHASE 4	
58.	Prior to the issuance of the of the 44th building permit within planning/phase area No 18A, the applicant shall have	Prior to Issuance of the 44th	Planning Department	UNIT/PHASE 4	

	completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Building Permit.			
59.	Prior to the issuance of the 1st building permit to construct any signs, the applicant shall submit a Minor Plot Plan application for review and approval by the Planning Director, a master sign program. The proposed sign program shall be consistent with the location and design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit	Planning Department	UNIT/PHASE 1	
60.	Prior to the issuance of a building permit for development of the commercial parcel, the applicant shall submit a Plot Plan application to the Planning Department for review and approval. The proposed commercial/retail project shall comply with the design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of a Building Permit	Planning Department	PHASE 1 OF THE COMMERCIAL SITE	
Special Landscaping Conditions					
61.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit two (2) sets of detailed landscape and irrigation plans (drawn at a scale of 20 feet to 1 inch - any other scale shall be first approved by the Planning Director and City Landscape Architect) for review and approval by the Planning Director and City Landscape Architect. The landscape and irrigation plans shall be prepared by a registered landscape architect and be designed to be consistent with the landscape design guidelines	Prior to Issuance of a Building Permit	Planning Department	ALL PHASES	

	approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).				
62.	All landscape and irrigation plans shall also meet the standards outlined in Title 17.276 of the Wildomar Zoning Ordinance (Water Efficient Landscapes and Water Efficient Irrigation Guidelines).	On-Going	Planning Department	ALL PHASES	
63.	All existing California Native Oak trees (*Quercus species*) designated to be relocated and/or preserved on-site, which are damaged during construction, shall be replaced at the direction of the Planning Director and City Landscape Architect.	On-Going	Planning Department	ALL PHASES	
64.	No trees shall be removed during the bird migratory season, if it is determined and verified that live nests exist in the trees.	On-Going	Planning Department	ALL PHASES	
65.	No light fixture, electric transformer, fire detector check or fire hydrant shall be designed for any location in a planting area, which would make it necessary to eliminate a tree.	On-Going	Planning Department	ALL PHASES	
66.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 2 years of the installation.	On-Going	Planning Department	ALL PHASES	
67.	Decorative rock and crushed rock areas shall be allowed in limited quantity, where approved by the Planning Director and City Landscape Architect for maintenance, pathways, or particular use.	On-Going	Planning Department	ALL PHASES	
68.	Cool-season turf grass is discouraged, except as necessary for recreational use areas. Warm season turf grass is	On-Going	Planning Department	ALL PHASES	

	allowed. An approved concrete mow strip shall separate all turf and shrub beds, except at individual residences.				
69.	Planting areas adjacent to streets shall have approved species of trees provided at the rate of one-24" box planted at 30 feet on center.	On-Going	Planning Department	ALL PHASES	
70.	All subdivision individual lots shall have one approved species street tree per lot installed from a 24" box container. Lots with 10 feet or greater planter area between lots shall have an additional street tree installed. Street trees shall be installed one-foot outside the right-of-way within the private area of the residential front yard; at least 5 feet from side property lines, structures, utilities, and driveways; at least 3 feet from water meters and water mainline. No trees shall be planted in drainage swales.	On-Going	Planning Department	ALL PHASES	
71.	Individual front yard typical landscaping shall be designed to provide a complete and finished looking landscape installation, including yard trees, shrubs and ground covers, without large areas of bark mulch.	On-Going	Planning Department	ALL PHASES	
72.	Mature specimen trees in 36-inch and 48-inch boxes shall be supplied in sufficient quantity to provide variety and emphasis at main focal areas, monument signs, and project entries.	On-Going	Planning Department	ALL PHASES	
73.	All trees shall be double staked with vinyl/rubber type ties nailed to the lodge pole stakes in at least two vertical locations. Trunk protection devices shall be provided to all trees located in turf grass areas and a 24-inch diameter grass cut-out at the trunk shall be filled with 3 inches of approved bark mulch kept 3 inches away from the tree trunk.	On-Going	Planning Department	ALL PHASES	

74.	All irrigation design shall conform to the ETo requirements set forth by Elsinore Valley Municipal Water District (60% ETo). No irrigation design shall force the owner into a tier greater than one upon initial design calculation.	On-Going	Planning Department	ALL PHASES	
75.	All irrigation in shrub areas shall be designed and installed using drip irrigation or irrigation measured in gallons per hour.	On-Going	Planning Department	ALL PHASES	
76.	The irrigation systems shall be installed using pipe and equipment for reclaimed water.	On-Going	Planning Department	ALL PHASES	
77.	A weather-based irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed connected with the irrigation controller.	On-Going	Planning Department	ALL PHASES	
78.	Plant materials within shrub areas shall incorporate low water use species as a general rule, be water-efficient, and hydro-zoned. California native plants are encouraged.	On-Going	Planning Department	ALL PHASES	
79.	Root barriers ("Bio-barrier"™), shall be installed for all trees planted within 10 feet of paving along public streets. Within the project, root barriers of a type approved by the City Landscape Architect (continuous and non-paneled), shall be installed for all trees located within 5 feet of paving.	On-Going	Planning Department	ALL PHASES	
80.	No Eucalyptus or plant materials that could freeze shall be utilized in the design.	On-Going	Planning Department	ALL PHASES	
81.	All grass shall be installed from sod in individual residences, if applicable.	On-Going	Planning Department	ALL PHASES	
82.	Bio-swales, drainage areas, detention basins, and open spaces shall incorporate California native plants (ground	On-Going	Planning Department	ALL PHASES	

	cover, shrubs, and trees). Un-mowed California native low-water usage perennial grasses and other approved low growing ground covers, may be designed, as approved by the City Landscape Architect as required for the minimum expected soil moisture in the bio-swales, drainage areas, detention basins, and open spaces as a best management practice for water and energy conservation.				
83.	The landscape plans required as part of the Final Site Plan of Development for each planning/phase area shall reflect the following standards for slopes: a) All slopes over 3 feet in vertical height, must be landscaped. A minimum of 4 inches of medium grind bark mulch shall be applied to control erosion and weed growth. Trees shall be located at least 10 feet below the top of the slope, if another residential property is located above the other property. Trees located at the top of the slope should be installed towards the side property lines to preserve the homeowners' views. Shrubs shall be designed in a clustered and massed layout to appear natural. Ground cover shall be planted at a spacing to fill in 100% within 1 year of installation.	On-Going	Planning Department	ALL PHASES	
84.	The landscape contractor is responsible for providing an agronomic soil report that determines soil fertility and recommendations prior to initiating each major area of work. The report shall be transmitted electronically to the City Landscape Architect, and it shall include recommendations for pre-plant and long-term landscape maintenance. The soil report shall specifically recommend materials and rates representing the area of the project where construction will	On-Going	Planning Department	ALL PHASES	

	take place. Soil reports for cut or fill slopes shall be provided separately from areas that require less grading.				
85.	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic-based materials as a best management practice for storm water source control.	On-Going	Planning Department	ALL PHASES	
86.	All landscaping that drains into existing creeks or drainage areas shall be installed using California native plants.	On-Going	Planning Department	ALL PHASES	
87.	The landscape concept for fuel modification zones/areas shall be included and shown in the required landscape plans required herein.	On-Going	Planning Department	ALL PHASES	
88.	All areas of the project on or off-site, which are graded, shall be planted and irrigated at the direction of the City Landscape Architect, whether shown as a part of this project or not.	On-Going	Planning Department	ALL PHASES	
89.	Specific long-term landscape maintenance specifications shall be provided by the project landscape architect to ensure proper landscape maintenance for the homeowners' association.	On-Going	Planning Department	ALL PHASES	
90.	The City Landscape Architect shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. A copy of the soil fertility recommendations shall be presented prior to the meeting. No landscaping or site work in the public right-of-way or privately maintained areas shall occur prior to the meeting.	On-Going	Planning Department	ALL PHASES	
91.	All required landscaping and irrigation systems shall be installed in a condition acceptable to the City and in accordance with the approved landscape construction plans.	Prior to Occupancy Permits for each	Planning Department	ALL PHASES	

	The City will conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Unit/Phase Area			
Prior to Issuance of a Certificate of Occupancy					
92.	Prior to the issuance of a certificate of occupancy for any dwelling unit within each phase/planning area, all conditions of approval for that phase/planning area shall be satisfied.	Prior to Issuance of a Certificate of Occupancy	Planning and Building Department	ALL PHASES	
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS					
General Conditions					
1.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less within the Oak Creek Canyon project area, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Public Works Dept.	ALL PHASES	
2.	The developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.	On-Going	Public Works Dept.	ALL PHASES	
3.	All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	ALL PHASES	

4.	The proposed access to the basins from Bundy Canyon Road shall be designed in a safe manner and designed and constructed to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
5.	The Bundy Canyon driveway for the commercial parcel (Lot 313), shall be restricted and designed as a right-in / right-out. Said design shall be reflected on the future Plot Plan when this site develops.	On-Going	Public Works Dept.	ALL PHASES	
6.	All non standard features, such as stamped concrete and/or pavers shall be outside of the public right of way and the maintenance shall be the responsibility of the Oak Creek Canyon homeowners association. This condition shall be included in the CC&R's required for this project.	On-Going	Public Works Dept.	ALL PHASES	
7.	All proposed gates within any of the phase/planning areas shall be reviewed and approved by the Planning and Public Works Directors prior to installation.	On-Going	Engineering & Planning Depts.	ALL PHASES	
8.	No grading shall be performed within the Oak Creek Canyon project area without first applying for a grading permit from the Public Works Department.	On-Going	Public Works Dept.	ALL PHASES	
9.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works Dept.	ALL PHASES	
10.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit	On-Going	Public Works Dept.	ALL PHASES	

	shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.				
11.	The Developer shall dedicate, design and construct all improvements in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
12.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Public Works Dept.	ALL PHASES	
13.	All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Public Works & Building Depts.	ALL PHASES	
14.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued, as determined by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
15.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer and Planning Director.	On-Going	Engineering & Planning Depts.	ALL PHASES	
16.	Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works Dept.	ALL PHASES	
17.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed	On-Going	Public Works	ALL PHASES	

	by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.		Dept.		
18.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred.	On-Going	Public Works Dept.	ALL PHASES	
19.	The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	ALL PHASES	
20.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
21.	All flood control plans to be reviewed shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	

22.	The HOA shall maintain the connecting lots (Detention Basins) for the 72" RCP's connecting Lots 315 to 316 and Lots 316 to 320. The 72" RCP shall be placed outside of the paved improvements for Bundy Canyon to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	UNIT/PHASE 3	
23.	The HOA shall obtain an easement for the RCP within Lot 163 and 199.	On-Going	Public Works Dept.	UNIT/PHASE 4	
24.	The HOA and/or a maintenance district shall maintain the drainage facilities, water quality basins and areas within the project boundaries including but not limited to the areas north of Lot 269; between Lot 105 and 106; within Lot 163, 199, 310, 322; between Lot 124 and 125; and the RCP connecting Lots 312 to 321.	On-Going	Public Works Dept.	ALL PHASES	
25.	The HOA shall maintain all open space areas including but not limited to trails, slopes, terrace drains, interceptor drains, walls, drainage pipes, headwalls, outfalls, detention basins and their access drives and other associated facilities.	On-Going	Public Works Dept.	ALL PHASES	
26.	The 36" culvert under Beverly Street shall be resized and constructed to handle additional flows from this project to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
27.	Prior to the issuance of the first grading permit in any phase/planning area, the developer shall submit final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of the first Grading Permit	Public Works Dept.	UNIT/PHASE 1	

28.	Prior to the issuance of a grading permit, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
29.	Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
30.	Prior to issuance of grading permits, the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
31.	Prior to the issuance of a grading permit, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Engineering & Planning Depts.	ALL PHASES	
32.	Prior to the issuance of a grading permit, the developer shall submit a Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.				
33.	Prior to the issuance of a grading permit, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Applicant needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise volume has to be addressed.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
34.	Prior to the issuance of grading permit, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.				
35.	Prior to issuance of a grading permit for Unit/Phase 1, the developer is to vacate easement #8, 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If easement #8 can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
36.	Prior to issuance of a grading permit, the developer is to vacate easement #7, within Unit/Phase 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation,	Prior to Issuance of a Grading Permit	Public Works Dept.	UNIT/PHASE 3	

	recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If easement #7 can not be vacated, amended entitlement approvals may be necessary as a result.				
Prior to Improvement Plan Approval					
37.	Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflicts with existing easements shall result in the site being redesigned and potentially going back to Planning Commission and City Council.	Prior to 1st Improvement Plan Submittal	Public Works Dept.	ALL PHASES	
Prior to Final Map Approval					
38.	Prior to final map approval, improvement plans shall be prepared, processed, approved and complete the improvements; or execute an Improvement Agreement and Improvement Security. This condition shall be in conformance with local regulations and the Subdivision Map Act, and applies to the conditions of approval Nos. 39 – 75.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
39.	Prior to Final Map approval, the developer, for the entire project frontage of Bundy Canyon Road from Unit 1 to Unit 5, shall dedicate, design and construct Bundy Canyon Road based upon a 152 foot urban arterial highway, Standard No. 91, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
40.	Prior to Final Map approval, all appropriate offsite transition on Bundy Canyon Road in accordance with the City of Wildomar	Prior to Final Map	Public Works	ALL PHASES	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Approval	Dept.		
41.	Prior to Final Map approval, the developer shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue based on the expanded intersection Standard No. 91 and modified Standard 111, in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer. A modified expanded intersection may be approved by the City Engineer prior to the development of Unit 5.	Prior to Final Map Approval & Unit 5	Public Works Dept.	ALL PHASES	
42.	Prior to Final Map approval, the developer shall dedicate, design and construct streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
43.	Prior to Final Map approval, the developer shall dedicate a public utility easement adjacent to all public and private streets for overhead and/or underground facilities and appurtenances to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
44.	Prior to Final Map approval, the developer shall submit landscaping and irrigation plans within the public right-of-way to the Planning Department. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain. All plans and calculations shall be designed and calculated per the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Codes and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works & Planning Depts.	ALL PHASES	

45.	Prior to Final Map approval, the developer shall submit to the City Engineer traffic control plans along Bundy Canyon Road to ensure the continued flow of traffic during construction.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
46.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the stormwater quality control treatment device to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
47.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the maintenance of the detention basins and 72" RCP to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
48.	Prior to issuance of any permit or final map, the developer is to vacate easement #8 on the plot plan (#46 in the title report), 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
49.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
50.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	

51.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way West based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. Prior to the installation of the traffic signal access restrictions may be imposed at this intersection.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
52.	Written permission shall be obtained from the affected property owners allowing the proposed drainage leaving the project boundaries from Lot 300 and 323.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
53.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
54.	Prior to Final Map approval, the developer, shall design and construct Beverly Street, modified Standard 105-A, and associated drainage facilities as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
55.	Prior to Final Map approval, the developer, shall design and modify the intersection of Bundy Canyon Road / Harvest Way West to incorporate the north leg of the intersection (L Street), as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	

56.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way West, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
57.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / I Street, consistent with the tentative map widths, as a right-in/out and left-in intersection, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
58.	Prior to issuance of any permit or final map approval, the developer is to vacate easement #7 on the plot plan (#45 in the title report), within Unit 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
59.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
60.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
61.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
62.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
63.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
64.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
65.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
66.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
67.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
68.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
69.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
70.	Prior to Final Map approval, the developer, shall dedicate, design and construct Sunset Avenue based upon a 78 foot industrial collector street, Standard No. 111, in accordance	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

	with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
71.	Prior to Final Map approval, the developer, shall dedicate, design and construct 14 foot trail adjacent to Sunset Avenue, as shown on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
72.	Prior to Final Map approval, the developer shall dedicate, design and construct all appropriate offsite transition on Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
73.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
74.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Sunset Avenue, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
Prior to Issuance of a Building Permit					
75.	Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

76.	Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
77.	Prior to issuance of a building permit, the developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
78.	Prior to issuance of a building permit, the developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
79.	Prior to issuance of a building permit, the developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
80.	Prior to issuance of a building permit the developer shall annex into all applicable Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
81.	Prior to issuance of a building permit the developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, Riverside County Flood Control and	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Water Conservation District, Southwest Road and Bridge Benefit District (R&BBD) and City Development Impact Fees.				
82.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
	RIVERSIDE COUNTY FIRE DEPT.				
	General Conditions				
1.	10.FIRE.999 MAP #50-BLUE DOT REFLECTORS Blue retro-reflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Dept..	On-Going	County Fire Dept.	ALL PHASES	
2.	10.FIRE.999 MAP-#16-HYDRANT/SPACING Schedule A fire protection approved standard fire hydrants, (6"x 4"x 2 ½") locate one at each street intersection and space no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from hydrant. Minimum fire flow shall be 1000 GPM for 2 hours duration at 20 PSI, and shall include perimeter streets at each intersection and spaced 1000 feet apart.	On-Going	County Fire Dept.	ALL PHASES	

EXHIBIT 1 of ATTACHMENT D CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
City Council Approval Date: May 22, 2013	**Expiration Date: May 22, 2016**			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Recordation of Final Map				
3. 50.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
4. 50.FIRE.999 MAPS-#46-WATER PLANS. The applicant or developer shall furnish one copy of the water system plans to the County Fire Dept. for review. Plans shall be signed by a registered civil engineer, containing a County Fire Dept. approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by local water company, the originals shall be presented to the County Fire Dept. for signature.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	

5.	50.FIRE.999 MAP-#53-ECS-WTR PRIOR/COMBUSTION. ECS map must be stamped by Riverside County Surveyor with the following Note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
6.	60.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non-flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Issuance of a Grading Permit	County Fire Dept.	ALL PHASES	

EXHIBIT 1 of ATTACHMENT D
CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)

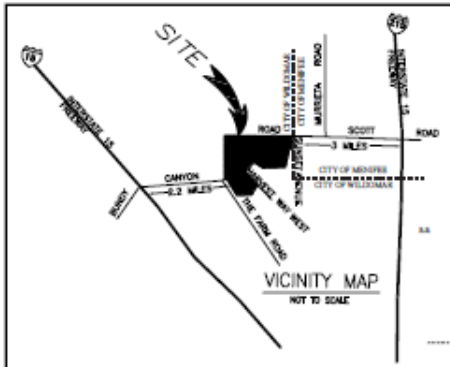
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

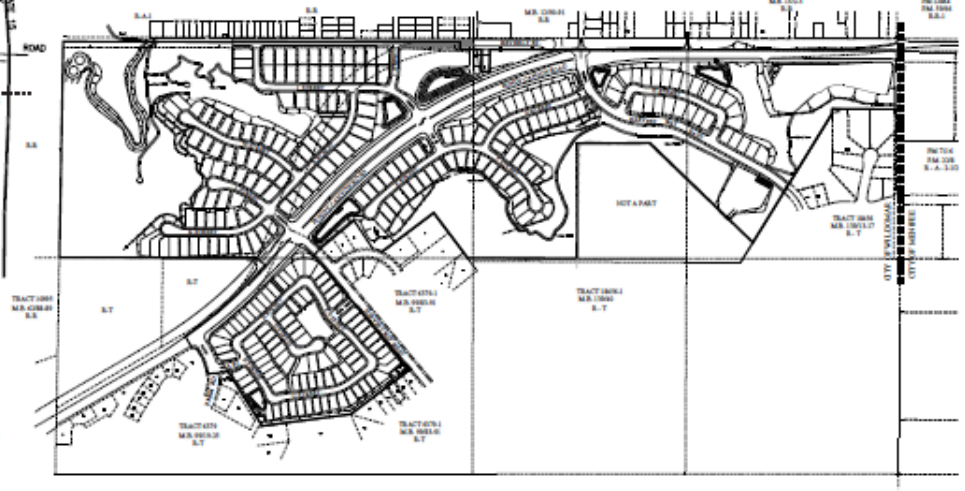
City Council Approval Date: May 22, 2013	Expiration Date: May 22, 2016			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Issuance of Building Permits				
7. 80.FIRE.999 MAP-#50-TRACT WATER VERIFICATION. The required water system, including all fire hydrant (s), shall be installed and accepted by the appropriate water agency and the Riverside County Fire Dept. prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Dept. to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary. Approved water plans must be at the job site.	Prior to Issuance of a Building Permit	County Fire Dept.	ALL PHASES	
Prior to Issuance of Occupancy Permits/Final Inspection				
8. 80.FIRE.999 MAP – MAP INSPECTION OF PRIOR TO BUILD ISSUES: The applicant or developer shall request Fire Dept. Inspection for all items listed as prior to building permit issuance.	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	
9. 80.FIRE.999 MAP – RESIDENTIAL FIRE SPRINKLER Residential fire sprinklers are required in all one and two family dwellings per the California Residential code, California Building Code and the California Fire Code. See NFPA 13D, 2010 Edition or contact the Riverside County Fire Dept. for the Residential Fire Sprinkler Standard. All sprinkler plans must be reviewed and approved prior to installation. West County – Riverside Office 951 955-4777	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	

ATTACHMENT F

Reduced TTM Exhibits and
Full Size Tentative Tract Map Plans - (under separate cover)

CITY OF WILDOMAR





INDEX MAP
SCALE: 1" = 100'

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN.
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159870 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(ASSESSOR'S PARCEL NO'S: 362-070-021-1, 362-080-008-0, 362-080-08-1, 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTH WEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2), THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, THE EAST HALF OF THE NORTHEAST QUARTER, ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN SUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 108640 AND APRIL 20, 1979 AS INSTRUMENT NO. 79013 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THE FOLLOWING, THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE, BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET, THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°34'50", AN ARC DISTANCE OF 155.58 FEET, THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 66.00 FEET; THENCE SOUTH 7°24'46" EAST, 270.19 FEET; THENCE SOUTH 7°17'20" EAST, 222.96 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING, ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 191 PAGES 40 THROUGH 48, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 189 PAGES 18 THROUGH 17, INCLUSIVE OF MAPS RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO'S 362-070-005-8, 362-070-014-4, 362-070-018-9, 362-070-020-1, 362-080-004-7, 362-080-012-4, 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION 19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET, THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°34'50", AND ARC DISTANCE OF 155.58 FEET, THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 66.00 FEET; THENCE SOUTH 7°24'46" EAST, 270.19 FEET, THENCE SOUTH 0°17'20" EAST, 222.96 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION, THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-020-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 98, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 28, 1995 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTH WEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN EIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.97 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 89°07'40", A DISTANCE OF 1556.45 FEET, THENCE SOUTH 27°27'20" WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 18°45', A DISTANCE OF 656.01 FEET, THENCE SOUTH 56°32' WEST, A DISTANCE OF 1056.05 FEET TO A POINT WHICH BEARS NORTH 56°32' WEST, A DISTANCE OF 541.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19, ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 28, 1995 AS INSTRUMENT NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN SUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID SUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-8)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH SUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8, 362-070-010-1, 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C"
6) 3RETRACE OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT SLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUNTY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
- MINIMUM 80' LOT FRONTAGE LOTS 47, 48, 222, 223, 226.
- MINIMUM 95' LOT FRONTAGE LOTS 212, 218, 214.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 35.0 — PROPOSED PAD ELEVATION
- PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

10/12/2010	RV		REVISED PER CITY COMMENTS #1
01/4/2011	RV		REVISED PER CITY COMMENTS #2
3/16/2011	RV		REVISED PER CITY COMMENTS #3
DATE	BY	MARK	REVISIONS

GENERAL NOTES

THOMAS BROS. GUIDE:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 136 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 136 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	255
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA:	3
TOTAL ACRES:	187.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE: AVERAGE LOT SIZE:	6500 S.F. 6,780 S.F.
DENSITY:	1.9 UNIT/AC. (OVERALL) 4.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	THE FARM MUTUAL WATER COMPANY
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-020, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-013

DEVELOPER

BELL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6020

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6020

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41681 ENTERPRISE CIRCLE NORTH, SUITE#
TEMECULA, CA 92590-5614
PHONE: (951) 296-9466
FAX: (95 1) 296-9455

EXHIBIT PREPARED BY

VIL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-9960

SITE DATA & DENSITY CALCULATIONS

SEE SHEET 6

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT: 700,000 CUBIC YARDS
FILL: 700,000 CUBIC YARDS

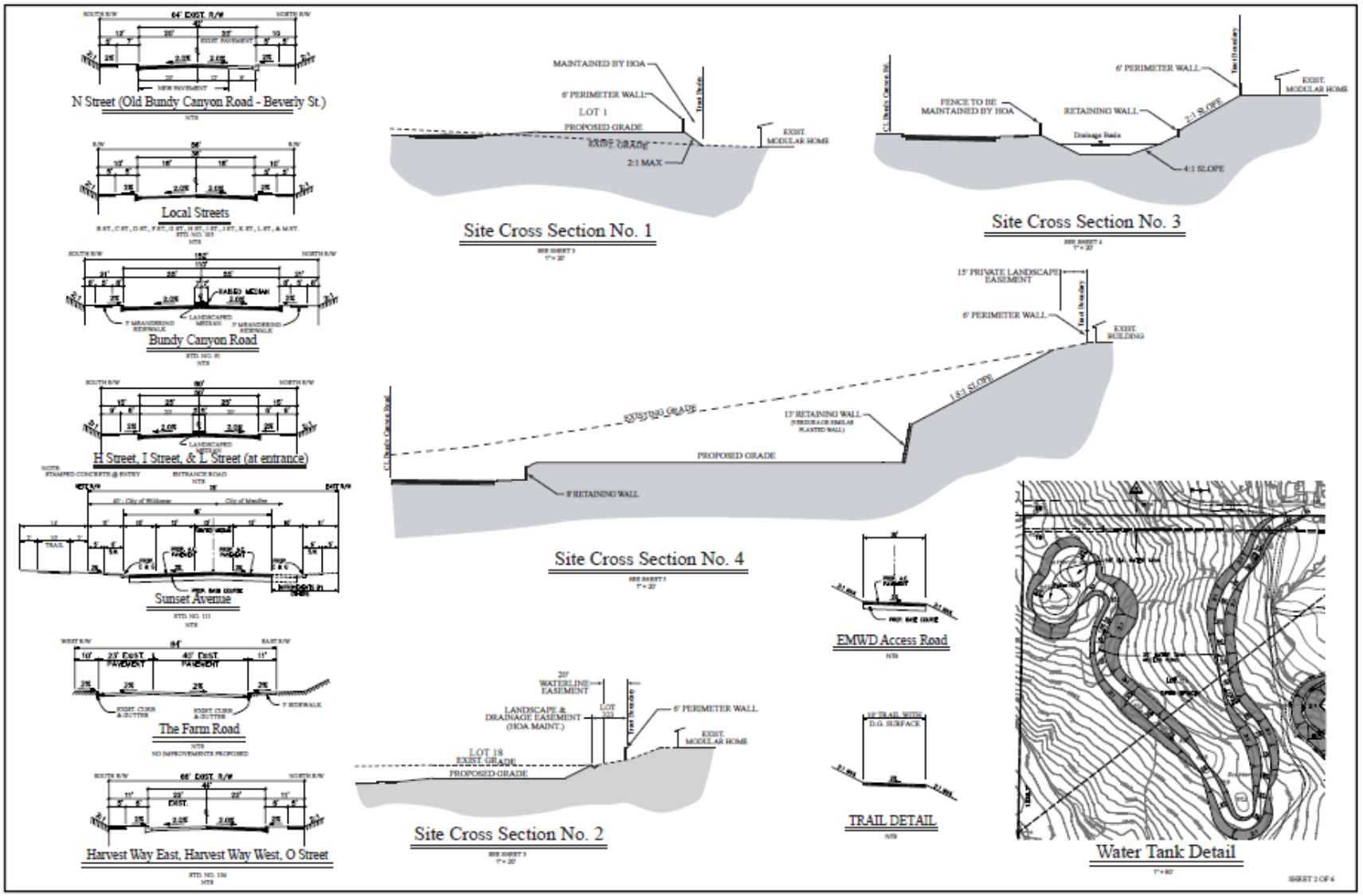
NOTE

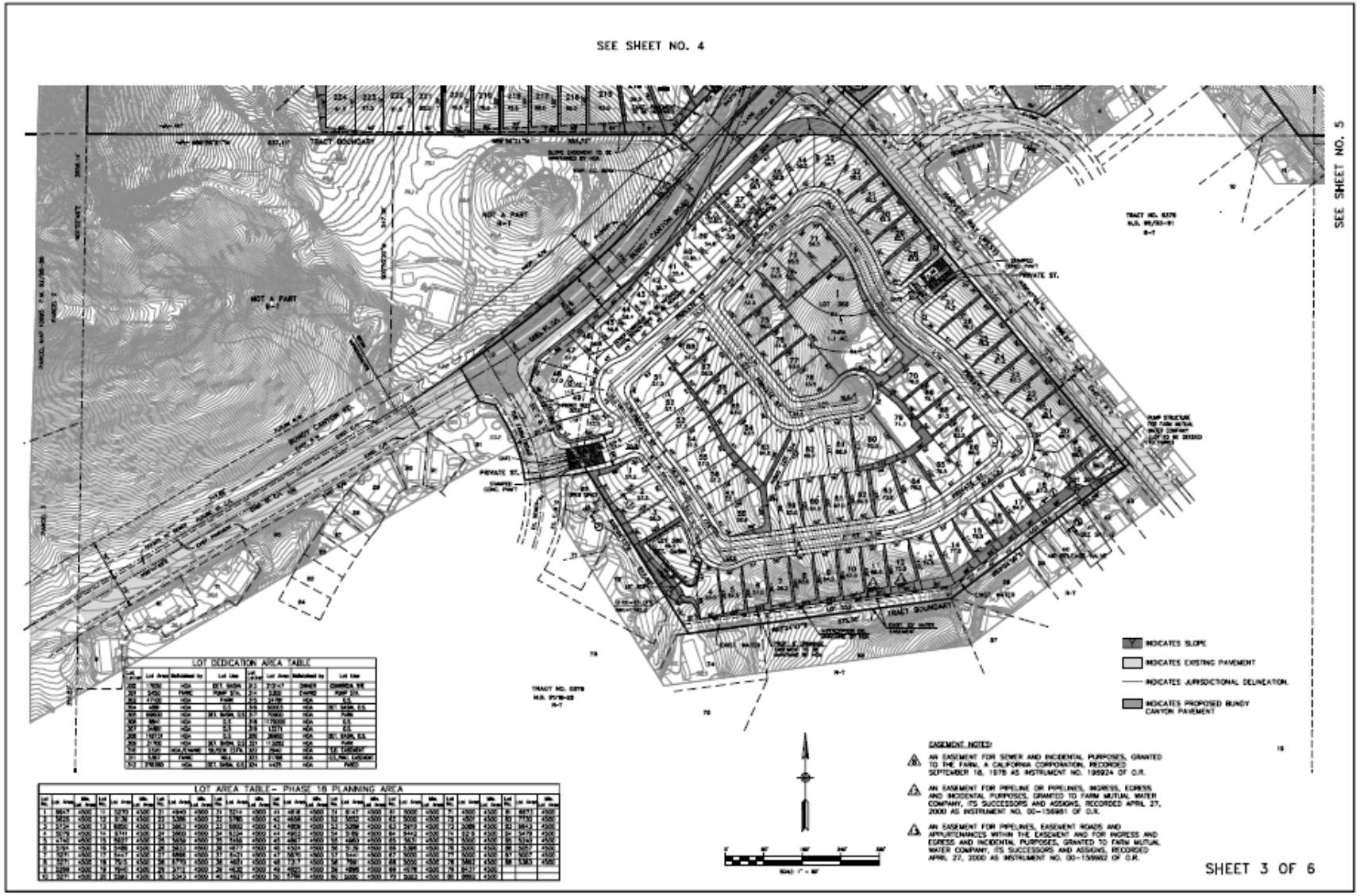
I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468 -10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT SHOWN.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388

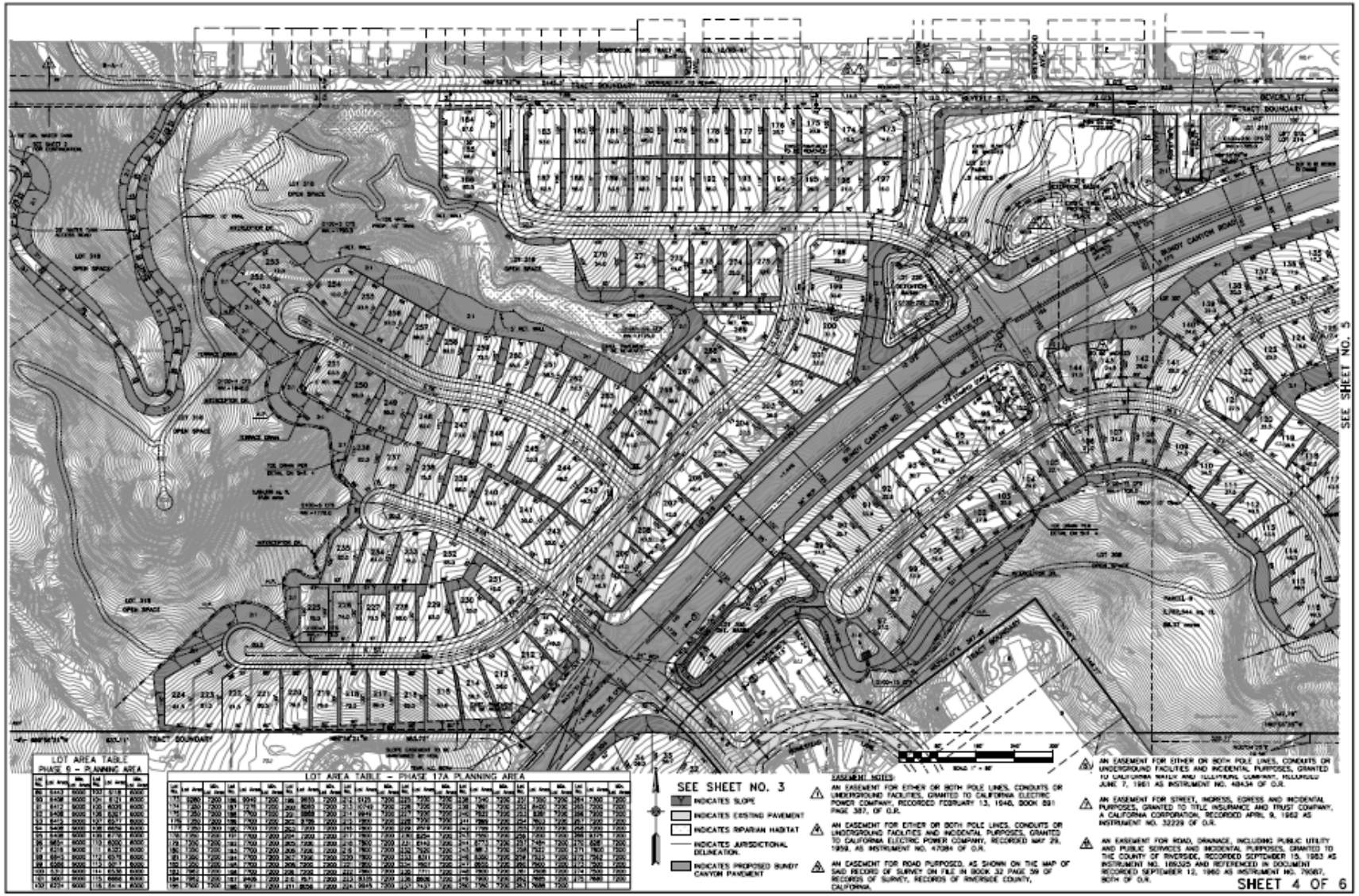
DATE PREPARED: NOVEMBER, 2011
SHEET 1 OF 6

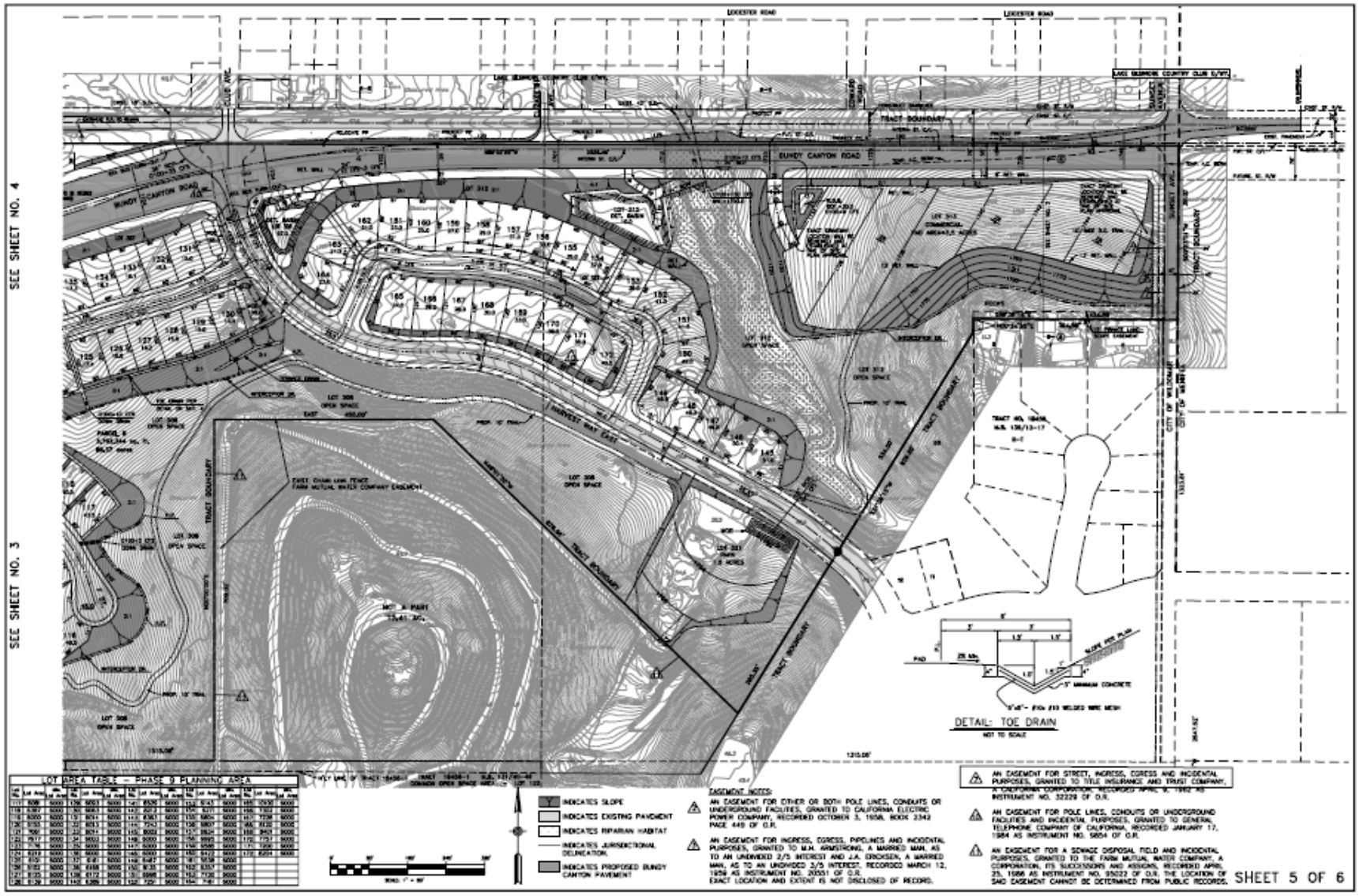

N Street (Old Bundy Canyon Road - Beverly St.)
Local Streets
Bundy Canyon Road
H Street, I Street, & L Street (at entrance)
Sunset Avenue
The Farm Road
Harvest Way East, Harvest Way West, O Street
Site Cross Section No. 1
MAINTAINED BY HOA
6' PERIMETER WALL
LOT 1
PROPOSED GRADE
EXIST. GRADE
2:1 MAX
EXIST. MODULAR HOME
Site Cross Section No. 3
FENCE TO BE MAINTAINED BY HOA
RETAINING WALL
2:1 SLOPE
4:1 SLOPE
Drainage Swale
Site Cross Section No. 4
15' PRIVATE LANDSCAPE EASEMENT
EXIST. BUILDING
1.5:1 SLOPE
EXISTING GRADE
17' RETAINING WALL
PROPOSED GRADE
8' RETAINING WALL
Site Cross Section No. 2
20' WATERLINE EASEMENT
LANDSCAPE & DRAINAGE EASEMENT (HOA MAINT.)
LOT 19
EXIST. GRADE
PROPOSED GRADE
EMWD Access Road
TRAIL DETAIL
Water Tank Detail



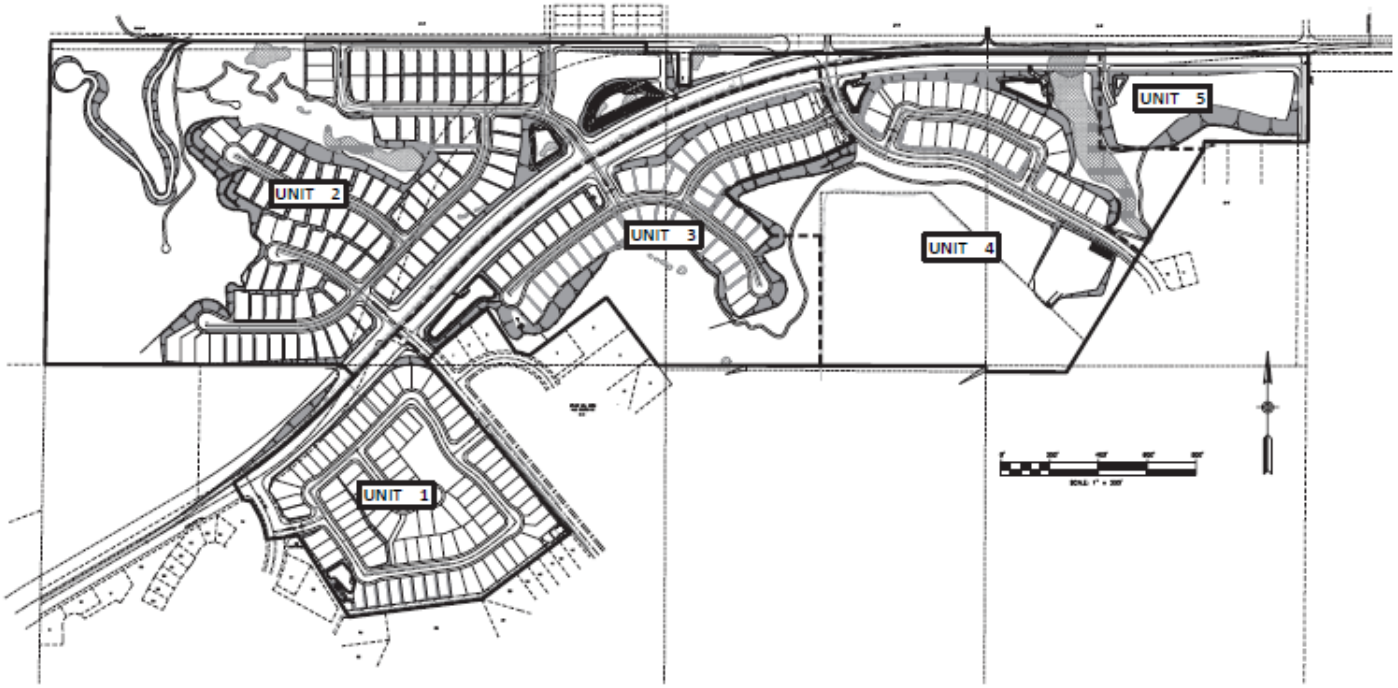
LOT DEDICATION AREA TABLE

LOT AREA TABLE - PHASE 1B PLANNING AREA


LOT AREA TABLE
PHASE 9 - PLANNING AREA
LOT AREA TABLE - PHASE 17A PLANNING AREA
SEE SHEET NO. 3
INDICATES SLOPE
INDICATES EXISTING PAVEMENT
INDICATES RIPARIAN HABITAT
INDICATES JURISDICTIONAL DELINEATION.
INDICATES PROPOSED SUNDY CANYON PAVEMENT
EASEMENT NOTES:
AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1940, BOOK 891 PAGE 387, OF O.R.
AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1958, AS INSTRUMENT NO. 47084 OF O.R.
AN EASEMENT FOR ROAD PURPOSES, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 185525 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1985 AS INSTRUMENT NO. 79087, BOTH OF O.R.
SHEET 4 OF 6
SEE SHEET NO. 5


SEE SHEET NO. 4
SEE SHEET NO. 3
LEICESTER ROAD
LEICESTER ROAD
LAKE SHERWOOD COUNTRY CLUB (LSCC)
CLUB AVE.
TRACT BOUNDARY
LAKE SHERWOOD COUNTRY CLUB (LSCC)
BUNDY CANYON ROAD
BUNDY CANYON ROAD
HARVEST WAY EAST
TRACT BOUNDARY
TRACT BOUNDARY
TRACT BOUNDARY
CITY OF WILDOMAR
LOT 308 OPEN SPACE
LOT 312 OPEN SPACE
LOT 313 OPEN SPACE
LOT 321 OPEN SPACE
EAST CHAIN LINK FENCE FARM MUTUAL WATER COMPANY ENCLOSURE
DETAIL: TOE DRAIN
NOT TO SCALE
LOT AREA TABLE - PHASE 9 PLANNING AREA
INDICATES SLOPE
INDICATES EXISTING PAVEMENT
INDICATES RIPARIAN HABITAT
INDICATES JURISDICTIONAL DELINEATION
INDICATES PROPOSED BUNDY CANYON PAVEMENT
EASEMENT NOTES:
AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 3342 PAGE 449 OF O.R.
AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.M. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.
AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32228 OF O.R.
AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 5854 OF O.R.
AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1988 AS INSTRUMENT NO. 85022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.
SHEET 5 OF 6

PHASING MAP



PHASE	DESCRIPTION	TOTAL ACREAGE	RESIDENTIAL ACREAGE	NO. OF LOTS	GROSS DENSITY PER ACRE	STREET ACREAGE	NET DENSITY PER ACRE	COMMERCIAL	OPEN SPACE
1B	UNIT 1	20.5	11.0	80	4.3	6.6	7.5	0	2.1
13A	UNIT 2	66.2	39.4	103	1.6	13.4	5.3	0	33.4
9	UNITS 3 & 4	45.9	12.8	84	1.8	22.2	6.6	0	33.3
TOTALS		132.6	44	275	2.1	42.2	6.3		68.8
19	UNIT 5	5.2	0					5.2	0

NOTE: PROJECT PHASES MAY NOT DEVELOP IN NUMERICAL ORDER.

SHEET 6 OF 6

ATTACHMENT G
Oak Tree Inventory Exhibit
(Under Separate Cover)

ATTACHMENT H

Conceptual Landscape Plan
(Under Separate Cover)

ATTACHMENT I
Colored Landscape Exhibit
(Under Separate Cover)

ATTACHMENT J

Park Landscape Exhibit - Colored

(Under Separate Cover)

CITY OF WILDOMAR – PLANNING COMMISSION
Agenda Item #2.1
PUBLIC HEARING
Meeting Date: May 6, 2015
(Continued from February 18, & April 1, 2015)

TO: Chairman and Members of the Planning Commission

FROM: Matthew C. Bassi, Planning Director

SUBJECT: **Tentative Tract Map No. 36388 Minor Changes (PA 14-0052):** Planning Commission consideration of Minor Changes to Tentative Tract Map No. 36388 for the Oak Creek Canyon Project, including revised conditions of approval, and an additional 18 month extension of time to record the final tract map in accordance with Government Code Section 66452.6(c) and Title 16, Section 16.12.240.G (Wildomar Municipal Code).

RECOMMENDATION:

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

1. Adopt a Resolution entitled:

PC RESOLUTION NO. 2015-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING MINOR CHANGES TO TENTATIVE TRACT MAP NO. 36388 (OAK CREEK CANYON PROJECT), INCLUDING REVISIONS TO THE ADOPTED CONDITIONS OF APPROVAL, AND AN ADDITIONAL 18 MONTH EXTENSION TO RECORD THE FINAL TRACT MAP IN ACCORDANCE WITH GOVERNMENT CODE SECTION 66452.6(C) AND TITLE 16, SECTION 16.12.240.G OF THE WILDOMAR MUNICIPAL CODE (PLANNING APPLICATION NO. 14-0052) LOCATED GENERALLY ALONG BUNDY CANYON ROAD BETWEEN SUNSET AVENUE AND THE FARM ROAD (APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015).

PROJECT BACKGROUND:

The Planning Commission first reviewed this request on February 18, 2015. As a result of comment letters received prior to the meeting, staff had recommended a continuance to the April 1, 2015 meeting. The continuance was needed to evaluate the comment letters received from Johnson & Sedlack, as well as time to incorporate revisions to the adopted conditions of approval requested by the applicant resulting from the two (2) settlement agreements between the Applicant and "Citizens for Quality Development" and "Bridges/Burkett". At the April 1 Commission meeting, staff requested a second continuance to May 6 as additional time was needed to evaluate the letters.

Settlement Agreement Provisions:

The Oak Creek Canyon project was the subject of two lawsuits from "Citizens for Quality Development" and "Bridges/Burkett". The applicant settled both lawsuits and entered into settlement agreements resulting in the dismissal of the lawsuits. The city was not a party to either settlement agreement and did not request any of the changes to the project contained in the settlement agreements. Both settlement agreements required changes to the adopted conditions of approval. These changes were not made in the staff report packet for the February 18, 2015 Commission meeting, which was one of two reasons for the original continuance. However, the changes to the conditions of approval requested by the applicant to implement the settlement agreements have now been made "verbatim" and are highlighted in red/italic font below for ease of reference. These changes have also been reflected in an updated conditions matrix (Attachment A, Exhibit 1).

Planning Condition No. 4:

In accordance with Government Code Section 66452.6(c) and Wildomar Municipal Code Section 16.12.240.G, approval of Tentative Tract Map No. 36388 (Planning Application No. 11-0261) shall expire on ***November 22, 2017*** *if the final tract map has not been recorded.* The applicant may file with the Planning Department a request for a one-year time extension as permitted in the Wildomar Subdivision and Zoning Ordinance provided a written request is made with the required EOT application, plans and fees *no later than September 22, 2017 (60 days prior to expiration).* In accordance with the State of California Subdivision Map Act, the applicant may record multiple final maps for TTM 36388. (proposed by Applicant).

Planning Condition No. 7:

The project shall be subdivided and developed in accordance with the tentative tract map approved by the City Council on May 22, 2013, as modified by the Minor Change approved by the Planning Commission on May 6, 2015. The applicant may request a minor modification/revision to the final tract map(s) as permitted in the City's Subdivision Ordinance and Zoning Ordinance and State of California Subdivision Map Act. In addition and in accordance with the Oak Creek Canyon residential development standards and design guidelines, the residential lots within Phase/Planning Area No. 18 shall be restricted to single-story dwelling units only.

a). To the extent and in the location required by the City of Wildomar, and as shown on the tract map, the ten (10) foot wide trail, without fencing, will also accommodate equestrian usage. Sunbelt will fund one (1) crossing button at equestrian height at the signal following signalized intersection located at Harvest Way West and Bundy Canyon Road. If there is no

signal at the intersection, the requirement for crossing buttons shall be waived. (Item 2.b of Sunbelt/Citizens for Quality Development settlement agreement)

b). The twenty (20) foot wide landscaped open space area to the rear of lots 173-184 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's. (Item 2.c of Sunbelt/Citizens for Quality Development settlement agreement)

c). The ten (10) foot wide landscaped open space area to the rear of lots 213-224 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's. (Item 2.d of Sunbelt/Citizens for Quality Development settlement agreement)

Planning Condition No. 42:

MM 3.11.4 Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1. A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).
2. The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size ~~*(or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist)*~~ *(Item 2.a of Sunbelt/Citizens for Quality Development settlement agreement – strike out this portion of the sentence)* shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.
3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.
4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Public Works/Engineering Condition No. 38:
Prior to final map approval, improvement plans shall be prepared, processed, approved and complete the improvements; or execute an Improvement Agreement and Improvement Security. This condition shall be in conformance with local regulations and the Subdivision Map Act, and applies to the conditions of approval Nos. 39 – 75. *Prior to final map approval, the construction of all sewer infrastructure required by the EVMWD will serve letter issued as a result of Public Works/Engineering Condition No. 77 shall be secured by a faithful performance bond in the amount of 100% of the construction cost of the project and a labor and materials bond in the amount of 100% of the construction cost of the project. (Item 3.1.2 of Sunbelt/Bridges/Burkett settlement agreement)*

Public Works/Engineering Condition No. 77:
Prior to issuance of a building permit, SUNBELT shall provide will serve letters form the appropriate water and sewer agencies and shall construct the RP-23 sewer line identified in the PROJECT EIR, which is also identified in the EVMWD 2008 Wastewater Master Plan. EVMWD shall provide sewer service to the PROJECT and The Farm Mutual Water Company shall not provide PROJECT sewer service. (Item 3.1.1 of Sunbelt/Bridges/Burkett settlement agreement)

Since changes to conditions of approval are allowed under the minor change review procedures, the Public Works Department has proposed to revise the following two conditions for Commission consideration.

Public Works/Engineering Condition No. 39 (Public Works Proposed):
Prior to Final Map approval, the developer, for the entire project frontage of Bundy Canyon Road from Unit 1 to Unit 5, shall dedicate, design and construct Bundy Canyon Road based upon a 152 foot urban arterial highway, Standard No. 91, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. *The developer shall construct 86' curb to curb where project frontage is on both sides of the street. Where the project only has frontage on one side of the street, half street improvements shall apply. Standard 91, Sheet 1 of 2 shall be modified to eliminate the 12' frontage lanes. Compensation for the frontage lanes shall be satisfied by payment of Development Impact Fee or In-Lieu contribution (proposed by Public Works).*

Public Works/Engineering Condition No. 41 (Public Works Proposed):
Prior to Final Map approval, the developer shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue based on the expanded intersection Standard No. 91 and modified Standard 111, in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer. A modified expanded intersection may be approved by the City Engineer prior to the development of Unit 5. *The developer shall construct Standard 91, Sheet 2 of 2 as modified for half street improvements and to eliminate the 12' southern frontage lane. Compensation for the frontage lanes shall be satisfied by payment of Development Impact Fee or In-Lieu contribution (proposed by Public Works).*

Summary of Letters and Responses:

The first letter from Mr. Johnson (received 2/18/15 – Attachment E) was addressed to the Applicant's attorney (Lewis Brisbois Bisgaard & Smith, LLP) regarding the results of the soil testing required as part of their settlement agreement. The Applicant's attorney has responded to Mr. Johnson's letter. A copy of this response is provided for Commission information (Attachment F).

The second letter from Mr. Johnson (received 2/18/15 – Attachment G) was addressed to the Santa Ana Regional Water Quality Control Board (SARWQCB) requesting that the Board investigate the Farm Mutual Water Company's spray fields for soil contamination impacts on the Oak Creek development. In a response letter received by the City on March 26, 2015 (Attachment H), the SARWQCB, in response to Mr. Johnson's letter, reviewed the soil investigation report and concluded that there is no evidence that the quality of the waters within the Oak Creek area has been, or threatens to be, adversely impacted. Further, they performed an on-site inspection on March 24, 2015 of the Farm's wastewater treatment facility, including the spray irrigation areas. They concluded that spray irrigation provided a buffer zone and there was no overspray or irrigation runoff into the neighboring properties. They concluded that no further action on their part was warranted.

The third letter from Mr. Johnson (received 2/18/15 – Attachment I) was addressed to the California Department of Fish & Wildlife (CDFW) citing contamination concerns to the blue line streams in the area and requesting that the CDFW investigate the Farm Mutual Water Company's spray fields for soil contamination impacts on the blue line streams on the Oak Creek development. The CDFW did perform a site inspection on the same day as the SARWQCB. As of the date of this report, no formal response from the CDFW has been received. However, the City was forwarded an email from the State Water Board stating that "CDFW is not looking at enforcement."

In conclusion, it is important to note that the City was not a party to the Oak Creek settlement agreements. Since one settlement agreement was between the Applicant and Citizens for Quality Development, the specific issue relating to soil testing and its conclusions do not affect the Commission's ability to review and approve the Minor Changes to TTM No. 36388 as proposed in this report. Given the SARWQCB conclusions noted above, the Commission has further evidence that approving the minor changes is acceptable.

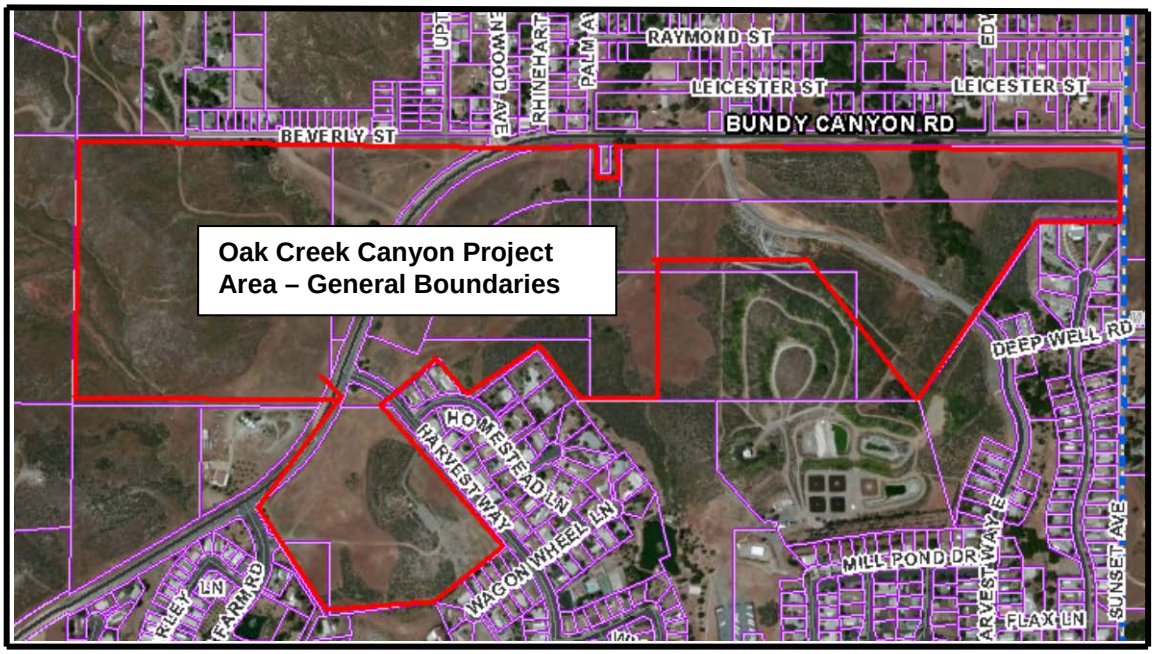
With respect to the revised conditions of approval required by the both settlement agreements, staff has made the exact wording changes which are reflected in an updated conditions of approval matrix for the Oak Creek Canyon project.

PROJECT DESCRIPTION:

Tentative Tract Map No. 36388 was approved by the City Council on May 22, 2013, which allowed for the subdivision of approximately 151± acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, and HOA lettered lots, including one (1) 5.0 acre lot for future commercial/retail development. The Council also certified the Environmental Impact Report and approved a General Plan Amendment, Change of Zone and Specific Plan Amendment to accommodate the project.

The vicinity map below illustrates the location of the project site and surrounding area.

Vicinity/Location Map



The applicant (Sunbelt Communities) is now proposing several minor changes to its approved tentative tract map (TTM No. 36388) in accordance with Section 16.12.220 of the Wildomar Municipal Code. The minor changes also include revisions to the adopted conditions of approval. The changes are necessary to implement the provisions of two separate Settlement Agreements between Sunbelt Communities and "Citizens for Quality Development" and Martha Bridges and John Burkett ("Bridges/Burkett").

The physical changes to the approved tentative tract map are summarized in Table 1 below. It is important to point out that the tract map provided in the agenda packet already reflects the physical map changes as a direct result of the "Citizens" settlement agreement. Staff has also provided an exhibit that shows the location of these changes (Attachment C).

Table 1 – Physical Tract Map Changes

Minor Change	Affected Lots t	Description of Change	Purpose/Justification for Minor Change per Settlement Agreement
1	Lots 176-184	Increase minimum lot sizes from 7,350 square feet 9,884	Improves buffer between project site and existing homes on north side of Beverly Street.
2	Lots 175-199 & 273-275	Reorientation of streets and lots so that these lots do not front on Beverly Street.	Improves buffer between project site and existing homes on north side of Beverly Street.
3	Lots 215-225 (rear portion)	Added a 10-foot buffer along rear property line.	Improves the buffer area behind these lots.
4	Lots 226 & 238	Created two (2) lots to offset loss of lots described in Change #2.	Results in no increase in overall lot count & satisfies settlement agreement provisions.
5	Lot 98	Created one (1) lot to offset loss of lots due to Change #2	Results in no increase in overall lot count & satisfies settlement agreement provisions.
6	Lot 119	Created one (1) lot to offset loss of lots due to Change #2	Results in no increase in overall lot count & satisfies settlement agreement provisions.
7	Lot 134	Eliminate one (1) lot	Improves drainage design per settlement agreement.
8	Lots 79-83	Created one (1) lot to offset loss of Lot in Change #7	Results in no increase in overall lot count & satisfies settlement agreement provisions.
9	NW corner of Property	Removed one (1) Water Tank and access Road	Water tank not needed and reduces grading impacts by approximately 12,000 cubic yards

In addition to the physical changes to the tentative tract map, there are several changes to the adopted conditions of approval as a result of the “Citizens” and “Bridges/Burkett” settlement agreements, as well as some Applicant proposed changes. The changes to the conditions are provided below. These changes have also been reflected in an updated conditions of approval matrix (Exhibit 1 of Attachment A) that should be adopted with the request for minor changes.

PROJECT ANALYSIS

Minor Changes:

The minor changes proposed by the applicant have been reviewed by the Public Works Director/City Engineer and Planning Director. As outlined in Section 16.04.060 (Definitions) of the Wildomar Municipal Code, a "minor change" is defined as follows:

> " '*Minor change'* means a minor modification of an approved tentative map that includes, but is not limited to, a change in lot lines, lot design or street alignment, building pad location or grading proposals provided the basic design concept is retained. A minor change may decrease, but not increase the number of approved lots. A minor change may alter or delete any condition of approval which is no longer appropriate or necessary. Notwithstanding the above, or any other provision herein to the contrary, a request to alter or delete a condition of approval of any approved tentative map within the boundaries of the following districts, shall in all instances, be considered a minor change: Assessment District No. 159, Assessment District 161, Community Facilities District No. 84-2, Community Facilities District No. 87-1, Community Facilities District No. 87-5, and Community Facilities District No. 88-8."

There are no specific findings in the Municipal Code required for a minor change; however, the definition above, sets the criteria by which the Public Works Director/City Engineer and Planning Director's can make a recommendation on a applicant's request. Based on this criteria, it is staff's opinion that each minor change, including the changes to the adopted conditions of approval meet the criteria to support a finding the minor changes to Tentative Tract Map No. 36388 are a minor change. Therefore, staff is recommending the Planning Commission approve the minor change request by adopting PC Resolution No. 2015-04 (Attachment A), which includes the updated conditions of approval matrix (Attachment A, Exhibit 1).

A full size copy of the tentative tract map reflecting the minor changes is provided for Commission review (Attachment B).

Tentative Tract Map No. 36388 Expiration Status:

The tentative tract map for the Oak Creek Canyon project was approved by City Council on May 22, 2013. In accordance with the City's Subdivision Ordinance (Title 16), the applicant was conditioned to record the final tract map no later than May 22, 2016. On June 6, 2013, the City and Applicant were served with a CEQA lawsuit on the project. That lawsuit was finally dismissed on December 1, 2014 (nearly 18 months later) when the Applicant and Citizens for Quality Development signed a settlement agreement. The Bridges/Burkett CEQA lawsuit was served to the City and Applicant of on June 24, 2013. This lawsuit was finally dismissed on November 19, 2013.

As a result of the lawsuits, the Applicant was unable to move forward with the final tract map or improvement plan process. They are now requesting that the original 3-year

deadline to record the final map be extended to November 22, 2017 reflecting an additional 18 months which is equal to the length of time it took for the lawsuits to get settled (Attachment C). Government Code Section 66452.6(c) and Title 16, Section 16.12.240.G (Wildomar Municipal Code) gives the Planning Commission the authority to approve this request.

Staff has evaluated the request and supports it given the circumstances and length of time to settle the lawsuit. Therefore, staff recommends that the Planning Commission approve the extended time frame to record the final tract map to November 22, 2017 (Planning Department Condition No. 4 of Council Resolution No. 2013-13.

Settlement Agreement Provisions:

As discussed above, many of the minor changes to the tentative tract map and adopted conditions of approval are a direct result of the two (2) settlement agreements between Sunbelt Communities and "Citizens for Quality Development" and "Bridges/Burkett." The Applicant has now redesigned the tract map and staff has revised conditions of approval to reflect the agreements (see above descriptions). As these provisions have been addressed and reflected in the minor change request, it would be appropriate for the Commission to approve these changes.

CEQA DISCUSSION

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), the City Certified the Draft and Final Environmental Impact Report for the Oak Creek Canyon project (May 22, 2013). The changes to the project and conditions of approval are minor in nature and do not create any new impacts that were not evaluated in the EIR or significantly increase the impacts identified in the EIR. As there have been no changes in the project that will result in new or significantly increased environmental impacts, no 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, none of the conditions exist that might otherwise require a subsequent EIR, subsequent MND or subsequent Negative Declaration or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162. Therefore, the certified EIR remains in full force and effect.

PUBLIC NOTICING

In accordance with Title 16, Section 16.12.140 of the Wildomar Municipal Code, the Planning Department on February 6, 2105 published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the public hearing for the proposed minor change to TTM No. 36388 to be held on February 18, 2015. In addition, the Planning Department on February 4, 2015 mailed the public hearing notice to all adjacent property owners within a 600-foot radius of the project site notifying them of the February 18, 2015 public hearing. The same notice was also emailed on February 5, 2015 to the Elsinore Valley Municipal Water District (EVMWD)

and the Lake Elsinore Unified School District LEUSD) in accordance with the City's Code notifying them of the February 18, 2015 public hearing. As the public hearing was specifically continued to the April 1, and May 6, 2015 meetings, no further noticing is required.

Respectfully Submitted,
Matthew C. Bassi
Planning Director

Reviewed By,
Erica Vega
Assistant City Attorney

ATTACHMENTS:

A. PC Resolution No. 2015-04
   Exhibit 1 – Revised Oak Creek Conditions Matrix
B. TTM No. 36388 - Minor Changes Tract Map (under separate cover for PC)
C. TTM No. 36388 Minor Changes "Index Exhibit"
D. Applicant's Letter Requesting Extended timeframe to record final map
E. Johnson & Sedlack Comment Letter to Applicant (2/18/15)
F. Applicant's Responses to Johnson Letter (3/2/15)
G. Johnson & Sedlack Comment Letter to Santa Ana RWQCB (2/18/15)
H. Santa Ana RWQCB Responses to Johnson Letter (3/26/15)
I. Johnson & Sedlack Comment Letter to CDFW (2/18/15)

ATTACHMENT A

PC Resolution No. 2015-04

PC RESOLUTION NO. 2015-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING MINOR CHANGES TO TENTATIVE TRACT MAP NO. 36388 (OAK CREEK CANYON PROJECT), INCLUDING REVISIONS TO THE ADOPTED CONDITIONS OF APPROVAL, AND AN ADDITIONAL 18 MONTH EXTENSION TO RECORD THE FINAL TRACT MAP IN ACCORDANCE WITH GOVERNMENT CODE SECTION 66452.6(C) AND TITLE 16, SECTION 16.12.240.G OF THE WILDOMAR MUNICIPAL CODE (PLANNING APPLICATION NO. 14-0052) LOCATED GENERALLY ALONG BUNDY CANYON ROAD BETWEEN SUNSET AVENUE AND THE FARM ROAD (APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015).

WHEREAS, an application for a Minor Change to Tentative Tract Map No. 36388 (Planning Application No. 14-0052) has been filed by:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres

WHEREAS, the City of Wildomar in connection with the approval of Tentative Tract Map No. 36388, adopted an Environmental Impact Report on May 22, 2013; and

WHEREAS, the City Council of the City of Wildomar approved Tentative Tract Map No. 36388 on May 22, 2013; and

WHEREAS, Tentative Tract Map No. 36388 permits the development of 275 single family homes on the property, which is owned by Sunbelt Communities; and

WHEREAS, Tentative Tract Map No. 36388 was approved with conditions that requires the final tract map to be recorded with the Riverside County Clerk on or before May 22, 2016 (Council Resolution No. 2013-13); and

WHEREAS, in accordance with Government Code Section 66452.6(c) and Title 16, Section 16.12.240.G (Wildomar Municipal Code), the Applicant has requested an additional 18 months to the approved recordation deadline to record the final map for Tentative Tract Map No. 36388; and

WHEREAS, in accordance with Title 16, Sections 16.12.220 and 16.12.140 of the Wildomar Municipal Code, the Planning Department on February 6, 2015 published

a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the public hearing for the proposed minor changes to Tentative Tract Map No. 36388 to be held on February 18, 2015; and

WHEREAS, in accordance with Title 16, Sections 16.12.220 and 16.12.140 of the Wildomar Municipal Code, the Planning Department on February 4, 2015 mailed a legal notice of the public hearing to all adjacent property owners within a 600-foot radius of the project site notifying them of the February 18, 2015 public hearing; and

WHEREAS, in accordance with Title 16, Sections 16.12.220 and 16.12.140 of the Wildomar Municipal Code, the Planning Department on February 5, 2015 emailed a legal notice of public hearing to the Elsinore Valley Municipal Water District (EVMWD) and the Lake Elsinore Unified School District LEUSD) notifying them of the February 18, 2015 public hearing; and

WHEREAS, in accordance with Wildomar Municipal Code Section 16.12.220, the City of Wildomar Planning Commission conducted the duly noticed public hearing on February 18, 2015, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed minor changes to Tentative Tract Map No. 36388, and at which time the Planning Commission received public testimony concerning the minor changes; and

WHEREAS, the Planning Commission continued the public hearing open to its April 1, 2015 meeting, and then at its April 1, 2015 meeting continued the public hearing open to its May 6, 2015 meeting.

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

SECTION 1. CEQA FINDINGS.

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), an Environmental Impact Report for the Oak Creek Canyon project was prepared, considered and certified by the City Council in approving Tentative Tract Map No. 36388 on May 22, 2013, and a notice of determination was filed in accordance with state law. Upon evaluation of the applicants' request, the Planning Commission determines that the proposed minor changes to the final map for Tentative Tract Map No. 36388 does not significantly change the design or project features evaluated in the original EIR prepared and adopted by the City Council. The changes to the project and conditions of approval are minor in nature and do not create any new impacts that were not evaluated in the EIR or significantly increase the impacts identified in the EIR. Further, the adopted General Plan and Zoning Ordinance were used to consider and approve Tentative Tract Map No. 36388. Since incorporation, the City has not made any amendments to the General Plan land use or Zoning designations except those approved for the Oak Creek Canyon Project by the City Council on May 22, 2103 (GPA No. 11-0261 & Ordinance No. No. 77), that impact

this project. In addition, City staff has thoroughly investigated whether the environmental setting of Tentative Tract Map No. 36388 has changed since the map was first approved and presented their findings to the Planning Commission on February 18, 2015 as a part of the Planning Commission's consideration of the Minor Changes. Staff concluded, and the Planning Commission agrees, that there had been no significant changes to the environmental setting of Tentative Tract Map No. 36388 that would warrant further analysis under CEQA.

As there have been no significant changes in the project, no 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, the Planning Commission determines that none of the conditions exist that might otherwise require a subsequent EIR, subsequent MND or subsequent Negative Declaration or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162.

SECTION 2. MINOR CHANGE CRITERIA/FINDINGS

In accordance with the definition of a minor change outlined in Section 16.04.060 (Definitions) of the Subdivision Ordinance, the Planning Commission hereby determines that the proposed changes (as outlined below) to Tentative Tract Map No. 36388 meet the criteria for a minor change.

Minor Change	Affected Lots Per Agreement	Description of Change	Purpose/Justification for Minor Change per Settlement Agreement
1	Lots 176-184	Increase minimum lot sizes from 7,350 square feet 9,884	Improves buffer between project site and existing homes on north side of Beverly Street.
2	Lots 175-195, 196-199 & 273-275	Reorientation of streets and lots so that these lots do not front on Beverly Street.	Improves buffer between project site and existing homes on north side of Beverly Street.
3	Lots 215-225 (rear portion)	Added a 10-foot buffer along rear property line.	Improves the buffer area behind these lots.
4	Lots 226 & 238	Created two (2) lots to offset loss of lots described in Change #2.	Results in no increase in overall lot count & satisfies settlement agreement provisions.
5	Lot 98	Created one (1) lot to offset loss of lots due to Change #2	Results in no increase in overall lot count & satisfies settlement agreement provisions.
6	Lot 119	Created one (1) lot to offset loss of lots due to Change #2	Results in no increase in overall lot count & satisfies settlement agreement provisions.
7	Lot 134	Eliminate one (1) lot	Improves drainage design per settlement agreement.

8	Lots 79-83	Created one (1) lot to offset loss of Lot in Change #7	Results in no increase in overall lot count & satisfies settlement agreement provisions.
9	NW corner of Property	Removed one (1) Water Tank and access Road	Water tank not needed and reduces grading impacts by approximately 12,000 cubic yards

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby:

1. Approves the minor changes to Tentative Tract Map No. 36388 as illustrated in Attachment B to the staff report for this resolution, and approves the revised conditions approval attached hereto and incorporated herein as Exhibit 1 to this Resolution.

2. Approves a revision to the final tract map recordation date approved in City Council Resolution No. 2013-13 from May 22, 2016 to November 22, 2017 in accordance with Government Code Section 66452.6(c) and Title 16, Section 16.12.240.G (Wildomar Municipal Code).

PASSED, APPROVED AND ADOPTED this 6th day of May, 2015 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Veronica Langworthy
Planning Commission Chairman

ATTEST:

_____
Matthew C. Bassi
Planning Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Thomas D. Jex, City Attorney

EXHIBIT 1 - CONDITIONS OF APPROVAL Minor Change TM 36388 (PA 14-0052) - Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**	**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS				
General Conditions				
1. ~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Completion shall be filed with the Riverside County Clerk within five (5) days of project approval by the City Council. The Notice shall include the required California Department of Fish and Game (Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to the Riverside County Clerk in the amount of **$3,045.25** no later than **May 23, 2013**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c). The above fee is broken down as follows:~~ ~~a. California Department of Fish & Game = $2,995.25~~ ~~b. Riverside County Clerk Admin. Fee = $50.00~~	~~May 23, 2013 (already paid)~~ ***Minor Change NOE & $50 Fee due to County Clerk by 5/13/15.***	Planning Department	N/A	
2. The applicant shall review and sign below verifying the "Acceptance of the "Updated/Revised Conditions of Approval" and return the signed conditions to the Planning Department no later than ***May 20, 2015.*** Applicant Signature: Date:	***May 20, 2015***	Planning Department	N/A	

EXHIBIT 1 - CONDITIONS OF APPROVAL Minor Change TM 36388 (PA 14-0052) - Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**	**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
3. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.	On-Going	Planning Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL Minor Change TM 36388 (PA 14-0052) - Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**	**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
4.	***In accordance with Government Code Section 66452.6(c) and Wildomar Municipal Code Section 16.12.240.G, approval of Tentative Tract Map No. 36388 (Planning Application No. 11-0261) shall expire on November 22, 2017 if the final tract map has not been recorded.*** The applicant may file with the Planning Department a request for a one-year time extension as permitted in the Wildomar Subdivision and Zoning Ordinance provided a written request is made with the required EOT application, plans and fees ***no later than September 22, 2017 (60 days prior to expiration).*** In accordance with the State of California Subdivision Map Act, the applicant may record multiple final maps for TTM 36388.	***Nov. 22, 2017***	Planning Department	ALL PHASES	
5.	Within 35 days of approval of Tentative Tract Map No. 36388 (Project No. 11-0261) by the City Council, any outstanding deposit account balance shall be paid in full by the applicant.	June 26, 2013	Planning Department	N/A	
6.	In accordance with the procedures set forth in Government Code Section 66020, the applicant has 90 days from the approval date by City Council to protest the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval.	On-Going	Planning Department	ALL PHASES	
7.	The project shall be subdivided and developed in accordance with the tentative tract map approved by the City Council on May 22, 2013. The applicant may request a minor modification/revision to the final tract map(s) as permitted in the City's Subdivision Ordinance and Zoning Ordinance and State of California Subdivision Map Act. In addition and in	On-Going	Planning Department	ALL PHASES	

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	accordance with the Oak Creek Canyon residential development standards and design guidelines, the residential lots within Phase/Planning Area No. 18 shall be restricted to single-story dwelling units only. **Added Conditions Per Sunbelt/Citizens for Quality Development Settlement Agreement:** ***a). To the extent and in the location required by the City of Wildomar, and as shown on the tract map, the ten (10) foot wide trail, without fencing, will also accommodate equestrian usage. Sunbelt will fund one (1) crossing button at equestrian height at the signal following signalized intersection located at Harvest Way West and Bundy Canyon Road. If there is no signal at the intersection, the requirement for crossing buttons shall be waived. (Item 2.b of settlement agreement)*** ***b). The twenty (20) foot wide landscaped open space areas to the rear of lots 173-184 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's. (Item 2.c of settlement agreement)*** ***c). The ten (10) foot wide landscaped area to the rear of lots 213-224 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the***				

	homeowners association as set out in the CC&R's. (Item 2.d of settlement agreement)				
8.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	On-Going	Planning Department	ALL PHASES	
9.	If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the	On-Going	Planning Department	ALL PHASES	

	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.				
<u>Environmental Impact Report (EIR) Mitigation Measures:</u>					
10.	**MM 3.3.1** The project applicant shall be required to implement the following traffic improvements: *<u>Sellers Road/Bundy Canyon Road</u>* • Install a traffic signal. *<u>Monte Vista Drive/Bundy Canyon Road</u>* • Install a traffic signal. *<u>Harvest Way West/Bundy Canyon Road</u>* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. *Sunset Avenue/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. • Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.				
11.	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.				
12.	**MM 3.3.5** The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road* • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and	Prior to the Issuance of Building Permits	Planning and Public Works Depts.	ALL PHASES	

	Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. *I-215 Northbound Ramps/Scott Road* • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.				
13.	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).	During Ground-disturbing Activities	Public Works and Building Departments	ALL PHASES	

	• The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.				
14.	**MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.	Prior to the Issuance of a Grading Permit	Public Works and Building Departments	ALL PHASES	
15.	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of	Prior to a Certificate of Occupancy	Planning, Public Works and Building	ALL PHASES	

	the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot. 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot. 4. Earthen berm. 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.		Departments		
16.	**MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
17.	**MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	

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18. **MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
19. **MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
20. **MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	Prior to Issuance of a Building Permit	Planning and Building Departments	ALL PHASES	
21. **MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning are	Planning and Building Departments	UNIT 5/PHASE 19 PLANNING AREA	

22.	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.	During grading and building activities	Public Works and Building Departments	ALL PHASES	
23.	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the	Prior to the issuance of a Grading Permit	Public Works Department	ALL PHASES	

	Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.				
24.	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant	Prior to any ground disturbing activities	Planning and Public Works Department	ALL PHASES	

	shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.				
25.	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be	30-days prior to any vegetation removal or ground-disturbing activities	Planning Department.	ALL PHASES	

	conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.				
26.	**MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist. • If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be	Prior to any vegetation removal or ground-disturbing activities	Planning Department	ALL PHASES	

	provided in accordance with guidelines provided by the CDFG (2012). • The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: - The location of the nest and owls proposed for relocation. - The location of the proposed relocation site. - The number of owls involved and the time of year when the relocation is proposed to take place. - The name and credentials of the biologist who will be retained to supervise the relocation. - The proposed method of capture and transport for the owls to the new site. - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).				

	- A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).				
27.	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Prior to project vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
28.	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
29.	**MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation	Prior to any vegetation removal or	Planning and Public Works Departments	ALL PHASES	

	through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.	ground-disturbing activities			
30.	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
31.	**MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site	Prior to any	Planning and	ALL PHASES	

	located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	vegetation removal or ground-disturbing activities	Public Works Departments		
32.	**MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.	Prior to the Issuance of Building Permits	Planning and Building Departments	ALL PHASES	
33.	**MM 3.9.2a** At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.	Prior to ground-disturbing activities	Planning and Building Departments	ALL PHASES	
34.	**MM 3.9.2b** Should any cultural resources be uncovered during the grading and construction phases of the proposed	During all grading and construction	During all grading and	ALL PHASES	

	project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.	activities	construction activities		
35.	**MM 3.9.2c** Prior to beginning project construction, the project applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.	During all grading and construction activities	During all grading and construction activities		

36.	**MM 3.9.2d** Prior to beginning project construction, the project applicant shall file an archaeological monitoring report with the City to document the proposed methodology for grading activity observation, which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.	During all grading and construction activities	During all grading and construction activities		
37.	**MM 3.9.2e** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.	During all grading and construction activities	During all grading and construction activities		
38.	**MM 3.9.2f** Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large	During all grading and construction	During all grading and		

	boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.	activities	construction activities		
39.	**MM 3.9.2g** Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	During all grading and construction activities	During all grading and construction activities		
40.	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.				
41.	**MM 3.9.4** In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: b. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Department	ALL PHASES	

c. If the Riverside County Coroner determines the remains are Native American:

i. The Coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or

(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being

	notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
42.	**MM 3.11.4** Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1. A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2. The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size ~~***(or other appropriate tree specie as***~~	Prior to any ground disturbance activities	Planning and Public Works Department	ALL PHASES	

	~~***determined by the Planning Director, City Landscape Architect and applicant's Arborist)***~~ ***(Item 2.a of Sunbelt/Citizens for Quality Development settlement agreement)*** shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the				

	tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.				
Prior to Issuance of a Grading Permit					
43.	Prior to the issuance of the 1st first grading permit for Tentative Tract Map No. 36388, the" applicant shall enter into a Tribal Monitoring Agreement" with the Pechanga Band of Luiseno Indians. The agreement shall, include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions/requirements during all on-site ground disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the 1st grading permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	
44.	The grading plan shall include the following information in the Notes Section of the Grading Plan: *"No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	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."				
45.	The grading plan shall include the following information in the Notes Section of the Grading Plan*: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may 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*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director."				
46.	Prior to the issuance of a the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site was not previously evaluated by the mitigated negative declaration, a grading environmental assessment shall be approved by the planning director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	
47.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "All existing native, oak or riparian trees on the property identified for preservation in the "Oak Creek Canyon Tree Preservation Plan" shall also be identified on the grading plan for preservation. No grading or grubbing	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	activities shall be allowed within the protected area for any preserved native, oak or riparian tree. The protected areas shown on the grading plan shall be fenced in accordance with city standards to prevent accidental grading activities in these sensitive areas.				
48.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: *"No ground disturbing or grubbing activities shall be allowed within the protected drip line of any preserved native, oak or riparian tree identified for preservation. Fencing shall be placed around these protected areas."*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	
Prior to Final Map / Recordation Approval					
49.	Prior to the recordation of the first final tract map, the applicant shall establish the formation of a Maintenance CFD (in accordance with the recommendations of the Oak Creek Canyon Fiscal Impact Study prepared for this project), that will establish a mechanism to pay for recurring public service costs as a result of the negative fiscal impacts from this project. The provisions of the CFD shall be reviewed and approved by the Finance, Planning and Engineering departments.	Prior to 1st Final Map Recordation	Finance, Planning & Engineering Depts.	UNIT/PHASE 1	
50.	Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the Applicant shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Final Map Approval	Planning Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL Minor Change TM 36388 (PA 14-0052) - Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**	**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
51. Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the applicant shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Final Map Approval	Planning Department	ALL PHASES	
52. Prior to the recordation of the final map for TTM 36388, a copy of the proposed Covenants, Conditions, and Restrictions (CC&R's) shall be submitted to the Planning Director and City Attorney for review. The CC&R's shall include liability insurance and methods of maintaining landscaping, parking areas, private roads, exterior of all buildings (if applicable), and all landscaped and open areas including parkways, as well as a provisions indicating that the homeowners association may not be terminated or dissolved with the permission of the City. The CC&R's shall be in the form and content approved by the planning director and city attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents.	Prior to Final Map Approval	Planning Department	UNIT/PHASE 1	
Prior to Issuance of Building Permits				
53. Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall pay all applicable Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments.	Prior to Issuance of Building Permits	Building and Engineering Departments	ALL PHASES	
54. Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit for review and approval by the Planning Department a "Final Site Plan of	Prior to Issuance of the 1st Building Permit for each	Planning Department	ALL PHASES	

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	Development" package (including the required application and deposit fee) for review and approval. All development plans under Tentative Tract Map No. 36388 shall be consistent with the residential site/architectural design guidelines approved under Specific Plan No. 116, Amendment No. 4 (Planning Application No. 11-0261).	Planning Sub-Area			
55.	Prior to the issuance of the 1st building permit for phase/planning area No. 9, 17A and 18, the applicant shall submit for review and approval by the Planning Department a Minor Plot Plan application for development of each park site. The park development plan shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	
56.	Prior to the issuance of the of the 42nd building permit within planning/phase area No 9, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 42nd Building Permit.	Planning Department	UNIT/PHASE 4	
57.	Prior to the issuance of the of the 52nd building permit within planning/phase area No 17A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 52nd Building Permit.	Planning Department	UNIT/PHASE 4	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
58. Prior to the issuance of the of the 44th building permit within planning/phase area No 18A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 44th Building Permit.	Planning Department	UNIT/PHASE 4	
59. Prior to the issuance of the 1st building permit to construct any signs, the applicant shall submit a Minor Plot Plan application for review and approval by the Planning Director, a master sign program. The proposed sign program shall be consistent with the location and design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit	Planning Department	UNIT/PHASE 1	
60. Prior to the issuance of a building permit for development of the commercial parcel, the applicant shall submit a Plot Plan application to the Planning Department for review and approval. The proposed commercial/retail project shall comply with the design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of a Building Permit	Planning Department	PHASE 1 OF THE COMMERCIAL SITE	
Special Landscaping Conditions				
61. Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit two (2) sets of detailed landscape and irrigation plans (drawn at a scale of 20 feet to 1 inch - any other scale shall be first approved by the Planning Director and City Landscape Architect) for review and approval by the Planning Director and City Landscape	Prior to Issuance of a Building Permit	Planning Department	ALL PHASES	

	Architect. The landscape and irrigation plans shall be prepared by a registered landscape architect and be designed to be consistent with the landscape design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).				
62.	All landscape and irrigation plans shall also meet the standards outlined in Title 17.276 of the Wildomar Zoning Ordinance (Water Efficient Landscapes and Water Efficient Irrigation Guidelines).	On-Going	Planning Department	ALL PHASES	
63.	All existing California Native Oak trees (*Quercus species*) designated to be relocated and/or preserved on-site, which are damaged during construction, shall be replaced at the direction of the Planning Director and City Landscape Architect.	On-Going	Planning Department	ALL PHASES	
64.	No trees shall be removed during the bird migratory season, if it is determined and verified that live nests exist in the trees.	On-Going	Planning Department	ALL PHASES	
65.	No light fixture, electric transformer, fire detector check or fire hydrant shall be designed for any location in a planting area, which would make it necessary to eliminate a tree.	On-Going	Planning Department	ALL PHASES	
66.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 2 years of the installation.	On-Going	Planning Department	ALL PHASES	
67.	Decorative rock and crushed rock areas shall be allowed in limited quantity, where approved by the Planning Director and	On-Going	Planning Department	ALL PHASES	

	City Landscape Architect for maintenance, pathways, or particular use.				
68.	Cool-season turf grass is discouraged, except as necessary for recreational use areas. Warm season turf grass is allowed. An approved concrete mow strip shall separate all turf and shrub beds, except at individual residences.	On-Going	Planning Department	ALL PHASES	
69.	Planting areas adjacent to streets shall have approved species of trees provided at the rate of one-24" box planted at 30 feet on center.	On-Going	Planning Department	ALL PHASES	
70.	All subdivision individual lots shall have one approved species street tree per lot installed from a 24" box container. Lots with 10 feet or greater planter area between lots shall have an additional street tree installed. Street trees shall be installed one-foot outside the right-of-way within the private area of the residential front yard; at least 5 feet from side property lines, structures, utilities, and driveways; at least 3 feet from water meters and water mainline. No trees shall be planted in drainage swales.	On-Going	Planning Department	ALL PHASES	
71.	Individual front yard typical landscaping shall be designed to provide a complete and finished looking landscape installation, including yard trees, shrubs and ground covers, without large areas of bark mulch.	On-Going	Planning Department	ALL PHASES	
72.	Mature specimen trees in 36-inch and 48-inch boxes shall be supplied in sufficient quantity to provide variety and emphasis at main focal areas, monument signs, and project entries.	On-Going	Planning Department	ALL PHASES	
73.	All trees shall be double staked with vinyl/rubber type ties	On-Going	Planning	ALL PHASES	

	nailed to the lodge pole stakes in at least two vertical locations. Trunk protection devices shall be provided to all trees located in turf grass areas and a 24-inch diameter grass cut-out at the trunk shall be filled with 3 inches of approved bark mulch kept 3 inches away from the tree trunk.		Department		
74.	All irrigation design shall conform to the ETo requirements set forth by Elsinore Valley Municipal Water District (60% ETo). No irrigation design shall force the owner into a tier greater than one upon initial design calculation.	On-Going	Planning Department	ALL PHASES	
75.	All irrigation in shrub areas shall be designed and installed using drip irrigation or irrigation measured in gallons per hour.	On-Going	Planning Department	ALL PHASES	
76.	The irrigation systems shall be installed using pipe and equipment for reclaimed water.	On-Going	Planning Department	ALL PHASES	
77.	A weather-based irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed connected with the irrigation controller.	On-Going	Planning Department	ALL PHASES	
78.	Plant materials within shrub areas shall incorporate low water use species as a general rule, be water-efficient, and hydro-zoned. California native plants are encouraged.	On-Going	Planning Department	ALL PHASES	
79.	Root barriers ("Bio-barrier"™), shall be installed for all trees planted within 10 feet of paving along public streets. Within the project, root barriers of a type approved by the City Landscape Architect (continuous and non-paneled), shall be installed for all trees located within 5 feet of paving.	On-Going	Planning Department	ALL PHASES	

80.	No Eucalyptus or plant materials that could freeze shall be utilized in the design.	On-Going	Planning Department	ALL PHASES	
81.	All grass shall be installed from sod in individual residences, if applicable.	On-Going	Planning Department	ALL PHASES	
82.	Bio-swales, drainage areas, detention basins, and open spaces shall incorporate California native plants (ground cover, shrubs, and trees). Un-mowed California native low-water usage perennial grasses and other approved low growing ground covers, may be designed, as approved by the City Landscape Architect as required for the minimum expected soil moisture in the bio-swales, drainage areas, detention basins, and open spaces as a best management practice for water and energy conservation.	On-Going	Planning Department	ALL PHASES	
83.	The landscape plans required as part of the Final Site Plan of Development for each planning/phase area shall reflect the following standards for slopes: a) All slopes over 3 feet in vertical height, must be landscaped. A minimum of 4 inches of medium grind bark mulch shall be applied to control erosion and weed growth. Trees shall be located at least 10 feet below the top of the slope, if another residential property is located above the other property. Trees located at the top of the slope should be installed towards the side property lines to preserve the homeowners' views. Shrubs shall be designed in a clustered and massed layout to appear natural. Ground cover shall be planted at a spacing to fill	On-Going	Planning Department	ALL PHASES	

	in 100% within 1 year of installation.				
84.	The landscape contractor is responsible for providing an agronomic soil report that determines soil fertility and recommendations prior to initiating each major area of work. The report shall be transmitted electronically to the City Landscape Architect, and it shall include recommendations for pre-plant and long-term landscape maintenance. The soil report shall specifically recommend materials and rates representing the area of the project where construction will take place. Soil reports for cut or fill slopes shall be provided separately from areas that require less grading.	On-Going	Planning Department	ALL PHASES	
85.	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic-based materials as a best management practice for storm water source control.	On-Going	Planning Department	ALL PHASES	
86.	All landscaping that drains into existing creeks or drainage areas shall be installed using California native plants.	On-Going	Planning Department	ALL PHASES	
87.	The landscape concept for fuel modification zones/areas shall be included and shown in the required landscape plans required herein.	On-Going	Planning Department	ALL PHASES	
88.	All areas of the project on or off-site, which are graded, shall be planted and irrigated at the direction of the City Landscape Architect, whether shown as a part of this project or not.	On-Going	Planning Department	ALL PHASES	
89.	Specific long-term landscape maintenance specifications shall be provided by the project landscape architect to ensure	On-Going	Planning Department	ALL PHASES	

	proper landscape maintenance for the homeowners' association.				
90.	The City Landscape Architect shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. A copy of the soil fertility recommendations shall be presented prior to the meeting. No landscaping or site work in the public right-of-way or privately maintained areas shall occur prior to the meeting.	On-Going	Planning Department	ALL PHASES	
91.	All required landscaping and irrigation systems shall be installed in a condition acceptable to the City and in accordance with the approved landscape construction plans. The City will conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Prior to Occupancy Permits for each Unit/Phase Area	Planning Department	ALL PHASES	
Prior to Issuance of a Certificate of Occupancy					
92.	Prior to the issuance of a certificate of occupancy for any dwelling unit within each phase/planning area, all conditions of approval for that phase/planning area shall be satisfied.	Prior to Issuance of a Certificate of Occupancy	Planning and Building Department	ALL PHASES	
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS					
General Conditions					
1.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less within the Oak Creek Canyon project area, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project	On-Going	Public Works Dept.	ALL PHASES	

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	improvement plans.				
2.	The developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.	On-Going	Public Works Dept.	ALL PHASES	
3.	All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	ALL PHASES	
4.	The proposed access to the basins from Bundy Canyon Road shall be designed in a safe manner and designed and constructed to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
5.	The Bundy Canyon driveway for the commercial parcel (Lot 313), shall be restricted and designed as a right-in / right-out. Said design shall be reflected on the future Plot Plan when this site develops.	On-Going	Public Works Dept.	ALL PHASES	
6.	All non standard features, such as stamped concrete and/or pavers shall be outside of the public right of way and the maintenance shall be the responsibility of the Oak Creek Canyon homeowners association. This condition shall be included in the CC&R's required for this project.	On-Going	Public Works Dept.	ALL PHASES	
7.	All proposed gates within any of the phase/planning areas shall be reviewed and approved by the Planning and Public Works Directors prior to installation.	On-Going	Engineering & Planning Depts.	ALL PHASES	
8.	No grading shall be performed within the Oak Creek Canyon	On-Going	Public Works	ALL PHASES	

	project area without first applying for a grading permit from the Public Works Department.		Dept.		
9.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works Dept.	ALL PHASES	
10.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.	On-Going	Public Works Dept.	ALL PHASES	
11.	The Developer shall dedicate, design and construct all improvements in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
12.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Public Works Dept.	ALL PHASES	
13.	All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic	On-Going	Public Works & Building Depts.	ALL PHASES	

	yards, the developer shall obtain a grading permit from the Building Department.				
14.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued, as determined by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
15.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer and Planning Director.	On-Going	Engineering & Planning Depts.	ALL PHASES	
16.	Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works Dept.	ALL PHASES	
17.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
18.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the	On-Going	Public Works Dept.	ALL PHASES	

	benefit district unless said fees are otherwise deferred.				
19.	The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	ALL PHASES	
20.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
21.	All flood control plans to be reviewed shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
22.	The HOA shall maintain the connecting lots (Detention Basins) for the 72" RCP's connecting Lots 315 to 316 and Lots 316 to 320. The 72" RCP shall be placed outside of the paved improvements for Bundy Canyon to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	UNIT/PHASE 3	
23.	The HOA shall obtain an easement for the RCP within Lot 163 and 199.	On-Going	Public Works Dept.	UNIT/PHASE 4	
24.	The HOA and/or a maintenance district shall maintain the drainage facilities, water quality basins and areas within the project boundaries including but not limited to the areas north of Lot 269; between Lot 105 and 106; within Lot 163, 199, 310, 322; between Lot 124 and 125; and the RCP connecting Lots 312 to 321.	On-Going	Public Works Dept.	ALL PHASES	

25.	The HOA shall maintain all open space areas including but not limited to trails, slopes, terrace drains, interceptor drains, walls, drainage pipes, headwalls, outfalls, detention basins and their access drives and other associated facilities.	On-Going	Public Works Dept.	ALL PHASES	
26.	The 36" culvert under Beverly Street shall be resized and constructed to handle additional flows from this project to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
27.	Prior to the issuance of the first grading permit in any phase/planning area, the developer shall submit final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of the first Grading Permit	Public Works Dept.	UNIT/PHASE 1	
28.	Prior to the issuance of a grading permit, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
29.	Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
30.	Prior to issuance of grading permits, the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	(NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).				
31.	Prior to the issuance of a grading permit, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Engineering & Planning Depts.	ALL PHASES	
32.	Prior to the issuance of a grading permit, the developer shall submit a Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
33.	Prior to the issuance of a grading permit, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	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.				
34.	Prior to the issuance of grading permit, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.				
35.	Prior to issuance of a grading permit for Unit/Phase 1, the developer is to vacate easement #8, 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If easement #8 can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
36.	Prior to issuance of a grading permit, the developer is to vacate easement #7, within Unit/Phase 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If easement #7 can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	UNIT/PHASE 3	

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Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)					
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015					
Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**		**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
	Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Improvement Plan Approval					
37.	Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflicts with existing easements shall result in the site being redesigned and potentially going back to Planning Commission and City Council.	Prior to 1st Improvement Plan Submittal	Public Works Dept.	ALL PHASES	
Prior to Final Map Approval					
38.	Prior to final map approval, improvement plans shall be prepared, processed, approved and complete the improvements; or execute an Improvement Agreement and Improvement Security. This condition shall be in conformance with local regulations and the Subdivision Map Act, and applies to the conditions of approval Nos. 39 – 75. ***Prior to final map approval, the construction of all sewer infrastructure required by the EVMWD will serve letter issued as a result of Public Works/Engineering Condition No. 77 shall be secured by a faithful performance bond in the amount of 100% of the construction cost of the project and a labor and materials bond in the amount of 100% of the construction cost. (Item 3.1.2 of Sunbelt/Bridges/Burkett settlement agreement)***	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
39.	Prior to Final Map approval, the developer, for the entire project frontage of Bundy Canyon Road from Unit 1 to Unit 5,	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

	shall dedicate, design and construct Bundy Canyon Road based upon a 152 foot urban arterial highway, Standard No. 91, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. ***The developer shall construct 86' curb to curb where project frontage is on both sides of the street. Where the project only has frontage on one side of the street, half street improvements shall apply. Standard 91, Sheet 1 of 2 shall be modified to eliminate the 12' frontage lanes. Compensation for the frontage lanes shall be satisfied by payment of Development Impact Fee or In-Lieu contribution (added per Minor Change No. 14-0052).***				
40.	Prior to Final Map approval, all appropriate offsite transition on Bundy Canyon Road in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
41.	Prior to Final Map approval, the developer shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue based on the expanded intersection Standard No. 91 and modified Standard 111, in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer. A modified expanded intersection may be approved by the City Engineer prior to the development of Unit 5. ***The developer shall construct Standard 91, Sheet 2 of 2 as modified for half street improvements and to eliminate the 12' southern frontage lane. Compensation for the frontage***	Prior to Final Map Approval & Unit 5	Public Works Dept.	ALL PHASES	

	lanes shall be satisfied by payment of Development Impact Fee or In-Lieu contribution (added per Minor Change No. 14-0052).				
42.	Prior to Final Map approval, the developer shall dedicate, design and construct streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
43.	Prior to Final Map approval, the developer shall dedicate a public utility easement adjacent to all public and private streets for overhead and/or underground facilities and appurtenances to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
44.	Prior to Final Map approval, the developer shall submit landscaping and irrigation plans within the public right-of-way to the Planning Department. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain. All plans and calculations shall be designed and calculated per the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Codes and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works & Planning Depts.	ALL PHASES	
45.	Prior to Final Map approval, the developer shall submit to the City Engineer traffic control plans along Bundy Canyon Road to ensure the continued flow of traffic during construction.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
46.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the stormwater quality control treatment device to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
47. Prior to Final Map approval, the developer shall execute a maintenance agreement for the maintenance of the detention basins and 72" RCP to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
48. Prior to issuance of any permit or final map, the developer is to vacate easement #8 on the plot plan (#46 in the title report), 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
49. Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
50. Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
51. Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way West based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	

	satisfaction of the City Engineer. Prior to the installation of the traffic signal access restrictions may be imposed at this intersection.				
52.	Written permission shall be obtained from the affected property owners allowing the proposed drainage leaving the project boundaries from Lot 300 and 323.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
53.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
54.	Prior to Final Map approval, the developer, shall design and construct Beverly Street, modified Standard 105-A, and associated drainage facilities as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
55.	Prior to Final Map approval, the developer, shall design and modify the intersection of Bundy Canyon Road / Harvest Way West to incorporate the north leg of the intersection (L Street), as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
56.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way West, in accordance with the City of	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	

	Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
57.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / I Street, consistent with the tentative map widths, as a right-in/out and left-in intersection, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
58.	Prior to issuance of any permit or final map approval, the developer is to vacate easement #7 on the plot plan (#45 in the title report), within Unit 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
59.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
60.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

61.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
62.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
63.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
64.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
65.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
66.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
67.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
68.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
69.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
70.	Prior to Final Map approval, the developer, shall dedicate, design and construct Sunset Avenue based upon a 78 foot	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

	industrial collector street, Standard No. 111, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
71.	Prior to Final Map approval, the developer, shall dedicate, design and construct 14 foot trail adjacent to Sunset Avenue, as shown on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
72.	Prior to Final Map approval, the developer shall dedicate, design and construct all appropriate offsite transition on Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
73.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
74.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Sunset Avenue, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
Prior to Issuance of a Building Permit					
75.	Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to	Prior to Issuance of a Building	Building Dept.	ALL PHASES	

	construct from the City Engineer.	Permit			
76.	Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
77.	***Prior to issuance of a building permit, SUNBELT shall provide will serve letters form the appropriate water and sewer agencies and shall construct the RP-23 sewer line identified in the PROJECT EIR, which is also identified in the EVMWD 2008 Wastewater Master Plan. EVMWD shall provide sewer service to the PROJECT and The Farm Mutual Water Company shall not provide PROJECT sewer service. (Item 3.1.1 of Sunbelt/Bridges/Burkett settlement agreement)***	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
78.	Prior to issuance of a building permit, the developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
79.	Prior to issuance of a building permit, the developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
80.	Prior to issuance of a building permit the developer shall annex into all applicable Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Engineer or otherwise form a District where one is not currently in place.				
81.	Prior to issuance of a building permit the developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, Riverside County Flood Control and Water Conservation District, Southwest Road and Bridge Benefit District (R&BBD) and City Development Impact Fees.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
82.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
RIVERSIDE COUNTY FIRE DEPT.					
General Conditions					
1.	10.FIRE.999 MAP #50-BLUE DOT REFLECTORS Blue retro-reflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Dept..	On-Going	County Fire Dept.	ALL PHASES	

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Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**	**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
2. 10.FIRE.999 MAP-#16-HYDRANT/SPACING Schedule A fire protection approved standard fire hydrants, (6"x 4"x 2 ½") locate one at each street intersection and space no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from hydrant. Minimum fire flow shall be 1000 GPM for 2 hours duration at 20 PSI, and shall include perimeter streets at each intersection and spaced 1000 feet apart.	On-Going	County Fire Dept.	ALL PHASES	
Prior to Recordation of Final Map				
3. 50.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	

4.	50.FIRE.999 MAPS-#46-WATER PLANS. The applicant or developer shall furnish one copy of the water system plans to the County Fire Dept. for review. Plans shall be signed by a registered civil engineer, containing a County Fire Dept. approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by local water company, the originals shall be presented to the County Fire Dept. for signature.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
5.	50.FIRE.999 MAP-#53-ECS-WTR PRIOR/COMBUSTION. ECS map must be stamped by Riverside County Surveyor with the following Note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
6.	60.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non-flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association	Prior to Issuance of a Grading Permit	County Fire Dept.	ALL PHASES	

	or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.				
Prior to Issuance of Building Permits					
7.	80.FIRE.999 MAP-#50-TRACT WATER VERIFICATION. The required water system, including all fire hydrant (s), shall be installed and accepted by the appropriate water agency and the Riverside County Fire Dept. prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Dept. to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary. Approved water plans must be at the job site.	Prior to Issuance of a Building Permit	County Fire Dept.	ALL PHASES	

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Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
Original City Council Approval Date: May 22, 2013 **Minor Change Approval Date: May 6, 2015**	**Original Expiration Date: May 22, 2016** ***New Expiration Date: November 22, 2017***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Issuance of Occupancy Permits/Final Inspection				
8. 80.FIRE.999 MAP – MAP INSPECTION OF PRIOR TO BUILD ISSUES: The applicant or developer shall request Fire Dept. Inspection for all items listed as prior to building permit issuance.	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	
9. 80.FIRE.999 MAP – RESIDENTIAL FIRE SPRINKLER Residential fire sprinklers are required in all one and two family dwellings per the California Residential code, California Building Code and the California Fire Code. See NFPA 13D, 2010 Edition or contact the Riverside County Fire Dept. for the Residential Fire Sprinkler Standard. All sprinkler plans must be reviewed and approved prior to installation. West County – Riverside Office 951 955-4777	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	

END

ATTACHMENT B

TTM No. 36388 Minor Changes Exhibit

(full size under separate cover of the Commission)

ATTACHMENT C

TTM 36388 Minor Change “Index Exhibit”

ATTACHMENT D

Applicant's Letter Requesting Extended timeframe to record final map.

ATTACHMENT E

Johnson & Sedlack Comment Letter to the Applicant (2/18/15)

ATTACHMENT F

Applicant Response Letter/Soils Report Packet (3/2/15)

ATTACHMENT G

Johnson & Sedlack Comment Letter to the SARWQCB (2/18/15)

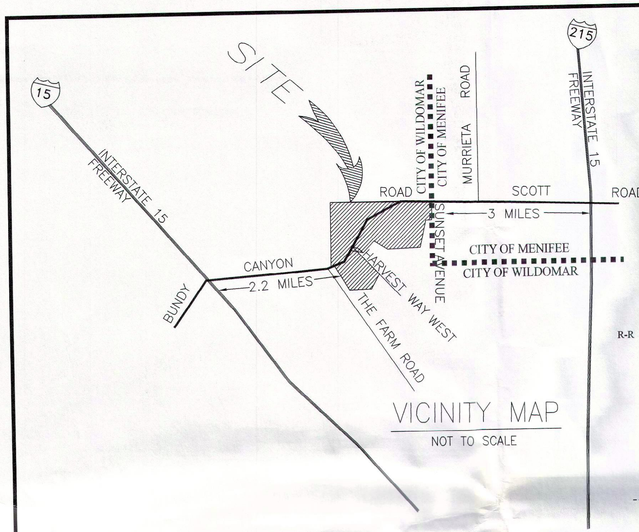
ATTACHMENT H

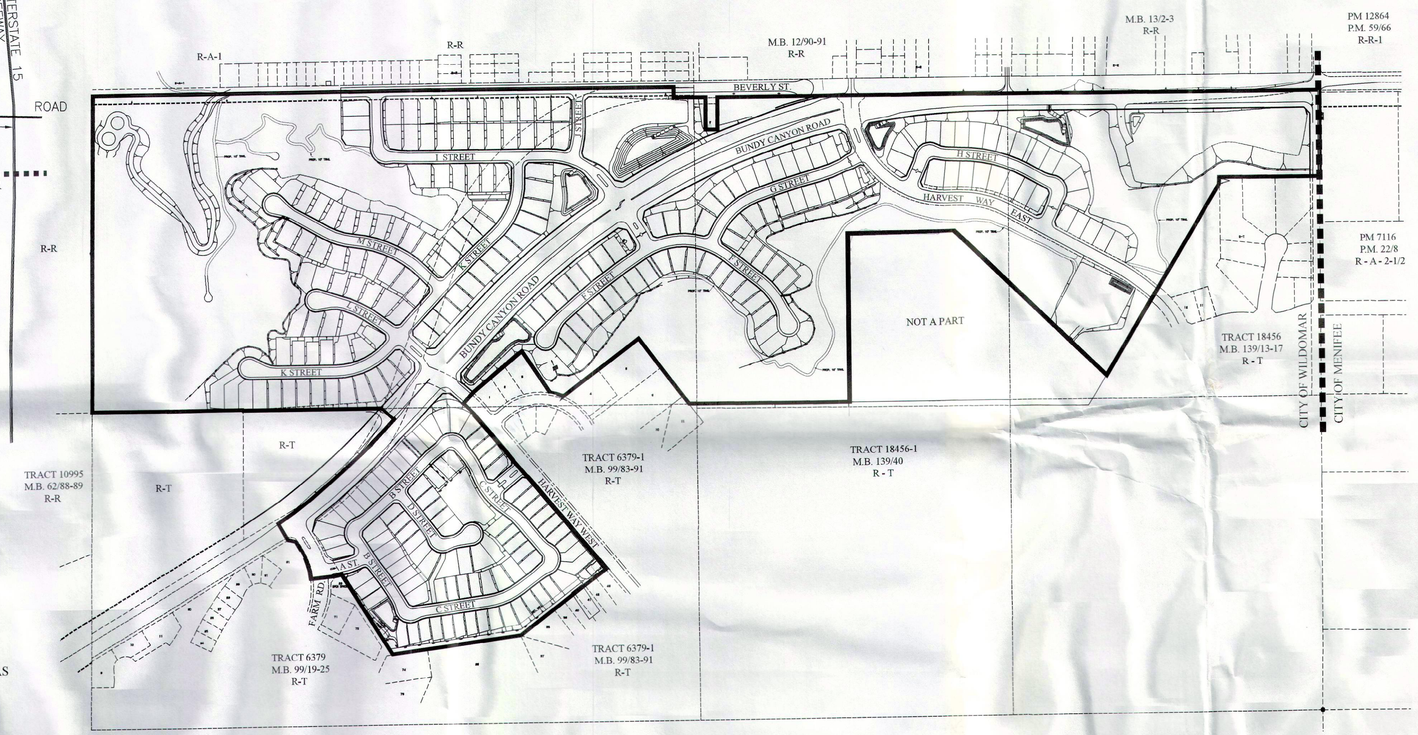
SARWQCB Responses to Johnson & Sedlack Comment Letter (3/26/15)

ATTACHMENT I

Johnson & Sedlack Comment Letter to the CDFW (2/18/15)

CITY OF WILDOMAR





INDEX MAP

SCALE: 1" = 300'

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159570 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(ASSESSOR'S PARCEL NO.'S: 362-070-021-1; 362-080-008-0; 362-080-08-1; 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTHWEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2); THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THE EAST HALF OF THE NORTHEAST QUARTER; ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THERTHEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECEORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN BUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMNET NO. 79615 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE FOLLOWING; THAT PORTION OF THE NORTHEAST QUEARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19. 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AN ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THE DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 131 PAGES 40 THROUGH 46, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 139 PAGES 13 THROUGH 17, INCLUSIVE OF MAPS RECORS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THERFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO.'S 362-070-001-3; 362-070-013-4; 362-070-018-9; 362-070-023-3; 362-080-004-7; 362-080-012-4; 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AND ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°112'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-003-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN MY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 96, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMNET RECORDED JUNE 26, 1975 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTHWEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN RIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.57 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 69°07'30", A DISTANCE OF 1206.45 FEET; THENCE SOUTH 20°25' WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 38°45', A DISTANCE OF 676.31 FEET; THENCE SOUTH 59°10' WEST. A DISTANCE OF 1356.05 FEET TO A POINT WHICH BEARS NORTH 59°15' WEST, A DISTANCE OF 341.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 26, 1975 AS INSTRUMNET NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN BUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID BUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-3)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST. SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH BUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8; 362-070-010-1; 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2.
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C".
6) SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT BLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUTNY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
    - MINIMUM 30' LOT FRONTAGE LOTS 47, 48, 222, 223, 224.
    - MINIMUM 55' LOT FRONTAGE LOTS 212, 213, 214.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 25.0 — PROPOSED PAD ELEVATION
- S — PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- 1470 — EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

DATE	BY	MARK	REVISIONS
10/11/2012	RV		REVISED PER CITY COMMENTS #3
9/14/2012	RV		REVISED PER CITY COMMENTS #2
3/6/2012	RV		REVISED PER CITY COMMENTS #1

ENGINEER

GENERAL NOTES

THOMAS BROS. COORD'S:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	275
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA.	3
TOTAL ACRES:	137.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE:	4500 S.F.
AVERAGE LOT SIZE:	6,730 S.F.
DENSITY:	1.8 UNIT/AC. (OVERALL) 3.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	THE FARM MUTUAL WATER COMPANY
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-023, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

CONDITIONALLY APPROVED
☐ BY THE PLANNING DEPARTMENT
☐ BY THE PLANNING DIRECTOR
☐ BY THE PLANNING COMMISSION
☑ BY THE CITY COUNCIL
...FOR THE CITY OF WILDOMAR ON 5-22-13
APPLICATION NOS. PA11-0061 / TM 36388
PLANNER Matt Bassi

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA 92590-5614
PHONE: (951) 296-3466
FAX: (951) 296-3476

EXHIBIT PREPARED BY

VSL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-3930

SITE DATA & DENSITY CALCULATIONS

SEE SHEET 6

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT: 700,000 CUBIC YARDS
FILL: 700,000 CUBIC YARDS

NOTE

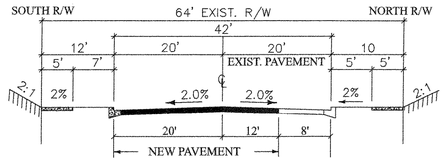
I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468-10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT HEREON.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388

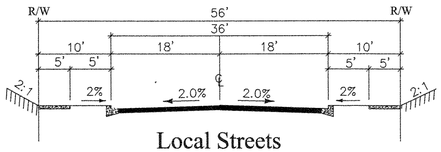
DATE PREPARED: NOVEMBER, 2011

SHEET 1 OF 6



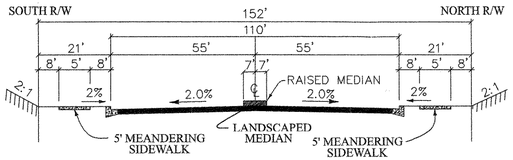
N Street (Old Bundy Canyon Road - Beverly St.)

NTS



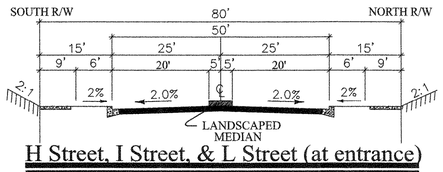
Local Streets

B ST., C ST., D ST., F ST., G ST., H ST., I ST., J ST., K ST., L ST., & M ST.
STD. NO. 105
NTS



Bundy Canyon Road

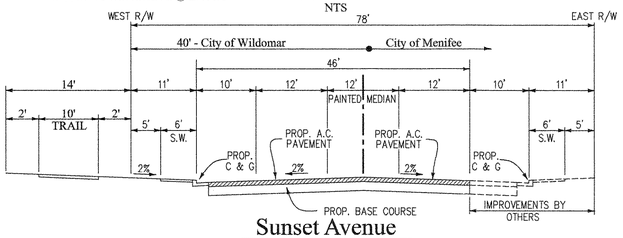
STD. NO. 91
NTS



H Street, I Street, & L Street (at entrance)

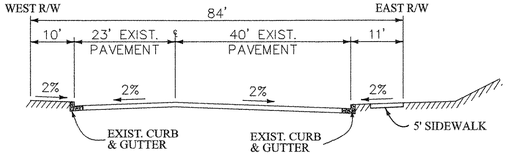
NOTE:
STAMPED CONCRETE @ ENTRY

ENTRANCE ROAD
NTS



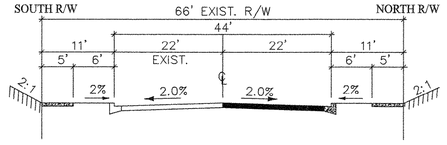
Sunset Avenue

STD. NO. 111
NTS



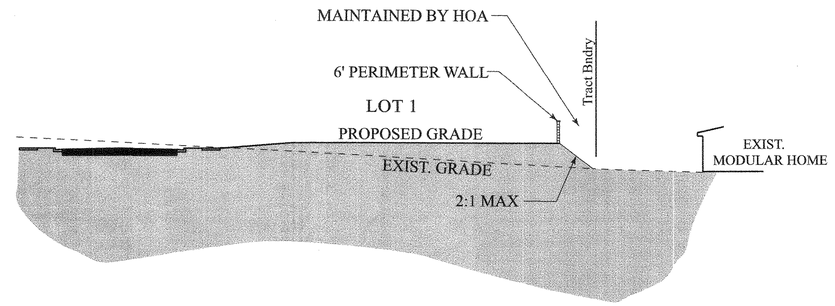
The Farm Road

NTS
NO IMPROVEMENTS PROPOSED



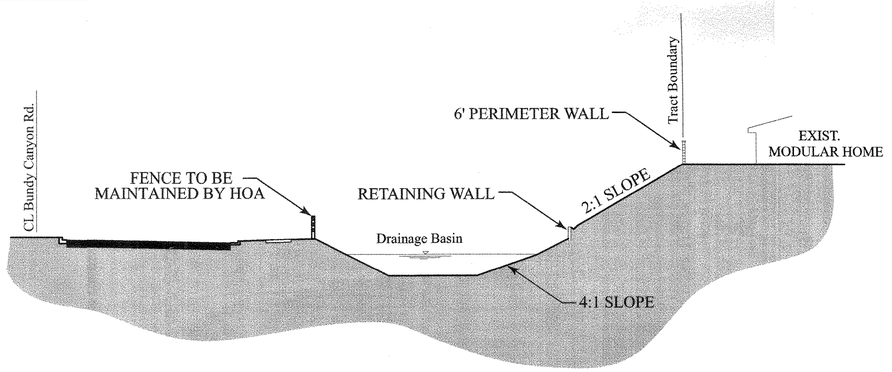
Harvest Way East, Harvest Way West, O Street

STD. NO. 104
NTS



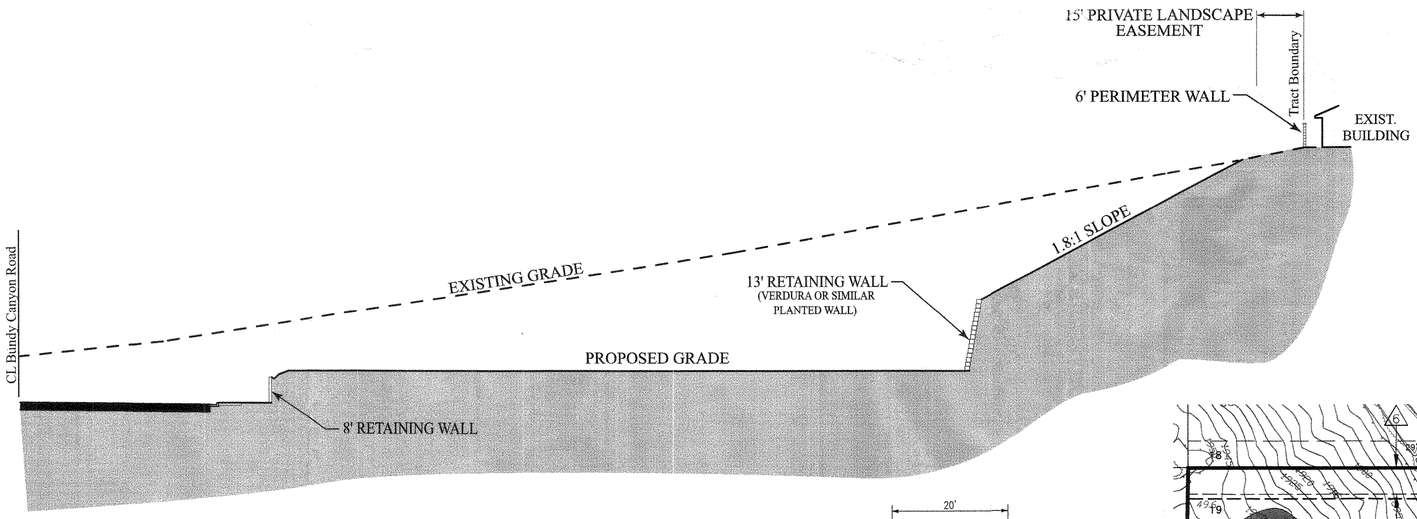
Site Cross Section No. 1

SEE SHEET 3
1" = 20'



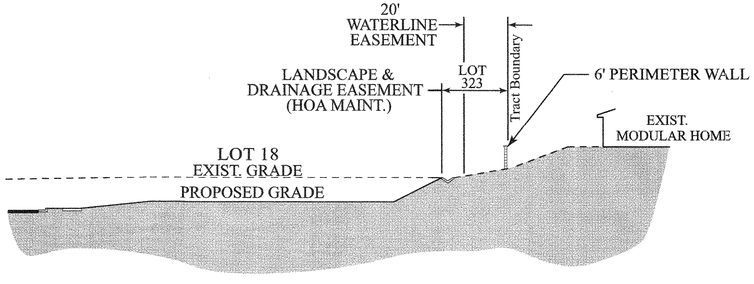
Site Cross Section No. 3

SEE SHEET 4
1" = 20'



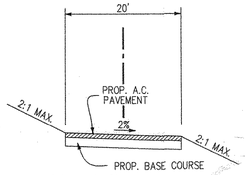
Site Cross Section No. 4

SEE SHEET 5
1" = 20'



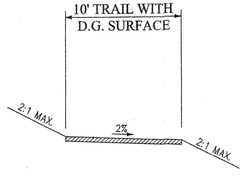
Site Cross Section No. 2

SEE SHEET 3
1" = 20'



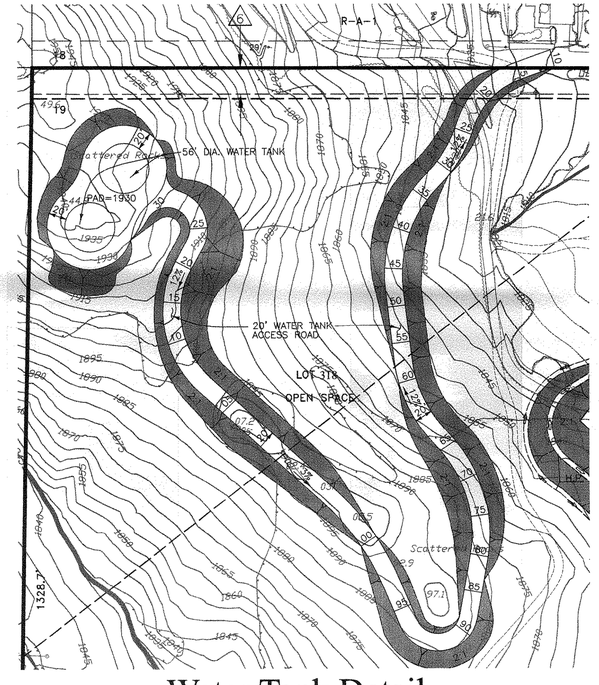
EMWD Access Road

NTS



TRAIL DETAIL

NTS



Water Tank Detail

1" = 80'

SEE SHEET NO. 4

SEE SHEET NO. 5



LOT DEDICATION AREA TABLE

Lot Letter	Lot Area	Maintained by	Lot Use	Lot Letter	Lot Area	Maintained by	Lot Use
300	17050	HOA	DET. BASIN	313	212147	OWNER	COMMERCIAL SITE
301	5450	FMWC	PUMP STA.	314	5300	EVMWD	PUMP STA.
302	47100	HOA	PARK	315	24781	HOA	O.S.
304	4881	HOA	O.S	316	60003	HOA	DET. BASIN, O.S.
305	69600	HOA	DET. BASIN, O.S	317	70900	HOA	PARK
306	8841	HOA	O.S	318	1179200	HOA	O.S.
307	34861	HOA	O.S	319	13271	HOA	O.S.
308	118731	HOA	O.S	320	36900	HOA	DET. BASIN, O.S.
309	31700	HOA	DET. BASIN, O.S	321	113282	HOA	PARK
310	2320	HOA/EVMWD	SD/SEW. EST'M.	322	2940	HOA	S.D. EASEMENT
311	5367	FMWC	WELL	323	21766	HOA	O.S./WAT. EASEMENT
312	278380	HOA	DET. BASIN, O.S.	324	4425	HOA	PASEO

LOT AREA TABLE– PHASE 18 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
1	6947	4500	11	5270	4500	21	4940	4500	31	5214	4500	41	4616	4500	51	6147	4500	61	5000	4500	71	4500	4500	81	6673	4500
2	5625	4500	12	6139	4500	22	5386	4500	32	5785	4500	42	4658	4500	52	5052	4500	62	5000	4500	72	4501	4500	82	7730	4500
3	5734	4500	13	6850	4500	23	5603	4500	33	6802	4500	43	4809	4500	53	5289	4500	63	5910	4500	73	5089	4500	83	6643	4500
4	5079	4500	14	6741	4500	24	5600	4500	34	6334	4500	44	4903	4500	54	5189	4500	64	6442	4500	74	6219	4500	84	5479	4500
5	4740	4500	15	5927	4500	25	5659	4500	35	5166	4500	45	4867	4500	55	4960	4500	65	5631	4500	75	5000	4500	85	5240	4500
6	5194	4500	16	5489	4500	26	5933	4500	36	4677	4500	46	4504	4500	56	5139	4500	66	5396	4500	76	5000	4500	86	5057	4500
7	5271	4500	17	5447	4500	27	6896	4500	37	6421	4500	47	5870	4500	57	5441	4500	67	5000	4500	77	5000	4500	87	5007	4500
8	5271	4500	18	7515	4500	28	6770	4500	38	4651	4500	48	7317	4500	58	7991	4500	68	5000	4500	78	5862	4500	88	5383	4500
9	5269	4500	19	7940	4500	29	5712	4500	39	4632	4500	49	4825	4500	59	4898	4500	69	4978	4500	79	8437	4500			
10	5271	4500	20	5592	4500	30	5343	4500	40	4627	4500	50	5769	4500	60	5000	4500	70	5003	4500	80	8892	4500			

INDICATES SLOPE

INDICATES EXISTING PAVEMENT

INDICATES JURISDICTIONAL DELINEATION.

INDICATES PROPOSED BUNDY CANYON PAVEMENT

0' 80' 160' 240' 320'

SCALE: 1" = 80'

EASEMENT NOTES:

⚠8 AN EASEMENT FOR SEWER AND INCIDENTAL PURPOSES, GRANTED TO THE FARM, A CALIFORNIA CORPORATION, RECORDED SEPTEMBER 18, 1978 AS INSTRUMENT NO. 196924 OF O.R.

⚠12 AN EASEMENT FOR PIPELINE OR PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00–156981 OF O.R.

⚠13 AN EASEMENT FOR PIPELINES, EASEMENT ROADS AND APPURTENANCES WITHIN THE EASEMENT AND FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00–156982 OF O.R.



LOT AREA TABLE
PHASE 9 – PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	6442	6000	103	6118	6000
90	6408	6000	104	6121	6000
91	6412	6000	105	6029	6000
92	6408	6000	106	8307	6000
93	6415	6000	107	6577	6000
94	6408	6000	108	6659	6000
95	6408	6000	109	6778	6000
96	6654	6000	110	6000	6000
97	6216	6000	111	6322	6000
98	6845	6000	112	6576	6000
99	6566	6000	113	6017	6000
100	6312	6000	114	6538	6000
101	6001	6000	115	6668	6000
102	6224	6000	116	6414	6000

LOT AREA TABLE – PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	9280	7200	186	9049	7200	199	9655	7200	212	9125	7200	225	7200	7200	238	7340	7200	251	7350	7200	264	7300	7200
174	7350	7200	187	7276	7200	200	8060	7200	213	10749	7200	226	7200	7200	239	7891	7200	252	8400	7200	265	7200	7200
175	7350	7200	188	7700	7200	201	8888	7200	214	9949	7200	227	7200	7200	240	7822	7200	253	8281	7200	266	7200	7200
176	7350	7200	189	7700	7200	202	8786	7200	215	7800	7200	228	7200	7200	241	7899	7200	254	7603	7200	267	7200	7200
177	7350	7200	190	7700	7200	203	7200	7200	216	7800	7200	229	8519	7200	242	7799	7200	255	7200	7200	268	7200	7200
178	7350	7200	191	7700	7200	204	7200	7200	217	7800	7200	230	8254	7200	243	7550	7200	256	7200	7200	269	9375	7200
179	7350	7200	192	7700	7200	205	7200	7200	218	7800	7200	231	8140	7200	244	8773	7200	257	7484	7200	270	8281	7200
180	7350	7200	193	7700	7200	206	7200	7200	219	7800	7200	232	7920	7200	245	8813	7200	258	7522	7200	271	7800	7200
181	7350	7200	194	7700	7200	207	7200	7200	220	7800	7200	233	8311	7200	246	8350	7200	259	7523	7200	272	7562	7200
182	7350	7200	195	7700	7200	208	7200	7200	221	7800	7200	234	7607	7200	247	8655	7200	260	7600	7200	273	7500	7200
183	7962	7200	196	7700	7200	209	7200	7200	222	7860	7200	235	7711	7200	248	7800	7200	261	7608	7200	274	7500	7200
184	7962	7200	197	9406	7200	210	7671	7200	223	8335	7200	236	8606	7200	249	7900	7200	262	7685	7200	275	7680	7200
185	7500	7200	198	9011	7200	211	8056	7200	224	9945	7200	237	7437	7200	250	7350	7200	263	7688	7200			

SEE SHEET NO. 3


- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1948, BOOK 891 PAGE 387, OF O.R.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
5. AN EASEMENT FOR ROAD PURPOSED, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
7. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
9. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587, BOTH OF O.R.

SEE SHEET NO. 4

SEE SHEET NO. 3



LOT AREA TABLE – PHASE 9 PLANNING AREA														
Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
117	6081	6000	129	6093	6000	141	6529	6000	153	6143	6000	165	10100	6000
118	6387	6000	130	6063	6000	142	8212	6000	154	6271	6000	166	7302	6000
119	6000	6000	131	6014	6000	143	6363	6000	155	6604	6000	167	7226	6000
120	6155	6000	132	6013	6000	144	7243	6000	156	6807	6000	168	8120	6000
121	7061	6000	133	6014	6000	145	8002	6000	157	6934	6000	169	8401	6000
122	7677	6000	134	6003	6000	146	6000	6000	158	6995	6000	170	7757	6000
123	7176	6000	135	6000	6000	147	6000	6000	159	6585	6000	171	7200	6000
124	6219	6000	136	6000	6000	148	6000	6000	160	6422	6000	172	8204	6000
125	6101	6000	137	6161	6000	149	6467	6000	161	5538	6000			
126	6102	6000	138	6166	6000	150	8135	6000	162	6357	6000			
127	6125	6000	139	6172	6000	151	6698	6000	163	7730	6000			
128	6139	6000	140	6389	6000	152	7251	6000	164	7161	6000			

0' 80' 160' 240' 320'

SCALE: 1" = 80'

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 2342 PAGE 449 OF O.R.

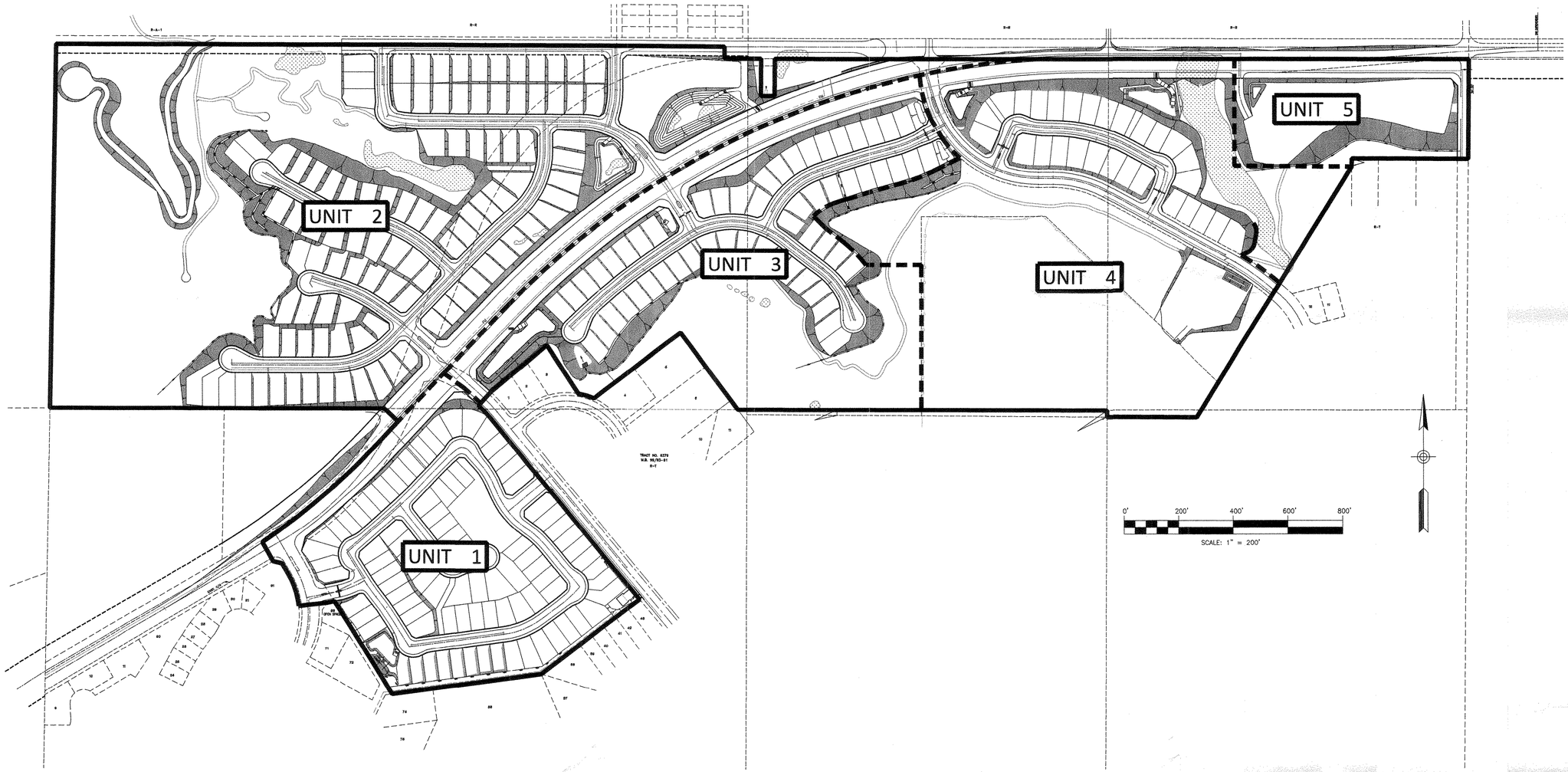
3. AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.H. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.

7. ~~AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS~~ INSTRUMENT NO. 32229 OF O.R.

10. AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 9854 OF O.R.

11. AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1986 AS INSTRUMENT NO. 95022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.

PHASING MAP



PHASE	DESCRIPTION	TOTAL ACREAGE	RESIDENTIAL ACREAGE	NO. OF LOTS	GROSS DENSITY PER ACRE	STREET ACREAGE	NET DENSITY PER ACRE	COMMERCIAL	OPEN SPACE
18	UNIT 1	20.5	11.8	88	4.3	6.6	7.5	0	2.1
17A	UNIT 2	66.2	19.4	103	1.6	13.4	5.3	0	33.4
9	UNITS 3 & 4	45.9	12.8	84	1.8	22.2	6.6	0	33.3
TOTALS		**132.6**	**44**	**275**	**2.1**	**42.2**	**6.3**		**68.8**
19	UNIT 5	5.2	0					5.2	0

NOTE: PROJECT PHASES MAY NOT DEVELOP IN NUMERICAL ORDER.



APRIL 2012

VSL ENGINEERING
31805 TEMECULA PARKWAY #129, TEMECULA, CA. 92591
TEL. (951) 296-3930 FAX. (888) 537-1396

Oak Creek Canyon

BUNDY CANYON ROAD RE-ALIGNMENT

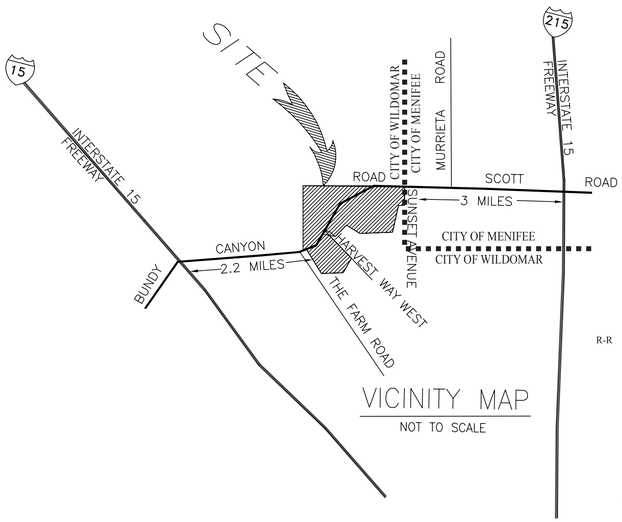
sunbelt communities
CONTACT: BILL LO
27127 CALLE ARROYO, SUITE 1910
SAN JUAN CAPISTRANO, CA 92675
PHONE (949) 218-6023

ATTACHMENT B

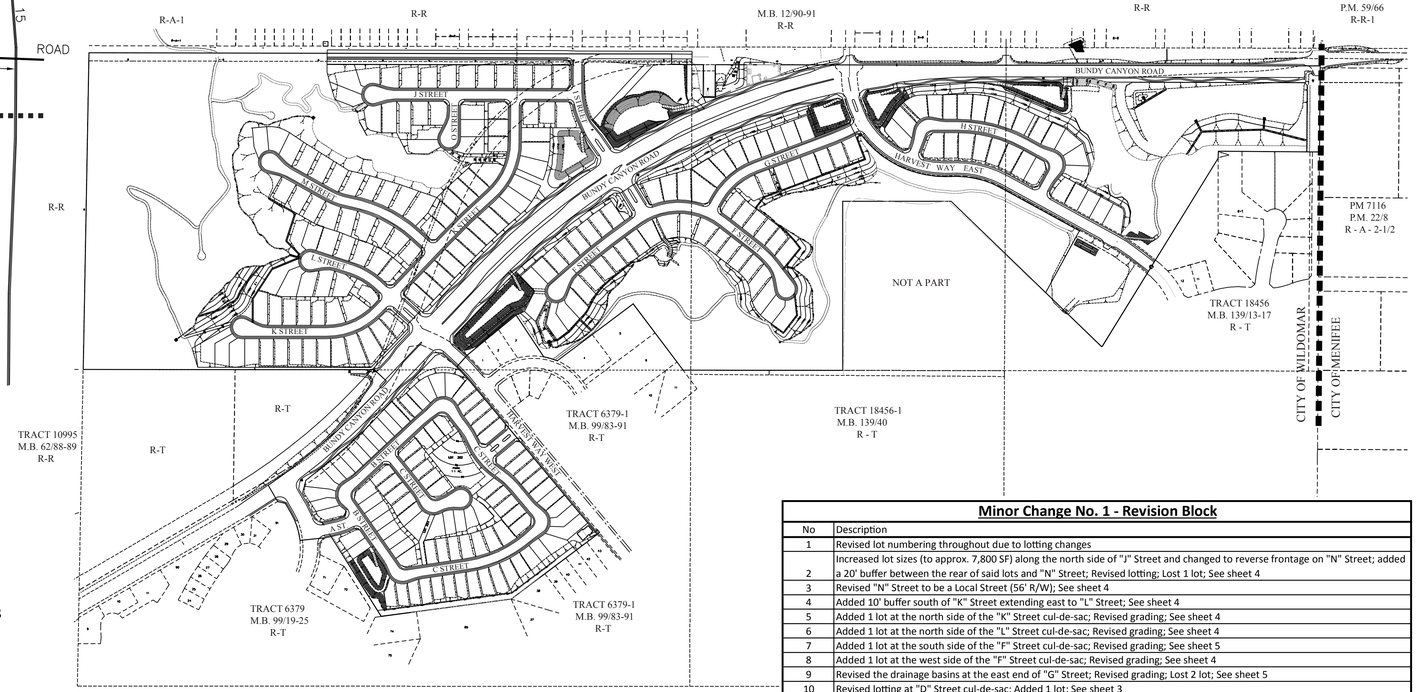
TTM No. 36388 Minor Changes Exhibit

(full size under separate cover of the Commission)

CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1



VICINITY MAP
NOT TO SCALE



INDEX MAP
SCALE: 1" = 300'

Minor Change No. 1 - Revision Block

No	Description
1	Revised lot numbering throughout due to lotting changes
2	Increased lot sizes (to approx. 7,800 SF) along the north side of "J" Street and changed to reverse frontage on "N" Street; added a 20' buffer between the rear of said lots and "N" Street; Revised lotting; Lost 1 lot; See sheet 4
3	Revised "N" Street to be a Local Street (56' R/W); See sheet 4
4	Added 10' buffer south of "K" Street extending east to "L" Street; See sheet 4
5	Added 1 lot at the north side of the "K" Street cul-de-sac; Revised grading; See sheet 4
6	Added 1 lot at the north side of the "L" Street cul-de-sac; Revised grading; See sheet 4
7	Added 1 lot at the south side of the "F" Street cul-de-sac; Revised grading; See sheet 5
8	Added 1 lot at the west side of the "F" Street cul-de-sac; Revised grading; See sheet 4
9	Revised the drainage basins at the east end of "G" Street; Revised grading; Lost 2 lot; See sheet 5
10	Revised lotting at "D" Street cul-de-sac; Added 1 lot; See sheet 3
11	Removed water tank and associated grading; See note on Sheet 2
12	Increased drainage basin volume; Lost 1 lot; See sheet 3
13	Updated lot area tables
14	Removed 1 lot at the end of the "M" Street cul-de-sac; See sheet 4
15	Revised grading due to minor change numbers 5, 6, & 14; See sheet 4
16	Revised grading due to minor change number 8; See sheet 4

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159570 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(ASSESSOR'S PARCEL NO.'S: 362-070-021-1; 362-080-008-0; 362-080-08-1; 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTHWEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2); THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THE EAST HALF OF THE NORTHEAST QUARTER; ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THERTHEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECEORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN BUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMNET NO. 79615 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE FOLLOWING; THAT PORTION OF THE NORTHEAST QUEARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19. 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AN ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THE DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 131 PAGES 40 THROUGH 46, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 139 PAGES 13 THROUGH 17, INCLUSIVE OF MAPS RECORS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THERFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO.'S 362-070-001-3; 362-070-013-4; 362-070-018-9; 362-070-023-3; 362-080-004-7; 362-080-012-4; 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AND ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°112'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-003-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN MY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 96, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMNET RECORDED JUNE 26, 1975 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTHWEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN RIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.57 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 69°07'30", A DISTANCE OF 1206.45 FEET; THENCE SOUTH 20°25' WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 38°45', A DISTANCE OF 676.31 FEET; THENCE SOUTH 59°10' WEST, A DISTANCE OF 1356.05 FEET TO A POINT WHICH BEARS NORTH 59°15' WEST, A DISTANCE OF 341.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 26, 1975 AS INSTRUMNET NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN BUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID BUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-3)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH BUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8; 362-070-010-1; 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2.
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C".
6) SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT BLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUTNY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
    - MINIMUM 30' LOT FRONTAGE LOTS 46, 99, 245, 246, 247, 231, & 232.
    - MINIMUM 55' LOT FRONTAGE LOTS 254, 255, 256, 257, & 258.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 25.0 — PROPOSED PAD ELEVATION
- S — PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- 1170 — EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

DATE	BY	MARK	REVISIONS
10/11/2012	RV		REVISED PER CITY COMMENTS #3
9/14/2012	RV		REVISED PER CITY COMMENTS #2
3/6/2012	RV		REVISED PER CITY COMMENTS #1

ENGINEER

GENERAL NOTES

THOMAS BROS. COORD'S:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	275
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA.	3
TOTAL ACRES:	137.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE:	4500 S.F.
AVERAGE LOT SIZE:	6,730 S.F.
DENSITY:	1.8 UNIT/AC. (OVERALL) 3.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	THE FARM MUTUAL WATER COMPANY
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-023, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA 92590-5614
PHONE: (951) 296-3466
FAX: (951) 296-3476

MAP PREPARED BY

VSL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-3930

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT: 700,000 CUBIC YARDS
FILL: 700,000 CUBIC YARDS

NOTE

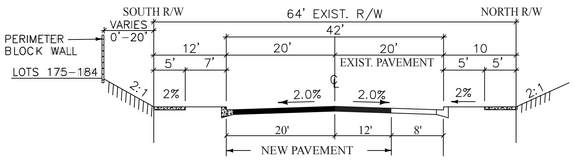
I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468-10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT HEREON.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388
MINOR CHANGE NO. 1

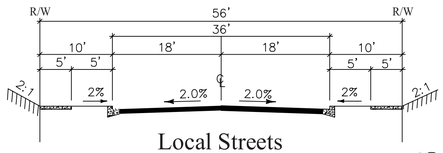
MINOR CHANGE NO. 1 APRIL 2014
DATE PREPARED: NOVEMBER, 2011

SHEET 1 OF 5
PA 14-0052



Old Bundy Canyon Road - Beverly St.

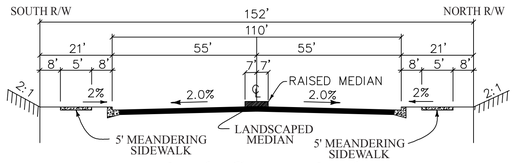
NTS



Local Streets

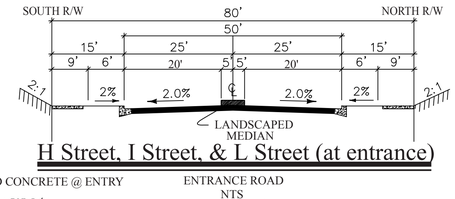
3

B ST., C ST., D ST., F ST., G ST., H ST., I ST., J ST., K ST., L ST., M ST., & N ST.
STD. NO. 105
NTS



Bundy Canyon Road

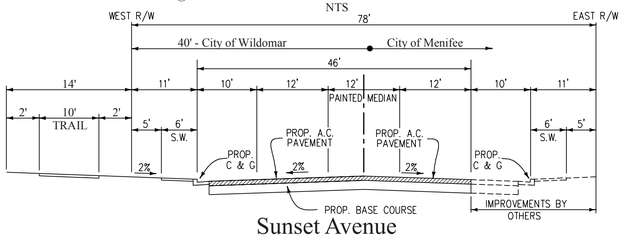
STD. NO. 91
NTS



H Street, I Street, & L Street (at entrance)

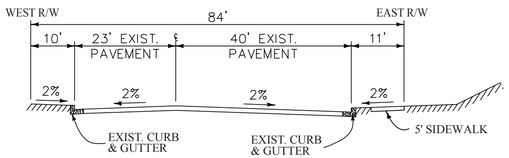
NOTE:
STAMPED CONCRETE @ ENTRY

ENTRANCE ROAD
NTS



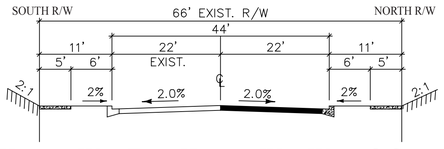
Sunset Avenue

STD. NO. 111
NTS



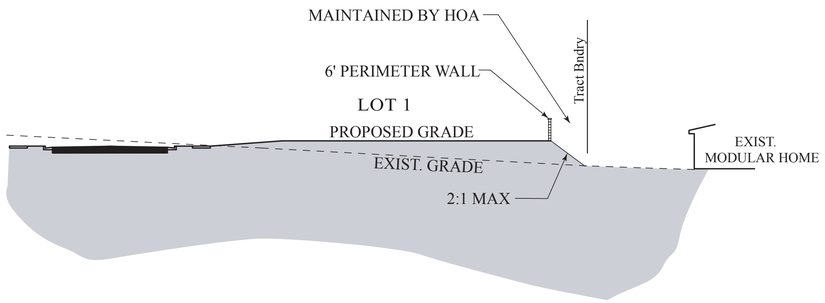
The Farm Road

NTS
NO IMPROVEMENTS PROPOSED



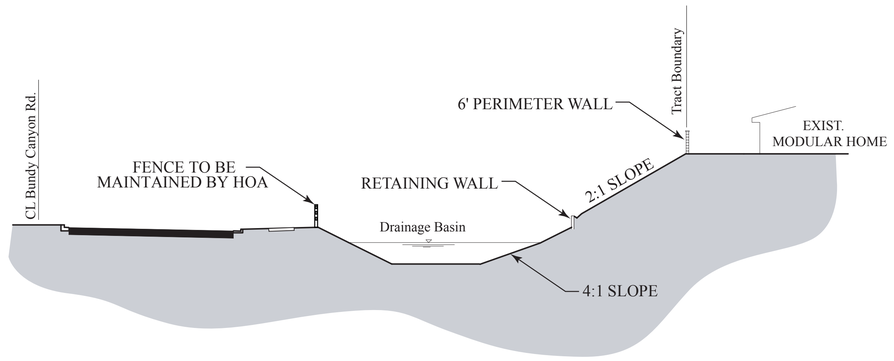
Harvest Way East, Harvest Way West, O Street

STD. NO. 104
NTS



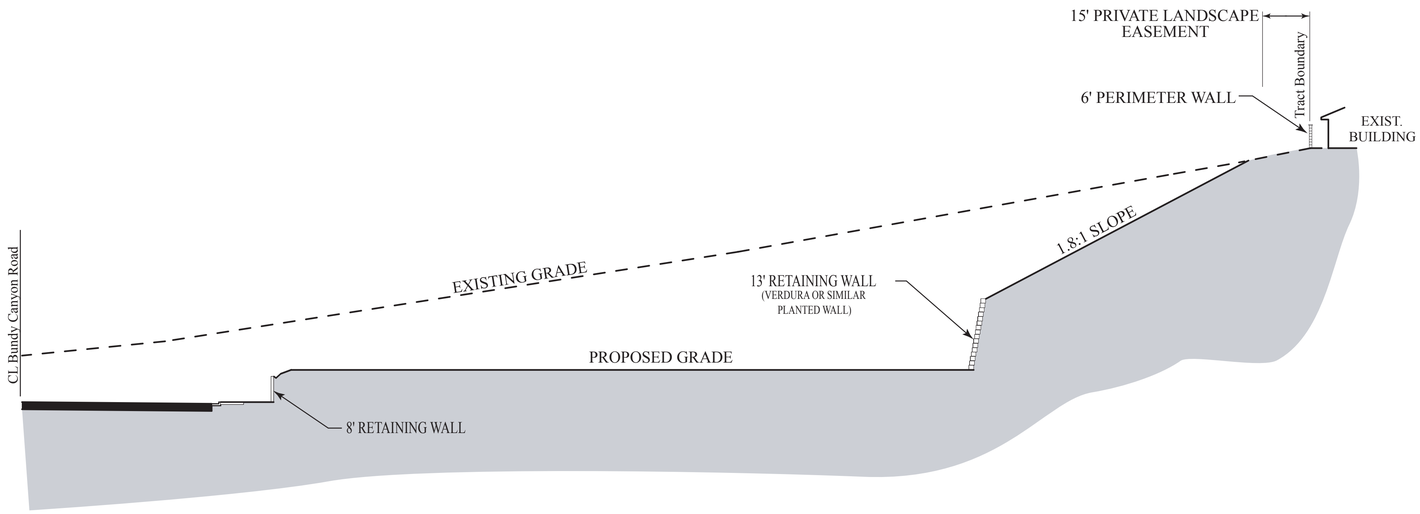
Site Cross Section No. 1

SEE SHEET 3
1"= 20'



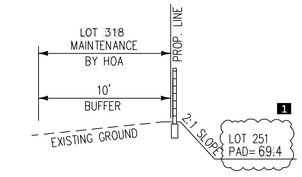
Site Cross Section No. 3

SEE SHEET 4
1"= 20'



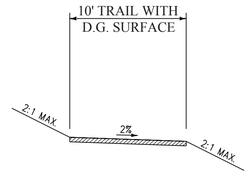
Site Cross Section No. 4

SEE SHEET 5
1"= 20'



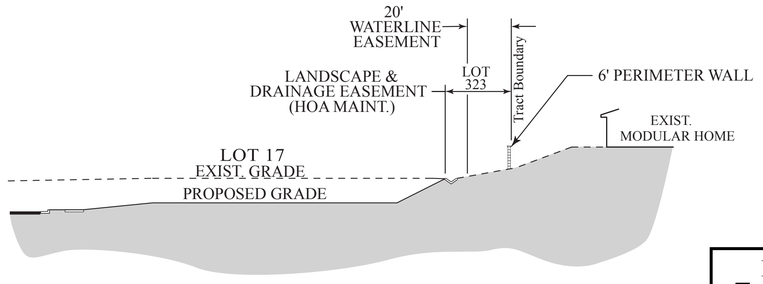
SECTION A - A

NTS



TRAIL DETAIL

NTS



Site Cross Section No. 2

SEE SHEET 3
1"= 20'

11

WATER TANK NOTE

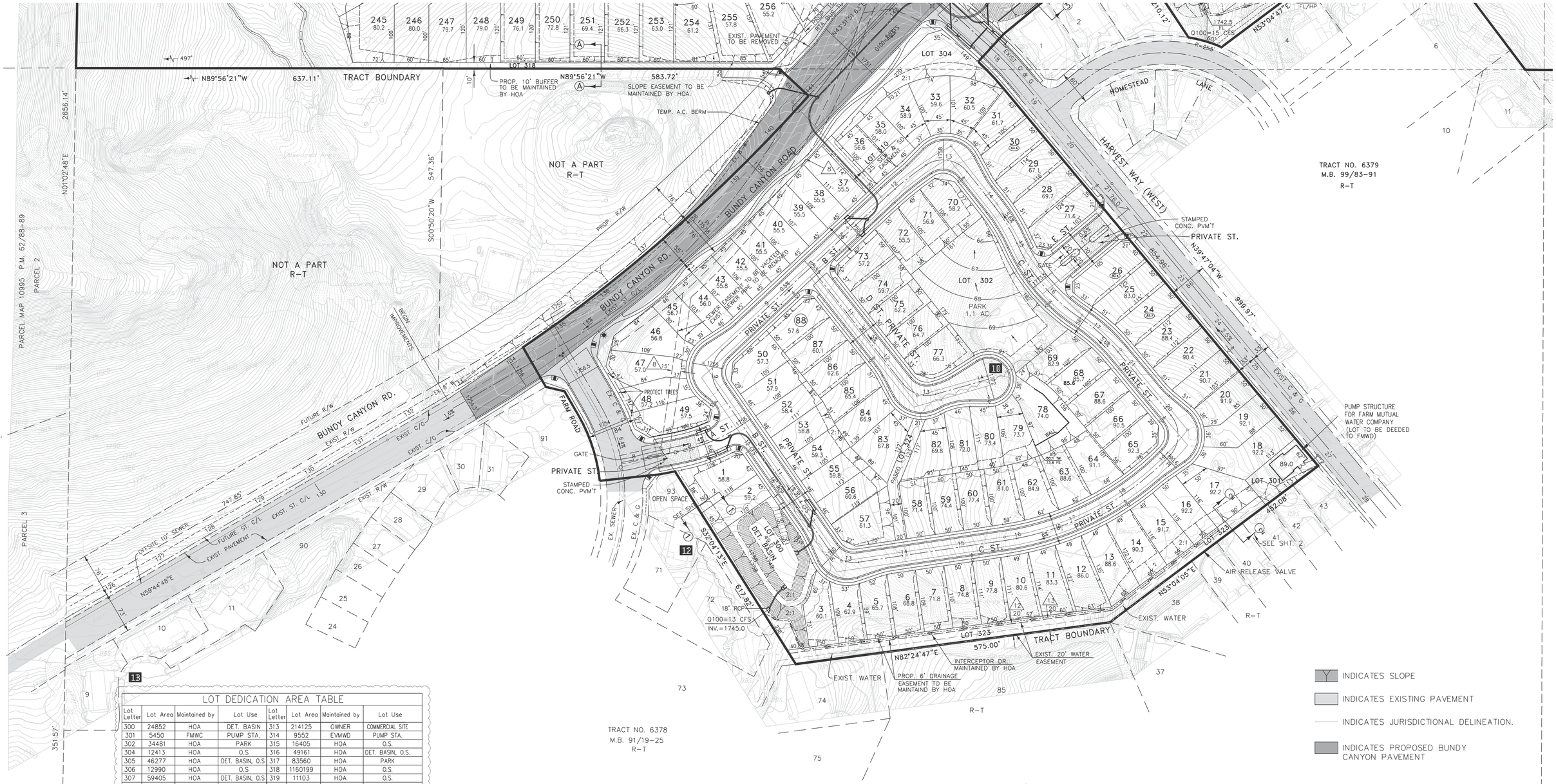
REMOVED GRADING ASSOCIATED WITH WATER TANKS DUE TO ALTERNATIVE WATER SERVICE ARRANGEMENTS WITH FMWC.

REVISION NOTES

1 REVISED LOT NUMBERING THROUGHOUT DU TO LOTTING CHANGES.
3 REVISED "N" STREET TO BE A LOCAL STREET (56' R/W).
11 REMOVED WATER TANK AND ASSOCIATED GRADING, SEE NOTE HEREON.

SEE SHEET NO. 4

SEE SHEET NO. 5



LOT DEDICATION AREA TABLE

Lot Letter	Lot Area	Maintained by	Lot Use	Lot Letter	Lot Area	Maintained by	Lot Use
300	24852	HOA	DET. BASIN	313	214125	OWNER	COMMERCIAL SITE
301	5450	FMWC	PUMP STA.	314	9552	EVMWD	PUMP STA.
302	34481	HOA	PARK	315	16405	HOA	O.S.
304	12413	HOA	O.S	316	49161	HOA	DET. BASIN, O.S.
305	46277	HOA	DET. BASIN, O.S	317	83560	HOA	PARK
306	12990	HOA	O.S	318	1160199	HOA	O.S.
307	59405	HOA	DET. BASIN, O.S	319	11103	HOA	O.S.
308	700320	HOA	O.S	320	42578	HOA	DET. BASIN, O.S.
309	25119	HOA	DET. BASIN, O.S	321	113282	HOA	PARK
310	2855	HOA/EVMWD	SD/SEW. ESTM.	322	1990	HOA	S.D. EASEMENT
311	5416	FMWC	WELL	323	21766	HOA	O.S./WAT. EASEMENT
312	278034	HOA	DET. BASIN, O.S.	324	4425	HOA	PASEO

LOT AREA TABLE- PHASE 18 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
1	7226	4500	11	6257	4500	21	5317	4500	31	5241	4500	41	4729	4500	51	4878	4500	61	5338	4500	71	5242	4500	81	4985	4500
2	5133	4500	12	6874	4500	22	5594	4500	32	6168	4500	42	4731	4500	52	5010	4500	62	5542	4500	72	5624	4500	82	4910	4500
3	5481	4500	13	6904	4500	23	5600	4500	33	5432	4500	43	4767	4500	53	4944	4500	63	5543	4500	73	5328	4500	83	6620	4500
4	5015	4500	14	6358	4500	24	5646	4500	34	5297	4500	44	4748	4500	54	4804	4500	64	5703	4500	74	5000	4500	84	4843	4500
5	5148	4500	15	6146	4500	25	5933	4500	35	4523	4500	45	4489	4500	55	4989	4500	65	5231	4500	75	5000	4500	85	5112	4500
6	5410	4500	16	5792	4500	26	6944	4500	36	4506	4500	46	7336	4500	56	5371	4500	66	5000	4500	76	5000	4500	86	5000	4500
7	5450	4500	17	8137	4500	27	6213	4500	37	5045	4500	47	6368	4500	57	6831	4500	67	5000	4500	77	6343	4500	87	5000	4500
8	5488	4500	18	8423	4500	28	5946	4500	38	4927	4500	48	4959	4500	58	4992	4500	68	5008	4500	78	9964	4500	88	5291	4500
9	5526	4500	19	5929	4500	29	5738	4500	39	4828	4500	49	6121	4500	59	5000	4500	69	5101	4500	79	5500	4500			
10	5868	4500	20	5085	4500	30	5490	4500	40	4761	4500	50	5710	4500	60	5000	4500	70	5435	4500	80	4838	4500			

REVISION NOTES

1. REVISED LOT NUMBERING THROUGHOUT DUE TO LOTTING CHANGES.
12. INCREASED DRAINAGE BASIN VOLUME; LOST 1 LOT.
10. REVISED LOTTING AT "D" STREET CUL-DE-SAC; ADDED 1 LOT.
13. UPDATED LOT AREA TABLE.

0' 80' 160' 240' 320'

SCALE: 1" = 80'

INDICATES SLOPE

INDICATES EXISTING PAVEMENT

INDICATES JURISDICTIONAL DELINEATION.

INDICATES PROPOSED BUNDY CANYON PAVEMENT

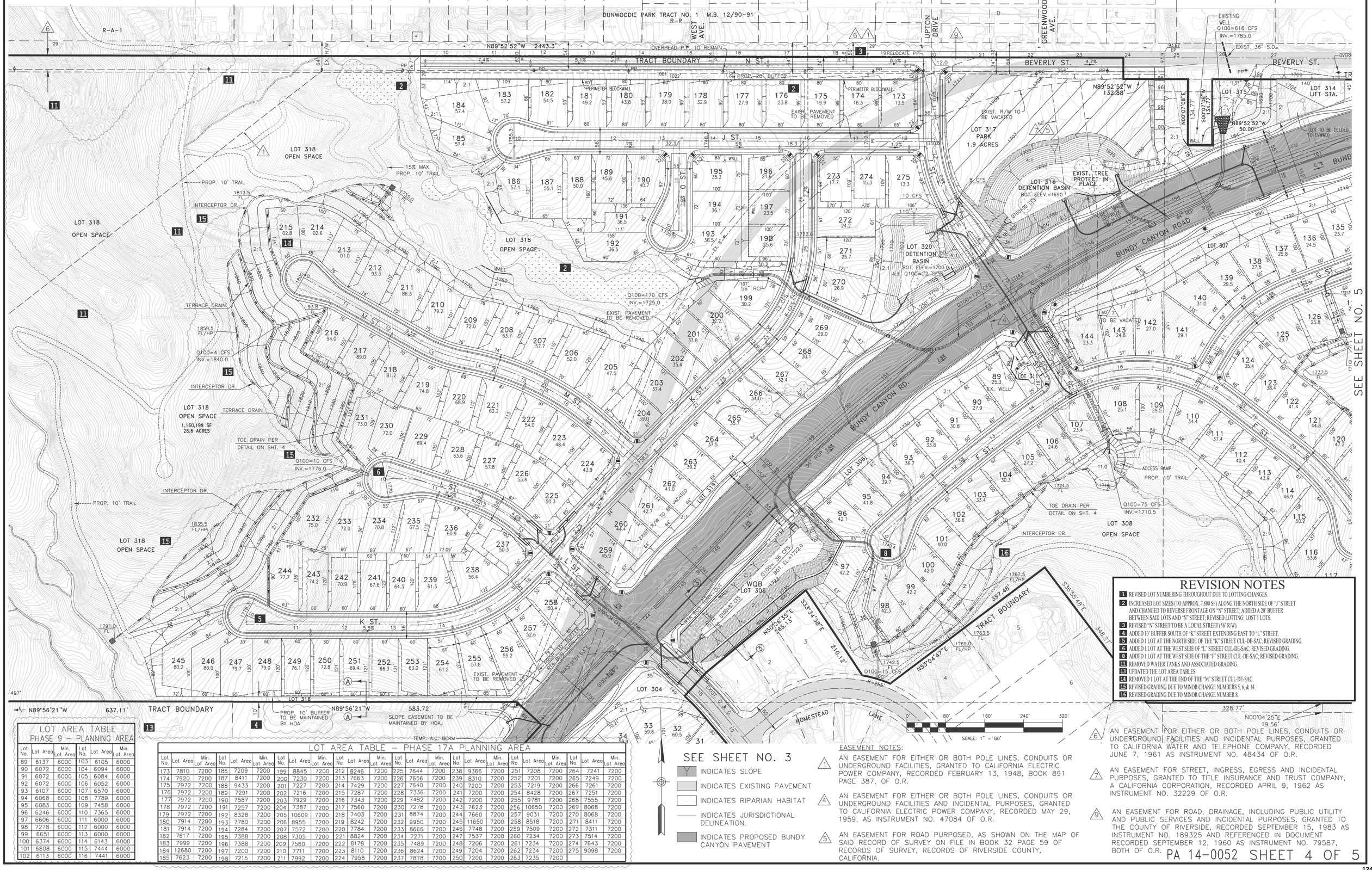
EASEMENT NOTES:

8 AN EASEMENT FOR SEWER AND INCIDENTAL PURPOSES, GRANTED TO THE FARM, A CALIFORNIA CORPORATION, RECORDED SEPTEMBER 18, 1978 AS INSTRUMENT NO. 196924 OF O.R.

12 AN EASEMENT FOR PIPELINE OR PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00-156981 OF O.R.

13 AN EASEMENT FOR PIPELINES, EASEMENT ROADS AND APPURTENANCES WITHIN THE EASEMENT AND FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00-156982 OF O.R.

SHEET 3 OF 5
PA 14-0052



LOT AREA TABLE PHASE 9 – PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	6137	6000	103	6105	6000
90	6072	6000	104	6094	6000
91	6072	6000	105	6084	6000
92	6072	6000	106	6052	6000
93	6107	6000	107	6570	6000
94	6068	6000	108	7789	6000
95	6083	6000	109	7458	6000
96	6246	6000	110	7365	6000
97	6606	6000	111	6000	6000
98	7278	6000	112	6000	6000
99	6651	6000	113	6000	6000
100	6374	6000	114	6143	6000
101	6808	6000	115	7444	6000
102	6113	6000	116	7441	6000

LOT AREA TABLE – PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	7810	7200	186	7209	7200	199	8845	7200	212	8246	7200	225	7644	7200	238	9366	7200	251	7208	7200	264	7241	7200
174	7920	7200	187	8411	7200	200	7230	7200	213	7663	7200	226	7656	7200	239	8310	7200	252	7201	7200	265	7249	7200
175	7972	7200	188	9433	7200	201	7227	7200	214	7429	7200	227	7640	7200	240	7200	7200	253	7219	7200	266	7261	7200
176	7972	7200	189	7291	7200	202	7216	7200	215	7287	7200	228	7336	7200	241	7200	7200	254	8428	7200	267	7251	7200
177	7972	7200	190	7587	7200	203	7929	7200	216	7343	7200	229	7482	7200	242	7200	7200	255	9781	7200	268	7555	7200
178	7972	7200	191	7257	7200	204	7387	7200	217	7560	7200	230	7278	7200	243	7623	7200	256	10650	7200	269	8068	7200
179	7972	7200	192	8328	7200	205	10609	7200	218	7403	7200	231	8874	7200	244	7660	7200	257	9031	7200	270	8068	7200
180	7914	7200	193	7780	7200	206	8955	7200	219	8242	7200	232	9950	7200	245	11650	7200	258	8518	7200	271	8411	7200
181	7914	7200	194	7284	7200	207	7572	7200	220	7784	7200	233	8666	7200	246	7748	7200	259	7509	7200	272	7311	7200
182	7617	7200	195	7388	7200	208	7305	7200	221	8824	7200	234	7271	7200	247	7537	7200	260	7234	7200	273	7514	7200
183	7999	7200	196	7388	7200	209	7560	7200	222	8178	7200	235	7489	7200	248	7206	7200	261	7234	7200	274	7643	7200
184	12680	7200	197	7200	7200	210	7711	7200	223	8110	7200	236	8624	7200	249	7204	7200	262	7234	7200	275	9098	7200
185	7623	7200	198	7215	7200	211	7992	7200	224	7958	7200	237	7878	7200	250	7200	7200	263	7235	7200			

REVISION NOTES

1. REVISED LOT NUMBERING THROUGHOUT DUE TO LOTTING CHANGES.
2. INCREASED LOT SIZES (TO APPROX. 7,800 SF) ALONG THE NORTH SIDE OF "J" STREET AND CHANGED TO REVERSE FRONTAGE ON "N" STREET; ADDED A 20' BUFFER BETWEEN SAID LOTS AND "N" STREET; REVISED LOTTING; LOST 1 LOTS.
3. REVISED "N" STREET TO BE A LOCAL STREET (56' R/W).
4. ADDED 10' BUFFER SOUTH OF "K" STREET EXTENDING EAST TO "L" STREET.
5. ADDED 1 LOT AT THE NORTH SIDE OF THE "K" STREET CUL-DE-SAC; REVISED GRADING.
6. ADDED 1 LOT AT THE WEST SIDE OF "L" STREET CUL-DE-SAC; REVISED GRADING.
8. ADDED 1 LOT AT THE WEST SIDE OF THE "F" STREET CUL-DE-SAC; REVISED GRADING.
11. REMOVED WATER TANKS AND ASSOCIATED GRADING.
13. UPDATED THE LOT AREA TABLES.
14. REMOVED 1 LOT AT THE END OF THE "M" STREET CUL-DE-SAC.
15. REVISED GRADING DUE TO MINOR CHANGE NUMBERS 5, 6, & 14.
16. REVISED GRADING DUE TO MINOR CHANGE NUMBER 8.

SEE SHEET NO. 3

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

SCALE: 1" = 80'

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1948, BOOK 891 PAGE 387, OF O.R.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
5. AN EASEMENT FOR ROAD PURPOSED, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
7. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
9. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587, BOTH OF O.R.

SEE SHEET NO. 4

SEE SHEET NO. 3

LAKE ELSINORE COUNTRY CLUB D'WY.

LAKE ELSINORE COUNTRY CLUB D/WY.

COTTONWOOD AVENUE

CLUB AVE.

ELIZABETH AVE.

EDWARD ROAD

SUNSET AVE.

TRACT BOUNDARY

BUNDY CANYON RD.

N89°52'52"W 2536.46'

INTERIM ST. C/L

LOT 314 LIFT STA.

LOT 307 WQB BOT. EL.=1699.0

LOT 309 WQB BOT. EL.=1699.0

LOT 312 DET. BASIN BOT. BASIN=1703.00

Q100=992 CFS

Q100=985 CFS

18" RCP Q100=9 CFS

10' RET. WALL

8' RET. WALL

W.Q.B. BOT.=36.0 Q100=9 CFS

LOT 313 COMMERCIAL PAD AREA=3.5 ACRES

EXACT DRIVEWAY LOCATION WILL BE REVIEWED AND ESTABLISHED AT TIME OF SITE PLAN APPROVAL

EXACT WALL HEIGHT & LOCATION WILL BE REVIEWED AND ESTABLISHED AT TIME OF SITE PLAN APPROVAL

10' WIDE D.G. TRAIL

LOT 312 OPEN SPACE

LOT 322

G ST.

H ST.

HARVEST WAY EAST

TERRACE DRAIN

INTERCEPTOR DR.

TOE DRAIN PER DETAIL ON SHT. 4

LOT 308 OPEN SPACE EAST 455.00'

LOT 308 OPEN SPACE

PROP. 10' TRAIL

15' PRIVATE LANDSCAPE EASEMENT

15' SPANNED TRAIL CROSSING

PARCEL B 3,762,344 sq. ft. 86.37 acres

EXIST. CHAIN LINK FENCE FARM MUTUAL WATER COMPANY EASEMENT

N46°01'20"W 878.66' TRACT BOUNDARY

N00°00'00"E 709.02' TRACT BOUNDARY

S31°39'15"W 929.85' TRACT BOUNDARY

S89°38'16"E 424.89'

N00°24'55"E 394.89'

S00°23'01"W 361.00' TRACT BOUNDARY

S00°23'01"W 1323.81'

S00°23'01"W 2647.62'

CITY OF WILDOMAR

CITY OF MENIFEE

TRACT NO. 18456 M.B. 139/13-17 R-T

LOT 321 PARK 1.8 ACRES

NOT A PART 13.41 AC.

S89°55'35"W 1315.06'

N'LY LINE OF TRACT 18456-1 TRACT 18456-1 M.B. 131/40-46 COMMON OPEN SPACE AREA – LOT 122

REVISION NOTES

1 REVISED LOT NUMBERING THROUGHOUT DUE TO LOTTING CHANGES.
7 ADDED 1 LOT AT THE SOUTH SIDE OF THE "F" STREET CUL-DE-SAC; REVISED GRADING.
9 REVISED THE DRAINAGE BASINS AT THE EAST END OF "G" STREET; REVISED GRADING; LOST 2 LOTS.
13 UPDATED LOT AREA TABLE.

LOT AREA TABLE – PHASE 9 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
117	6387	6000	129	6000	6000	141	9644	6000	153	6395	6000	165	7058	6000			
118	7485	6000	130	6000	6000	142	7474	6000	154	6320	6000	166	6900	6000			
119	6198	6000	131	6507	6000	143	7085	6000	155	6142	6000	167	7311	6000			
120	6088	6000	132	6708	6000	144	8037	6000	156	6220	6000	168	7394	6000			
121	6075	6000	133	6000	6000	145	7863	6000	157	6707	6000	169	7393	6000			
122	6000	6000	134	6000	6000	146	6518	6000	158	6551	6000	170	7394	6000			
123	6023	6000	135	6000	6000	147	7052	6000	159	6888	6000	171	6912	6000			
124	7243	6000	136	6000	6000	148	5198	6000	160	7220	6000	172	9112	6000			
125	9026	6000	137	6177	6000	149	6221	6000	161	6000	6000	173	7810	6000			
126	6283	6000	138	6553	6000	150	6651	6000	162	6000	6000	174	7920	6000			
127	6000	6000	139	6871	6000	151	6845	6000	163	6000	6000						
128	6000	6000	140	8118	6000	152	6735	6000	164	7409	6000						

0' 80' 160' 240' 320'

SCALE: 1" = 80'

INDICATES SLOPE
INDICATES EXISTING PAVEMENT
INDICATES RIPARIAN HABITAT
INDICATES JURISDICTIONAL DELINEATION.
INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

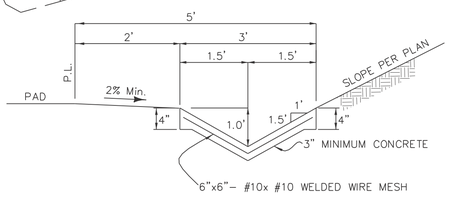
2 AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 2342 PAGE 449 OF O.R.

3 AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.H. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.

7 AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.

10 AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 9854 OF O.R.

11 AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1986 AS INSTRUMENT NO. 95022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.



DETAIL: TOE DRAIN

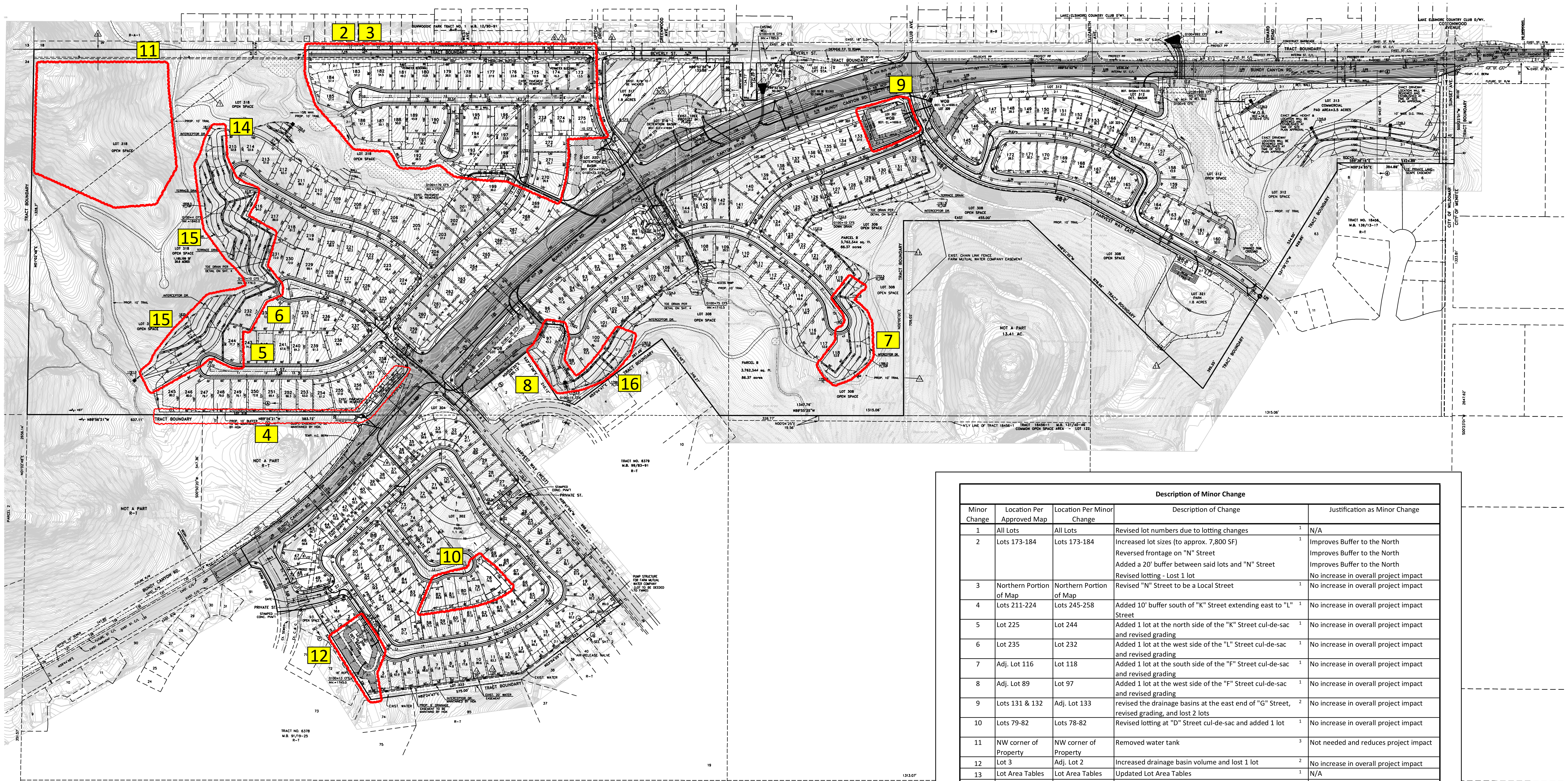
NOT TO SCALE

SHEET 5 OF 5
PA 14-0052

ATTACHMENT C

TTM 36388 Minor Change “Index Exhibit”

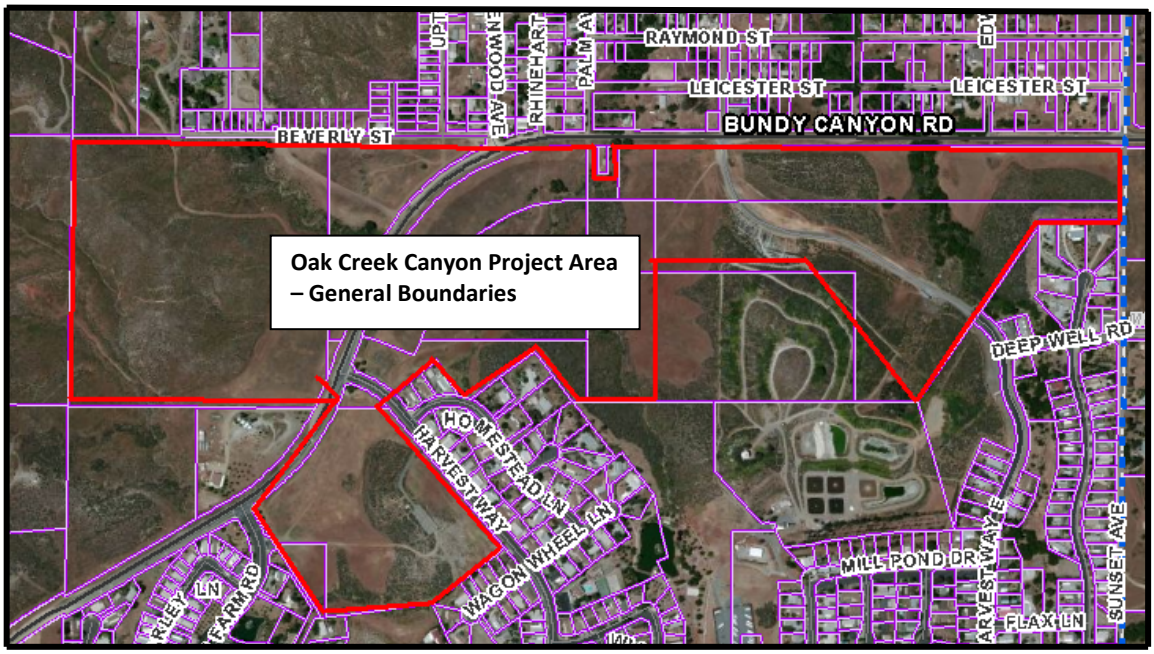
CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1



Description of Minor Change				
Minor Change	Location Per Approved Map	Location Per Minor Change	Description of Change	Justification as Minor Change
1	All Lots	All Lots	Revised lot numbers due to lotting changes [1]	N/A
2	Lots 173-184	Lots 173-184	Increased lot sizes (to approx. 7,800 SF) [1] Reversed frontage on "N" Street Added a 20' buffer between said lots and "N" Street Revised lotting - Lost 1 lot	Improves Buffer to the North Improves Buffer to the North Improves Buffer to the North No increase in overall project impact
3	Northern Portion of Map	Northern Portion of Map	Revised "N" Street to be a Local Street [1]	No increase in overall project impact
4	Lots 211-224	Lots 245-258	Added 10' buffer south of "K" Street extending east to "L" Street [1]	No increase in overall project impact
5	Lot 225	Lot 244	Added 1 lot at the north side of the "K" Street cul-de-sac and revised grading [1]	No increase in overall project impact
6	Lot 235	Lot 232	Added 1 lot at the west side of the "L" Street cul-de-sac and revised grading [1]	No increase in overall project impact
7	Adj. Lot 116	Lot 118	Added 1 lot at the south side of the "F" Street cul-de-sac and revised grading [1]	No increase in overall project impact
8	Adj. Lot 89	Lot 97	Added 1 lot at the west side of the "F" Street cul-de-sac and revised grading [1]	No increase in overall project impact
9	Lots 131 & 132	Adj. Lot 133	revised the drainage basins at the east end of "G" Street, revised grading, and lost 2 lots [2]	No increase in overall project impact
10	Lots 79-82	Lots 78-82	Revised lotting at "D" Street cul-de-sac and added 1 lot [1]	No increase in overall project impact
11	NW corner of Property	NW corner of Property	Removed water tank [3]	Not needed and reduces project impact
12	Lot 3	Adj. Lot 2	Increased drainage basin volume and lost 1 lot [2]	No increase in overall project impact
13	Lot Area Tables	Lot Area Tables	Updated Lot Area Tables [1]	N/A
14	Lot 252	Adj. Lot 215	Removed 1 Lot at the end of "M" Street	Reduces grading impact
15	Adj. Lots 236, 224 & 251	Adj. Lots 215, 216, 231, & 245	Revised grading due to Minor Change Numbers 5, 6, & 14. [1]	No increase in overall project impact
16	Lots 97-100	Lots 98-101	Revised grading due to Minor Change Number 8. [1]	No increase in overall project impact

[1] CEQA Lawsuit
[2] Implement 100 year drainage mitigation
[3] Water service arrangements with FMWC

Vicinity/Location Map

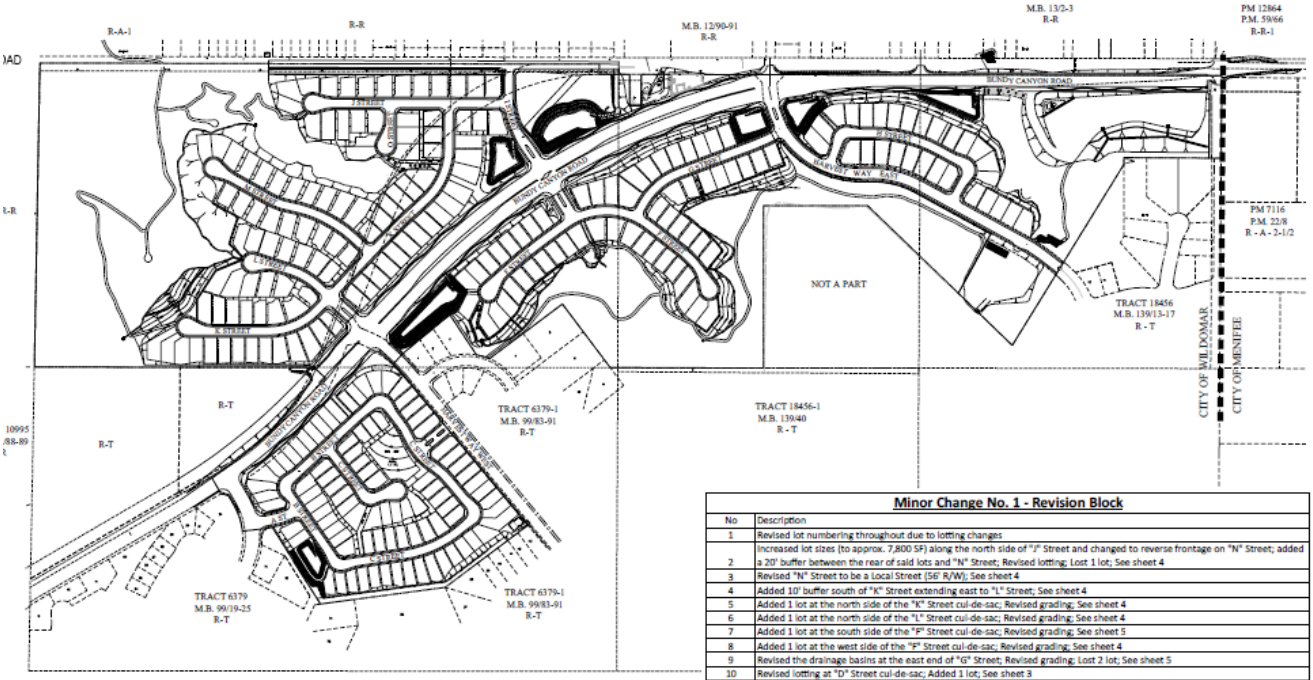


The project site is surrounded by existing residential uses to the north, south, east and west. The table below summarizes the current Land Use, General Plan and Zoning information related to the proposed project.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
Subject Property	Vacant	MDR & CR	R-1 & C-P-S
North	Residential	LDR-RC & RM	R-1 and R-R
South	Residential/Farm	MDR & MHDR	R-T
East	Residential	City of Menifee	City of Menifee
West	Residential	RM – VLDR – RR – MDR - MHDR	R-R and R-T

Tract Map No. 36388 – Minor Change Approved Exhibit (5/6/15)

CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1



INDEX MAP

SCALE: 1" = 300'

Minor Change No. 1 - Revision Block

No	Description
1	Revised lot numbering throughout due to lotting changes
2	Increased lot sizes (to approx. 7,800 SF) along the north side of "J" Street and changed to reverse frontage on "N" Street; added a 20' buffer between the rear of said lots and "N" Street; Revised lotting; Lost 1 lot; See sheet 4
3	Revised "N" Street to be a Local Street (56' R/W); See sheet 4
4	Added 10' buffer south of "K" Street extending east to "L" Street; See sheet 4
5	Added 1 lot at the north side of the "K" Street cul-de-sac; Revised grading; See sheet 4
6	Added 1 lot at the north side of the "L" Street cul-de-sac; Revised grading; See sheet 4
7	Added 1 lot at the south side of the "F" Street cul-de-sac; Revised grading; See sheet 5
8	Added 1 lot at the west side of the "F" Street cul-de-sac; Revised grading; See sheet 4
9	Revised the drainage basins at the east end of "G" Street; Revised grading; Lost 2 lot; See sheet 5
10	Revised lotting at "D" Street cul-de-sac; Added 1 lot; See sheet 3
11	Removed water tank and associated grading; See note on Sheet 2
12	Increased drainage basin volume; Lost 1 lot; See sheet 3
13	Updated lot area tables
14	Removed 1 lot at the end of the "M" Street cul-de-sac; See sheet 4
15	Revised grading due to minor change numbers 5, 6, & 14; See sheet 4
16	Revised grading due to minor change number 8; See sheet 4

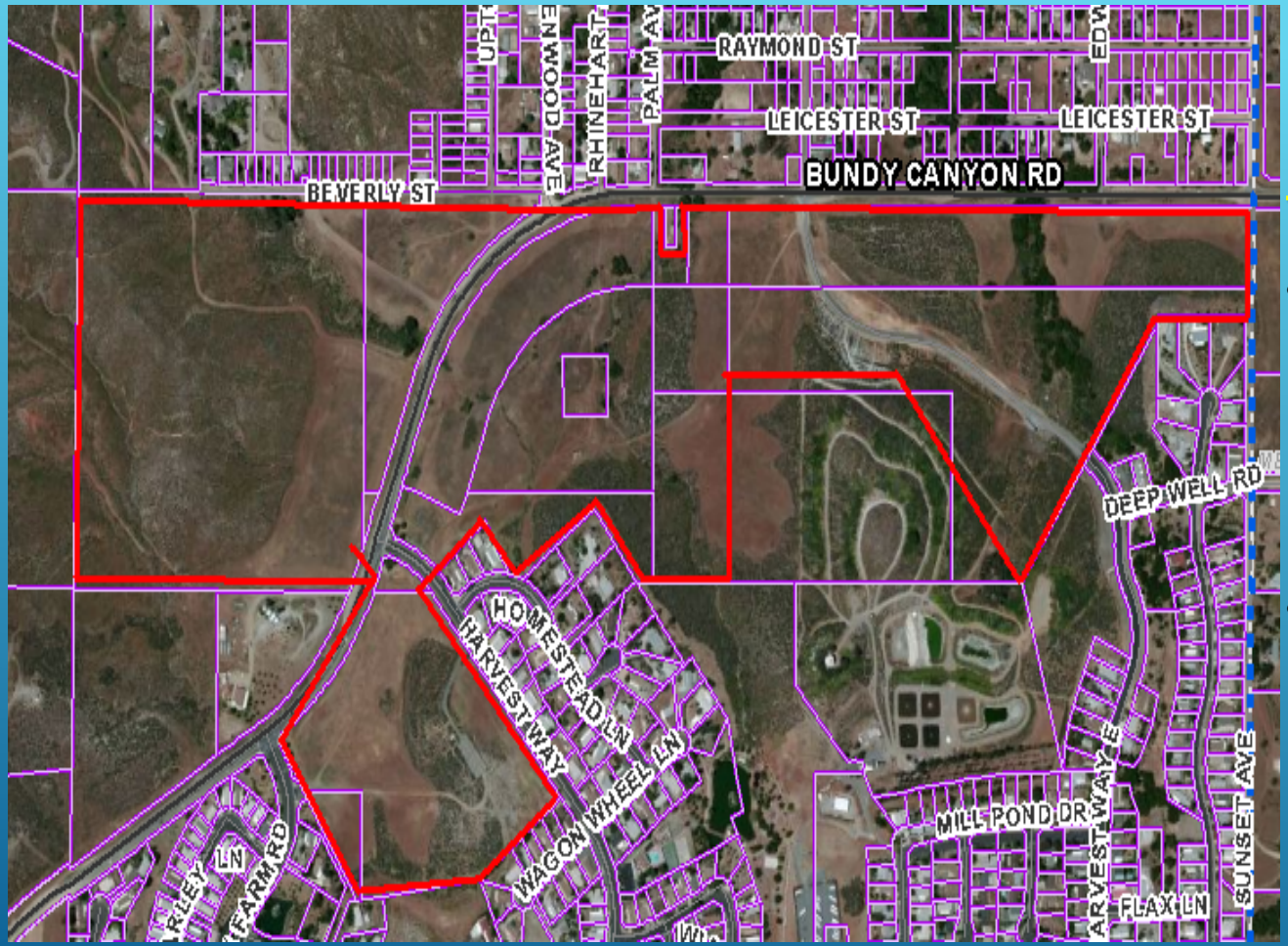
LEGAL DESCRIPTION (CONT.):

OAK CREEK CANYON PROJECT
TTM NO. 36388 EOT #2

Planning Commission Meeting

November 15, 2022

Agenda Item 3.1



PROJECT LOCATION

- **Located along Bundy Canyon Road & west of Sunset Avenue within the Farm Specific Plan community….**
- **The project site encompasses about 151 acres….**

PROJECT BACKGROUND:

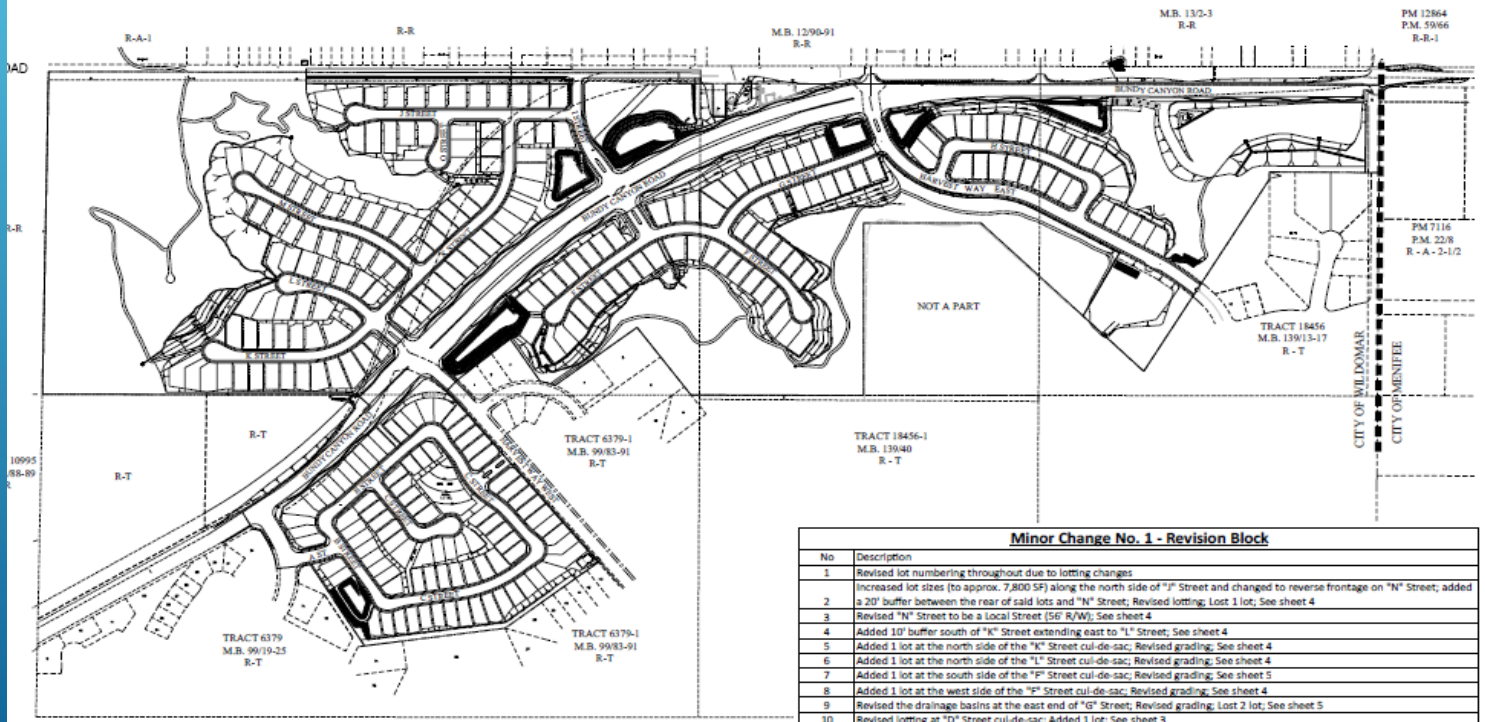
- The Oak Creek Canyon SPA and Tract Map were originally approved by the City Council on May 22, 2013, and included the following actions:
  - Certification of an Environmental Impact Report (EIR) and adoption of an MMRP;
  - Approval of a GPA, Zone Change and SPA to adopt special land use and development standards for the Oak Creek Canyon project.
  - Approval of Tentative Tract Map No. 36388 to subdivide 151 acres into 275 lots, with a 5-acre commercial site.

PROJECT BACKGROUND:

- The approved project was the subject of 2 CEQA lawsuits that lasted 18 months……ultimately the lawsuit was settled and never litigated….
- TTM No. 36388 was also granted an automatic 2-year time extension under the provisions of AB 116 as approved by the state legislature.
- With the actions listed above and the original 3-year timeframe to record the tract map, the current map is due to expire on November 22, 2022.

TTM No. 36388 Exhibit

CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1



INDEX MAP

SCALE: 1" = 300'

Minor Change No. 1 - Revision Block

No	Description
1	Revised lot numbering throughout due to lotting changes
2	Increased lot sizes (to approx. 7,800 SF) along the north side of "J" Street and changed to reverse frontage on "N" Street; added a 20' buffer between the rear of said lots and "N" Street; Revised lotting; Lost 1 lot; See sheet 4
3	Revised "N" Street to be a Local Street (56' R/W); See sheet 4
4	Added 10' buffer south of "K" Street extending east to "L" Street; See sheet 4
5	Added 1 lot at the north side of the "K" Street cul-de-sac; Revised grading; See sheet 4
6	Added 1 lot at the north side of the "L" Street cul-de-sac; Revised grading; See sheet 4
7	Added 1 lot at the south side of the "F" Street cul-de-sac; Revised grading; See sheet 5
8	Added 1 lot at the west side of the "F" Street cul-de-sac; Revised grading; See sheet 4
9	Revised the drainage basins at the east end of "G" Street; Revised grading; Lost 2 lot; See sheet 5
10	Revised lotting at "D" Street cul-de-sac; Added 1 lot; See sheet 3
11	Removed water tank and associated grading; See note on Sheet 2
12	Increased drainage basin volume; Lost 1 lot; See sheet 3
13	Updated lot area tables
14	Removed 1 lot at the end of the "M" Street cul-de-sac; See sheet 4
15	Revised grading due to minor change numbers 5, 6, & 14; See sheet 4
16	Revised grading due to minor change number 8; See sheet 4

LEGAL DESCRIPTION (CONT.):

EOT #1 - DESCRIPTION:

- The applicant submitted their EOT#2 application & fee on July 28, 2022…….well in advance of the Nov. 22, 2022 expiration date.
- The Applicant is now requesting a 2-year extension of time (EOT #2) as permitted by Section 16.12.240 of the Subdivision Ordinance.
- With the Commission approval of EOT #2, the new expiration date to record TTM No. 36388 will be November 22, 2024.
- The Applicant will then have 1 final time extension available if needed with an ultimate/final deadline to record the map of Nov. 22, 2025.

EOT #1 FINDINGS:

- **The proposed EOT #2 meets the required findings for approval in that:**

1. **The approved TTM No. 36388 remains consistent with the General Plan goals and policies….**
2. **The approved TTM No. 36388 remains in conformance with the Farm/Oak Creek Canyon Specific Plan….**
3. **The approved TTM No. 36388 remains compatible with the area and does not adversely affect the general health, safety, and welfare of the public.**
4. **The EOT application & fee were filed on July 28, 2022, prior to the Nov. 22, 2022, expiration date….**

STAFF RECOMMENDATION:

Staff recommends the Planning Commission adopt PC Resolution No. 2022-29 taking the following actions:

1) **Make a determination that no new further Environmental Review is needed in accordance with Section 15162 of CEQA; and**

2) **Approve a 2-year Extension of Time to November 22, 2024, for Tentative Tract Map No. 36388.**

Note: All original conditions of approval and EIR mitigation measures will remain in full force and effect for this project.

CITY OF WILDOMAR - PC - SPECIAL MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.3
Meeting Date: November 15, 2022

SUBJECT: Cornerstone Church - Extension of Time #3 (PUP 12-0194)

SUBMITTED BY: Jandi Aguilar, Planning

PREPARED BY: Matthew Bassi, Planning Director

ACTION:
The Planning Department recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2022-30

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 2-YEAR EXTENSION OF TIME (EOT #3) TO OCTOBER 26, 2024 FOR PUBLIC USE PERMIT NO. 12-0194 TO DEVELOP A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND FUTURE CONSTRUCTION OF A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING LOCATED AT 34570 MONTE VISTA DRIVE, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162.

PROJECT DESCRIPTION:
The Planning Commission reviewed PUP No. 12-0194 on November 5, 2014, and recommended City Council approval of the proposed project. The City Council reviewed and approved the project at their December 10, 2014 meeting which consisted of the following actions:

1) Environmental Impact Report (EIR) - The City Council certified the draft and final Environmental Impact Report (SCH #2014121047) and adopted a Mitigation and Monitoring Reporting Program (MMRP), including the adoption of a Statement of Facts and Findings and including a Statement of Overriding Considerations for temporary/short term construction noise (Impact 3.8.4) in accordance with Public Resources Code § 21080(d) and § 21082.2(d); and

2) Public Use Permit (PUP) – The City Council approved, with conditions, an amendment to

the existing Public Use Permit (County PUP No. 778) which consisted of the following:

- Phase 1 – The construction of a 17,315 square-foot preschool building, a 2,438 square-foot maintenance building, and three (3) new parking lot areas, including on-site landscaping improvements and the paving of Via Carnegie Lane; and
- Phase 2 – The future construction of a 3-story, 23,024 square-foot administration building (no date of construction has been determined at this time).

The approved Public Use Permit is due to expire on October 26, 2022. This current expiration date includes the original time frame to begin ongoing construction of 3 years, the "litigation stay" of 18 months +/-, and the two previous time extensions (EOT #1 was approved by the Planning Director for 1 year, and EOT #2 was approved by the Planning Commission for 3 years). Under the new provisions of Ordinance No. 157, Extension of Time #3 is eligible for a final, 2-year time extension to October 26, 2024. If construction has not commenced by this final deadline, then the PUP will expire and become null and void.

Project Location/Vicinity:

The project site encompasses approximately 35.48+ acres and is located at the northwest corner of the I-15 freeway and Baxter Road (APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008). The vicinity/location map on the following page shows the project site/surrounding area. The project site is a rather large site and is adjacent to single family homes on the north, south, and east. The I-15 freeway is located to the west.

For additional details on the project description and what the Planning Commission and City Council approved, refer to Attachment C (Original City Council staff report dated Dec. 10, 2014).

PROJECT ANALYSIS:

EOT #3 DISCUSSION / FINDINGS:

CEQA Findings:

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), an Environmental Impact Report and Mitigation Monitoring and Reporting Program (MMRP) was certified by the City Council on December 10, 2014, for PUP No. 12-0194. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on December 11, 2014 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified issue/impact areas with potentially significant impacts, one of which was significant and unavoidable (short-term construction noise). All other impacts were mitigated, and a Statement of Overriding Considerations was adopted for the one significant and unavoidable impact in accordance with CEQA and the resulting MMRP, both which were made project specific conditions of approval.

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

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

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

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

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

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

recommending the Planning Commission make the following findings:

1) Substantial changes are not proposed in the project:
The Applicant is not proposing any technical or physical changes to PUP No. 12-0194 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) No Substantial Changes to the Project's Circumstances:
No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 3-year extension of time request being considered for PUP No. 12-0194 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved tentative Tract map or public use permit. 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.

Findings of Fact for EOT #3 for PUP No. 12-0194:
Pursuant to Chapter 17.208.050.C of the Wildomar Municipal Code, and in light of the record before it, including the staff report dated November 2, 2022 and all evidence and testimony heard at the public meeting for said extension of time for PUP No. 12-0194, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The approved public use permit remains consistent with the adopted General Plan.

Evidence: The approved use remains consistent with the General Plan land use designation of Business Park (BP) in that proposed church and related facilities/buildings is a permitted use in the BP land use designation and no new policies in this designation have changed

since the original PUP was approved by the City Council. The project is also consistent with the General Plan in that churches are encouraged in the community. Considering these facts, the proposed request for a final, 2-year extension of time to October 26, 2024, for PUP No. 12-0194 meets this finding. In addition, the approved PUP remains consistent with the following General Plan policies:

LU 13.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. The proposed project is consistent with this general plan policy.

LU 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. The proposed project is consistent with this general plan policy.

LU 13.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. The proposed project is consistent with this general plan policy.

LU 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 13.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. The proposed project is consistent with this general plan policy.

LU 13.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 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. The proposed project is consistent with this general plan policy.

LU 13.8 Avoid the blocking of public views by solid walls. The proposed project is consistent with this general plan policy.

LU 4.1 Require new development be located and designed to visually enhance, not degrade the character of the surrounding area. The proposed project is consistent with this general

plan policy.

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services. The proposed project is consistent with this general plan policy.

LU 6.2 Direct public, educational, religious and utility uses established to serve the community toward those areas for Community Development Uses. The proposed project is consistent with this general plan policy.

LU 17.2 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. The proposed project is consistent with this general plan policy.

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

Evidence: The subject is zoned R-R (Rural Residential) which allows churches subject to the approval of a Public Use Permit. As noted, the City Council approved the PUP on December 10, 2014. Further, the approved project as designed still meets and exceeds the minimum development standards of the R-R zone, and the other provisions of the Wildomar Municipal Code relating to streets and highways, grading, and light pollution. Since there are no changes proposed to the approved public use permit, the project remains consistent with these development standards, and the extension of time does not change this. The approved project also remains consistent with the development standards of Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), and Chapter 17.276 (Water Efficient Landscapes). Considering these facts, the proposed request for a final, 2-year extension of time to October 26, 2024, for PUP No. 12-0194 meets this finding.

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

Evidence: The approved public use permit was originally designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. Further, the EIR/MMRP adopted for PUP No. 12-0194 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 public use permit, the project remains consistent with this finding, and the extension of time does not change this. Considering these facts, the

proposed request for a 2-year extension of time to October 26, 2024, for PUP No. 12-0194 meets this finding.

Finding 4: The request and fee for the extension were filed prior to the expiration date of the approved public use permit.

Evidence: The Applicant submitted the EOT application and paid the required fees on August 15, 2022 well in advance of the October 26, 2022 expiration date. Considering this fact, the proposed request for a final, 2-year extension of time to October 26, 2024, meets this finding.

ATTACHMENTS:

A. PC Resolution No. 2022-30
   Exhibit 1 – EOT #3 Conditions of Approval
B. Cornerstone Certified DEIR-FEIR Documents
C. Original City Council Report (dated December 10, 2014)
D. Approved Cornerstone Project Development Plans
E. Approved Cornerstone Colored Elevations
F. Aerial Photos/Exhibits

INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

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

ATTACHMENTS:

Attach A - PC Resolution No 2022-30-final.pdf
Attach B - Certified EIR-FEIR Package.pdf
Attach C - Original City Council Report 12-10-14.pdf
Attach D - Project Development Plans.pdf
Attach E - Colored Elevations.pdf
Attach F - Aerial Photo-Exhibits.pdf
Attach G - Cornerstone power point.pdf

ATTACHMENT A

PC Resolution No. 2022-30

PC RESOLUTION NO. 2022-30

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 2-YEAR EXTENSION OF TIME (EOT #3) TO OCTOBER 26, 2024 FOR PUBLIC USE PERMIT NO. 12-0194 TO DEVELOP A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND FUTURE CONSTRUCTION OF A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING LOCATED AT 34570 MONTE VISTA DRIVE (APN: APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162.

WHEREAS, an application for a Final Extension of Time #2 for PUP No. 12-0194 (Planning Application No. 19-0106) was filed by:

Applicant/Owner:	Cornerstone Church (Pastor Jeff Rosen)
Project Location:	34570 Monte Vista Road
APN:	APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008
Project Area:	63.5± acres

WHEREAS, the Applicant has submitted a formal application request and paid the required planning/processing fees on August 15, 2022 requesting a final, 2-year extension of time for PUP No. 12-0194, thereby, meeting the requirements for an Extension of Time as outlined in 17.208 of the Wildomar Municipal Code; and

WHEREAS, the City Council, on December 10, 2014, of the City of Wildomar reviewed and approved PUP No. 12-0194 to develop for the construction of a two-phase project consisting of a 17,315 square-foot (1-story) preschool/daycare building, a 2,438 square-foot maintenance building, three (3) new parking lots, and a future 23,024 square-foot (3-story) administration building with a 1,365 square-foot commercial kitchen facility (Phase 2); and

WHEREAS, the City Council of the City of Wildomar in connection with the approval of PUP No. 12-0194 also certified an Environmental Impact Report (EIR) and adopted a Mitigation Monitoring and Reporting Program (MMRP) on December 10, 2014; and

WHEREAS, in accordance with Chapter 17.208 of the Wildomar Municipal Code, the Planning Department on November 2, 2022 mailed a public notice to all adjacent property owners within a 600-foot radius of the project site notifying the adjacent residents of the November 15, 2022 Planning Commission meeting where the Commission would review the proposed Extension of Time #3 for PUP No. 12-0194; and

WHEREAS, in accordance with Chapter 17.208 of the Wildomar Municipal Code, the City of Wildomar Planning Commission conducted the duly noticed public meeting on November 15, 2022, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed 2-year extension of time for PUP No. 12-0194, and at which time the Planning Commission received public testimony concerning the extension of time.

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

SECTION 1. CEQA FINDINGS.

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), an Environmental Impact Report and Mitigation Monitoring and Reporting Program (MMRP) was certified by the City Council on December 10, 2014, for PUP No. 12-0194. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on December 11, 2014 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified issue/impact areas with potentially significant impacts, one of which was significant and unavoidable (short-term construction noise). All other impacts were mitigated, and a Statement of Overriding Considerations was adopted for the one significant and unavoidable impact in accordance with CEQA and the resulting MMRP, both which were made project specific conditions of approval. CEQA Guideline 15162 provides that once an Environmental Impact Report is certified for a project, when a subsequent discretionary approval is required for the project the lead agency may determine, based on substantial evidence, whether additional environmental review of the project is warranted. More specifically, if one or more of the conditions stated in Guideline 15162(a) are present (discussed in more detail below), then the lead agency must prepare a subsequent EIR or MND for the project. If none of the conditions stated in Guideline 15162(a) are present, then the lead agency has the discretion to determine whether to require a lesser form of environmental review (such as an addendum) or no further documentation at all. (Guideline 15162(b)). Guideline 15162(a) requires a subsequent EIR or MND to be prepared if one or more of the following conditions exist:

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

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

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

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

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

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

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

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

1) *Substantial changes are not proposed in the project:*
The Applicant is not proposing any technical or physical changes to PUP No. 12-0194 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) *No Substantial Changes to the Project's Circumstances:*
No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed 3-year extension of time request being considered for PUP No. 12-0194 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved tentative Tract map or public use permit. 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. FINDINGS OF FACT FOR PUP NO. 12-0194 / EOT #2:

Pursuant to Chapter 17.208.050 of the Zoning Ordinance, and in light of the record before it, including the staff report dated August 7, 2019 and all evidence and testimony heard at the public meeting for said extension of time for PUP No. 12-0194, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The approved public use permit remains consistent with the adopted General Plan.

Evidence: The approved use remains consistent with the General Plan land use designation of Business Park (BP) in that proposed church and related facilities/buildings is a permitted use in the BP land use designation and no new policies in this designation have changed since the original PUP was approved by the City Council. The project is also consistent with the General Plan in that churches are encouraged in the community. Considering these facts, the proposed request for a final, 2-year extension of time to October 26, 2024, for PUP No. 12-0194 meets this finding. In addition, the approved PUP remains consistent with the following General Plan policies:

Aesthetics:

LU 13.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. The proposed project is consistent with this general plan policy.

LU 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. The proposed project is consistent with this general plan policy.

LU 13.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding

scenic setting or environment. The proposed project is consistent with this general plan policy.

LU 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 13.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. The proposed project is consistent with this general plan policy.

LU 13.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 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. The proposed project is consistent with this general plan policy.

LU 13.8 Avoid the blocking of public views by solid walls. The proposed project is consistent with this general plan policy.

Land Use:

LU 4.1 Require new development be located and designed to visually enhance, not degrade the character of the surrounding area. The proposed project is consistent with this general plan policy.

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services. The proposed project is consistent with this general plan policy.

LU 6.2 Direct public, educational, religious and utility uses established to serve the community toward those areas for Community Development Uses. The proposed project is consistent with this general plan policy.

LU 17.2 Require that adequate and available circulation facilities, water resources, sewer facilities exist to meet the demands of the proposed land use. The proposed project is consistent with this general plan policy.

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

Evidence: The subject is zoned R-R (Rural Residential) which allows churches subject to the approval of a Public Use Permit. As noted, the City Council approved the PUP on December 10, 2014. Further, the approved project as designed still meets and exceeds the minimum development standards of the R-R zone, and the other provisions of the Wildomar Municipal Code relating to streets and highways, grading, and light pollution. Since there are no changes proposed to the approved public use permit, the project remains consistent with these development standards, and the extension of time does not change this. The approved project also remains consistent with the development standards of Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), and Chapter 17.276 (Water Efficient Landscapes). Considering these facts, the proposed request for a final, 2-year extension of time to October 26, 2024 for PUP No. 12-0194 meets this finding.

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

Evidence: The approved public use permit was originally designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. Further, the EIR/MMRP adopted for PUP No. 12-0194 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 public use permit, the project remains consistent with this finding, and the extension of time does not change this. Considering these facts, the proposed request for a final 2-year extension of time to October 26, 2024, for PUP No. 12-0194 meets this finding.

Finding 4: The request and fee for the extension was filed prior to the expiration date of the approved public use permit.

Evidence: The Applicant submitted the EOT application and paid the required fees on August 15, 2022 well in advance of the October 26, 2022 expiration date. Considering this fact, the proposed request for a final 2-year extension of time to October 26, 2024 meets this finding.

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby adopts PC Resolution No. 2022-30 approving a final 2-year extension of time to October 26, 2024 for Public Use Permit No. 12-0194, subject to the conditions of approval attached hereto this resolution and illustrated in Exhibit 1.

PASSED, APPROVED AND ADOPTED this 15th day of November, 2022 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Kim L. Strong
Planning Commission Chair

ATTEST:

_____
Matthew C. Bassi
Planning Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

EXHIBIT 1

CONDITIONS OF APPROVAL FOR
PUP No. 12-0194 / EOT #3

EXHIBIT 1
CONDITIONS OF APPROVAL – Cornerstone Church Expansion

Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)

APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008

~~City Council Original Approval Date – December 10, 2014~~ ~~EOT #1 / Litigation "Stay" Approval Date – Aug. 10, 2017~~ ~~EOT #2 – PC Approval Date – August 7, 2019~~ **EOT #3 – PC Approval Date - November 15, 2022**	~~Project Expiration Date – December 10, 2017~~ ~~EOT #1 / Litigation "Stay" Expiration Date – Oct. 26, 2019~~ ~~EOT #2 Expiration Date – October 26, 2022~~ **EOT #3 Final Expiration Date – October 26, 2024**

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring Dept.	Verification (Date and Signature)
PLANNING DEPT. CONDITIONS				
General Conditions				
1.	~~In compliance with Section 15094 of the CEQA Guidelines, the fee to file a Notice of Determination (NOD) shall be paid by the Applicant no later than December 11, 2014. The NOD and fee for the EIR shall be filed with the Riverside County Clerk within five (5) working days of project approval by the Planning Commission (12/17/14). The Notice shall include the required California Dept. of Fish and Game (Code Section 711.4.d.3) and Riverside County Clerk fee **totaling $3,079.75**. 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 Dept. of Fish & Game = $3,029.75**~~ ~~**b. Riverside County Clerk Admin. Fee = $50.00**~~	~~December 11, 2014~~ ~~&~~ ~~December 17, 2014~~	~~Planning Dept.~~	Matthew Bassi
2.	The applicant shall review, and sign below verifying the "Acceptance of the Conditions of Approval" for EOT #3 and return the signed page to the Wildomar Planning Dept. no later than November 16, 2022 Applicant Signature: Date:	November 16, 2022	Planning Dept.	

EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
~~City Council Original Approval Date – December 10, 2014~~ ~~EOT #1 / Litigation "Stay" Approval Date – Aug. 10, 2017~~ ~~EOT #2 – PC Approval Date – August 7, 2019~~ **EOT #3 – PC Approval Date - November 15, 2022**	~~Project Expiration Date – December 10, 2017~~ ~~EOT #1 / Litigation "Stay" Expiration Date – Oct. 26, 2019~~ ~~EOT #2 Expiration Date – October 26, 2022~~ **EOT #3 Final Expiration Date – October 26, 2024**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
3.	The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, Dept.'s, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, Dept.'s, 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, gents, Dept.'s, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. 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	On-Going	Planning Dept.	

EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
~~City Council Original Approval Date – December 10, 2014~~ ~~EOT #1 / Litigation "Stay" Approval Date – Aug. 10, 2017~~ ~~EOT #2 – PC Approval Date – August 7, 2019~~ **EOT #3 – PC Approval Date - November 15, 2022**	~~Project Expiration Date – December 10, 2017~~ ~~EOT #1 / Litigation "Stay" Expiration Date – Oct. 26, 2019~~ ~~EOT #2 Expiration Date – October 26, 2022~~ **EOT #3 Final Expiration Date – October 26, 2024**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
	Applicant for attorneys' fees, costs and expenses it has incurred related to its defense of any Action and applicant agrees to timely payment within thirty (30) days of receipt of the invoice. 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 Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194), the applicant shall pay any outstanding deposit account balance, if applicable. Failure to pay the outstanding balance by the due date may result in delays in the submittal of grading and building plans.	~~February 10, 2015~~	Planning Dept.	
5.	In accordance with Section 66020.d.1 of the Government Code, the applicant has 90 days (3/10/15) from project approval to file a protest of the imposition of fees, dedications, reservations, or other exactions being imposed on this project. Notice is hereby to the Applicant that the 90-day appeal hereby begins with approval of this project.	~~March 10, 2015~~	Planning Dept.	

EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
~~City Council Original Approval Date – December 10, 2014~~ ~~EOT #1 / Litigation "Stay" Approval Date – Aug. 10, 2017~~ ~~EOT #2 – PC Approval Date – August 7, 2019~~ **EOT #3 – PC Approval Date - November 15, 2022**	~~Project Expiration Date – December 10, 2017~~ ~~EOT #1 / Litigation "Stay" Expiration Date – Oct. 26, 2019~~ ~~EOT #2 Expiration Date – October 26, 2022~~ **EOT #3 Final Expiration Date – October 26, 2024**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
6.	*Approval of EOT #3 for Public Use Permit No. 778 (Planning Application No. 12-0194) shall expire on October 26, 2024 if grading/building permits have not been issued and substantial construction work has commenced. If grading/building permits have not been issued and substantial construction work has commenced by this deadline, the project will become null and void.*	*October 26, 2024*	Planning Dept.	
7.	Public Use Permit No. 778 (Planning Application No. 12-0194) shall be developed in accordance with the plans approved by the City Council on December 10, 2014. If the project requires a modification/revision to the approved plans, the applicant may file a substantial conformance application (and pay all applicable fees) for review by the Planning and Engineering Dept.'s in accordance with Section 17.228 of the Wildomar Zoning Ordinance.	On-Going	Planning Dept.	
8.	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.	
9.	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.	
10.	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	On-Going	Planning Dept.	

EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
~~City Council Original Approval Date – December 10, 2014~~ ~~EOT #1 / Litigation "Stay" Approval Date – Aug. 10, 2017~~ ~~EOT #2 – PC Approval Date – August 7, 2019~~ **EOT #3 – PC Approval Date - November 15, 2022**	~~Project Expiration Date – December 10, 2017~~ ~~EOT #1 / Litigation "Stay" Expiration Date – Oct. 26, 2019~~ ~~EOT #2 Expiration Date – October 26, 2022~~ **EOT #3 Final Expiration Date – October 26, 2024**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
	(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.			
11.	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.	
12.	The proposed Project shall comply with the requirements of Chapter 9.48 of the WMC relating to noise.	On-Going	Planning Dept.	
13.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the	On-Going	Planning & Engineering Depts.	

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	treatment of the remains as provided in Public Resources Code Section 5097.98.			
14.	The nighttime use of the sports field and lighting shall be limited to no more than 81 days in any calendar year.	On-Going	Planning & Engineering Depts.	
15.	Prior to the issuance of a building permit for any future sign(s) on the property, the applicant shall prepare a comprehensive sign program that consists of all current and future signs. The sign program shall be consistent with Section 17.252 (Sign Regulations) of the Zoning Ordinance. Said sign program shall be reviewed and approved by the Planning Director.	Prior to Issuance of a Sign Permit	Planning Department	
16.	The applicant is prohibited from using any sort of blasting device or activity during all grading and/or construction operations.	On-Going	Planning Department	
17.	The Applicant shall be required to section off the preschool drop-off area along the curb with traffic cones during the morning and evening drop-off & pick-up times. There shall also be adult supervision during the duration of the drop-off & pick-up times.	On-Going	Planning Department	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
EIR Mitigation Measures:			
18. **MM 3.1.3** To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.	Prior to operation of the maintenance building parking lot and the upper parking lot.	City of Wildomar Public Works Department	
19. **MM 3.3.1** Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct focused surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or	Prior to approval of grading permits	City of Wildomar Planning Department	

	during appropriate developmental periods that are necessary to identify the plant species of concern. If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans. If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold. Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., one acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, offsite mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the			

	areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted. A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval.			
20.	**MM 3.3.2a** Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside MSHCP* (March 29, 2006). In addition, per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. • Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.	Within 30 days prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	

21.	**MM 3.3.2b** If burrowing owls are found to be present onsite, the project proponent shall develop a conservation strategy in cooperation with CDFW, USFWS and the Regional Conservation Authority in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation* (2012).	Prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
22.	**MM 3.3.2c** Prior to any construction occurring in Riversidean sage scrub (**Figure 3.3-1)** during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing. If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15).	Within 30 days prior to any vegetation removal or ground-disturbing activities affecting Riversidean sage scrub	City of Wildomar Planning and Public Works Departments	
23.	**MM 3.3.2d Migratory Bird Surveys.** If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days of construction initiation.	Prior to the initiation of construction activities	City of Wildomar Planning and Public Works Department	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring Dept.	Verification (Date and Signature)
	Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible). If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.			
24.	**MM 3.3.3** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFW, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Prior to project vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
25.	**MM 3.3.4a** Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present. If potentially jurisdictional features are identified, the project applicant shall submit a preliminary jurisdictional determination	Prior to approval of grading permits.	City of Wildomar Planning Department	

	to the USACE for verification. The verified delineation will be submitted to the City for its records.			
26.	**MM 3.3.4b**Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project. Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.	Prior to approval of grading permits	City of Wildomar Planning Department	
27.	**MM 3.5.2a** If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated in the 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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Building and Planning Departments	

	Treatment and Monitoring Agreement required by mitigation measure 3.5.2b. This mitigation measure shall be incorporated in all construction contract documentation.			
28.	**MM 3.5.2b** At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
29.	**MM 3.5.2c** 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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring Dept.	Verification (Date and Signature)
	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.			
30.	**MM 3.5.2d** 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 Archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the Project. Final copies of the report will be submitted to the City of Wildomar, the Developer, the Eastern Information Center and the Pechanga Tribe.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
31.	**MM 3.5.3a** Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to	Prior to the issuance of a grading permit	City of Wildomar Engineering and	

	prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required. If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant,		Planning Departments	

	a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.			
32.	**MM 3.5.3b** 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, 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
33.	**MM 3.5.3c** 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
34.	**MM 3.5.3d** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival	As a condition of project approval, and implemented	City of Wildomar Engineering and	

	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.	during ground-disturbing construction activities	Planning Departments	
35.	**MM 3.5.3e** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	Following ground-disturbing activities, and implemented prior to the issuance of a building permit	City of Wildomar Engineering and Planning Departments	
36.	**MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within a reasonable timeframe of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

	treatment of the remains as provided in Public Resources Code Section 5097.98.			
37.	**MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure 3.5.2b, 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
38.	**MM 3.5.4c** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
39.	**MM 3.6.2** Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building	Prior to grading and building activities	City of Wildomar City Public Works and Building Departments	

	practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.			
40.	**MM 3.6.4a** A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of 2 feet deep and 15 feet wide (equipment width) and tilted a minimum of 2 percent into the hillside. Keyways for transition slopes should tilt a minimum of 5 percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill.	During grading and building activities	City of Wildomar City Public Works and Building Departments	
41.	**MM 3.6.4b** All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse structural features or significant amounts of soil may be considered unstable. Unstable cut slopes may require	During grading and building activities	City of Wildomar City Public Works and Building Departments	

	flattening or buttressing. Additionally, the final grading plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study.			
42.	**MM 3.6.5** All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium should be removed from the areas to be graded to competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project.	During grading and building activities	City of Wildomar City Public Works and Building Departments	
43.	**MM 3.6.6a Slab on Grade**. To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	

	with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at completion of grading could cause a change in the slab-on-grade recommendations.			
44.	**MM 3.6.6b Exterior Slabs.** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
45.	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases	Prior to the issuance of a grading permit	City of Wildomar Engineering Department	

	of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.			
46.	**MM 3.8.1a** Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. • Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors.	During construction activities	City of Wildomar Building and Planning Departments	

	• Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. • Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site. • All construction activity including staging and haul truck deliveries shall be limited to the hours of 6 a.m. to 6 p.m. between June and September, and the hours of 7 a.m. to 6 p.m. between October and May. • Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles traveled. • Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive_residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities. • Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive.			

	• The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints. • Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.			
47.	**MM 3.8.1b** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.	Prior to a certificate of occupancy of the preschool (as part of building permit requirements)	City of Wildomar Planning and Building Departments	
48.	**MM 3.8.1c** For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster.	Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)	City of Wildomar Planning and Building Departments	

	Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.			
49.	**MM 3.8.1d** All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)	City of Wildomar Planning and Building Departments	
50.	**MM 3.8.1e** The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.	Prior to occupancy of the preschool	City of Wildomar Planning and Building Departments	
51.	**MM 3.8.4** Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.	Ongoing	City of Wildomar Planning Department and Public Works Department	

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52.	**MM 3.8.5** Prior to completion of the upper parking lot, an access control gate shall be installed at the entrance to the lower parking area. The gate shall be operated and maintained by the church and be designed to prevent use or access to the parking area during times when the church is not in operation. The Planning Director or City Engineer may approve an alternative location for the gate if another area would serve the same purpose of denying access. A sign shall be placed on the gate, and at the entrance to each parking area, indicating a number that can be called should activity occur in the parking lot(s) when the church is not in operation.	Prior to completion of the upper parking lot	City of Wildomar Planning Department and Public Works Department	
53.	**MM 3.10.1** The project applicant shall be required to pay its pro rata share of the implementation of the following traffic improvements: I-15 Southbound Ramps/Baxter Road (Intersection #2): • Install a traffic signal. I-15 Northbound Ramps/Baxter Road (Intersection #4) • Install a traffic signal. Monte Vista Drive/Bundy Canyon Road (Intersection #5) • Install a traffic signal. Monte Vista Drive/Baxter Road (Intersection #9) • Install a traffic signal.	Prior to occupancy, or building permit as required by the DIF or TUMF programs	City of Wildomar Public Works Department	

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54.	**MM 3.10.3** The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	Prior to Issuance of Building Permits for Preschool Building	City of Wildomar Public Works and Planning Departments	
Prior to Issuance of a Grading Permit				
55.	Prior to the issuance of a grading permit, the developer shall submit a final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
56.	Prior to the issuance of the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	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.			
57.	Concurrent with the precise grading plan submittal, the applicant shall submit two sets of detailed landscape and irrigation plans, including on-site and public right-of-way areas. The landscaping and irrigation plans shall be approved by the Planning Dept. prior to the issuance of any grading permit for the project.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
58.	Prior to Issuance of a Grading Permit, the Applicant shall submit a fence/wall plan for the boundary between the southerly parking area and adjacent residence for review and approval by the Planning Director.	Prior to Issuance of a Grading Permit	Planning Dept.	
Special Landscape Conditions				
59.	Prior to the issuance of grading permits, the Applicant shall submit to the Planning Department three (3) sets of complete landscape and irrigation construction plans for review and approval. Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect shall prepare the plans.	Prior to the Issuance of Grading Permits	Planning Dept.	

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60.	The above-described plans shall be in substantial conformance with the plans as approved by the City Administrative Staff, Planning Commission and/or City Council. Notes, details, and specifications shall be included.	On-Going	Planning Dept.	
61.	All landscape and irrigation plans shall be consistent with the City of Wildomar Water Efficient Landscaping Ordinance and Irrigation Implementation Guidelines (Chapter 17.276 of the Zoning Ordinance.	On-Going	Planning Dept.	
62.	Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger.	On-Going	Planning Dept.	
63.	No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans.	On-Going	Planning Dept.	
64.	All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of landscaping outside the required setback (18 inches on sides and 8 feet at the front doors).	On-Going	Planning Dept.	

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65.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation.	On-Going	Planning Dept.	
66.	All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations.	On-Going	Planning Dept.	
67.	All plants within the detention basin shall be California native. The trees shall include *Quercus agrifolia* (coast live oak) and *Platanus racemosa* (sycamore). The shrubs shall be *Heteromeles arbutifolia* (toyon).	On-Going	Planning Dept.	
68.	An additional 10 trees shall be installed within the detention basin from the landscape concept exhibit approved by the City Council (dated 12/10/14).	On-Going	Planning Dept.	
69.	Additional tree plantings shall be installed from 24" box containers at 30 feet on center, between the west parking lot, with angled parking to the large parking lot.	On-Going	Planning Dept.	
70.	*Acacia stenophylla* (shoestring acacia) trees shall be changed to an alternate species.	On-Going	Planning Dept.	
71.	Shade trees shall be provided to create shade throughout the parking lot no farther apart than 30 feet on center in continuous planting areas and 36 feet on center for tree wells. Trees shall be located no closer to paving than 30".	On-Going	Planning Dept.	

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72.	New flowering shrub plantings shall be added to the existing non-disturbed area between the west parking lot, with the angled parking to the large parking lot.	On-Going	Planning Dept.	
73.	*Baccharis pilularis 'Pigeon Point'* (coyote brush) shall be installed at 4 feet on center.	On-Going	Planning Dept.	
74.	All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect.	On-Going	Planning Dept.	
75.	The existing landscaping located to the north, west, and east sides of the new proposed wall and glass fence enclosing the outdoor daycare areas shall be cleaned up and trimmed as required. New shrub and ground cover plantings, to fill in spaces where plants have died, shall be added where directed by the City Landscape Architect.	On-Going	Planning Dept.	
76.	The bottom of the detention basin planting of *Juncus patens* (California gray rush) shall be planted at 3' on center.	On-Going	Planning Dept.	
77.	The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas.	On-Going	Planning Dept.	
78.	All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate tables), pH and	On-Going	Planning Dept.	

	total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments.			
79.	No plant materials that could freeze, damage paving, or have thorns are allowed.	On-Going	Planning Dept.	
80.	Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting.	Prior to Construction	Planning Dept.	
81.	Prior to the issuance of occupancy permits for the day car facility, performance securities, in the amount determined by the City to guarantee the adequate maintenance of the landscaping materials and irrigation system in accordance with the approved plans for a period of one (1) year from the date of final clearance of the installed landscaping by the City, shall be posted with the Planning Department. The performance securities shall be released one (1) year after final clearance of the installed landscaping by the City, upon written request by the owner, if the landscaping has been shown to be adequately maintained. A deposit to cover re-inspection of the landscape, at the current City rate shall be posted with the Planning Department prior to re-inspection for maintenance bond release.	Prior to Issuance of Occupancy Permits	Planning Dept.	
82.	Prior to the issuance of occupancy permits, all required landscaping and irrigation systems shall be installed in a condition acceptable to the City. The owner's Landscape Architect shall provide inspection of the landscaping. The owner's Landscape Architect shall provide the City	Prior to Issuance of Occupancy Permits	Planning Dept.	

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	with a Certificate of Compliance stating that the landscaping was installed per the approved plans. An irrigation audit may be required. The City will review the Certificate of Compliance and conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.			
Prior to Issuance of a Building Permit				
83.	Prior to the issuance of a building permit, the applicant shall comply with Building Dept. requirements in obtaining all necessary permits to construct said structures.	Prior to Issuance of a Building Permit	Planning Dept.	
Prior to Issuance of a Certificate of Occupancy				
84.	The proposed development approved by the City Council via Public Use Permit No. 778 (Planning Application No. 12-0194) shall comply with the standards and requirements of the City's Light Pollution Ordinance (Chapter 8.64 of the WMC). In accordance with Section 8.64.020, the entire property, including ay legal, nonconforming lighting, shall be brought into compliance with the requirements of this chapter for prior to the issuance of a certificate of occupancy for the Phase 2 Administration Building.	Prior to the Issuance of a Certificate of Occupancy of Phase 2 Admin. Building	Planning Dept.	
85.	Prior to the issuance of occupancy permits for the day care center, all conditions of approval related to the building shall be completed to the satisfaction of the planning department.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
86.	Prior to the issuance of a certificate of occupancy, all required landscape planting and irrigation shall have been installed consistent with the approved construction plans and shall be in a condition	Prior to the Issuance of Occupancy Permits	Planning Dept.	

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	acceptable to the Planning Director. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The applicant shall contact the Planning Department to schedule the final inspection(s).			
PUBLIC WORKS/ENGINEERING/BUILDING DEPT. 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 & Engineering Dept.'s.	
2.	No grading shall be performed without the prior issuance of a grading permit by the City.	On-Going	Public Works & Engineering Dept.'s.	
3.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works & Engineering Dept.'s.	
4.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.	On-Going	Public Works & Engineering Dept.'s.	

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5.	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.	On-Going	Public Works & Engineering Dept.'s.	
6.	The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works & Engineering Dept.'s.	
7.	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 & Engineering Dept.'s.	
8.	All grading shall conform to the California Building Code, including Appendix J, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Public Works & Engineering Dept.'s.	
9.	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 & Engineering Dept.'s.	
10.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer.	On-Going	Public Works & Engineering Dept.'s.	
11.	Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works & Engineering Dept.'s.	
12.	All retaining walls shall require a separate permit from the Building Department.	On-Going	Public Works & Engineering Dept.'s.	

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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. 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.	On-Going	Public Works & Engineering Dept.'s.	
14.	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 & Engineering Dept.'s.	
15.	The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works & Engineering Dept.'s.	
16.	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 & Engineering Dept.'s.	
17.	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 & Engineering Dept.'s.	

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18. All flood control plans to be reviewed by the City or the Riverside County Flood Control District (RCFCD) shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer. For projects requiring RCFCD review the developer shall pay the appropriate fees to RCFCD.	On-Going	Public Works & Engineering Dept.'s.	
Prior to the Issuance of Grading Permits			
19. Prior to the issuance of grading permits, the developer shall submit a geotechnical soil report to the City Engineer for review and approval prior to issuance of grading permit. The findings and recommendations shall reflect current conditions and the report shall be no older than one (1) year. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar. 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 a Grading Permit	Public Works & Engineering Dept.'s.	
20. Prior to the issuance of grading permits, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
21. Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer. **See Environmental Impact Report (EIR) Mitigation Measure 3.7.1.**	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	

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22.	Prior to issuance of grading permits the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
23.	Prior to the issuance of grading permits, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
24.	Prior to the issuance of grading permits, 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 a Grading Permit	Public Works & Engineering Dept.'s.	

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25.	If the project location is within the Santa Ana River Watershed: Prior to the issuance of grading permits, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Applicant needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise, volume has to be addressed.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
26.	Prior to the issuance of grading permits, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will:	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	

	a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.			
27.	Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.	Prior to 1st Improvement Plan Submittal	Public Works & Engineering Dept.'s.	
28.	Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. **See Environmental Impact Report (EIR) Mitigation Measure 3.8.1**.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
29. The application proposes two (2) phases of construction. Phase 1 grading shall complete all elements of the approved Plot Plan except the grading and building of Phase 2 (Proposed 3-story Administration Building). The existing and proposed BMP's associated with the Final WQMP and the site design shall anticipate the future construction of Phase 2.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
Prior to Issuance of a Building Permit			
30. The developer shall execute a maintenance agreement for the stormwater quality control treatment devices as identified in the WQMP to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
31. Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
32. Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	
33. Prior to issuance of a building permit the developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	
34. Prior to issuance of a building permit the developer shall design streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
35.	Prior to issuance of a building permit the developer shall annex into all applicable Maintenance Districts, Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Issuance of a Building Permit	Building Dept.	
36.	Prior to issuance of a building permit the developer shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Issuance of a Building Permit	Building Dept.	
37.	Prior to issuance of a building permit the developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Issuance of a Building Permit	Building Dept.	
38.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and City Development Impact Fees.	Prior to Issuance of a Building Permit	Building Dept.	
39.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff from in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit	Building Dept.	
40.	The developer shall dedicate the eastern half (1/2) section of Monte Vista Drive, measured, 41' from the approved ultimate centerline. The	Prior to Issuance of a Building Permit	Building Dept.	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring Dept.	Verification (Date and Signature)
	developer shall prepare a centerline profile study. Right of way will be based on a modified 82' Secondary Highway/Frontage Road with a center turn lane, (Stds. 94 and 109 modified), in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.			
41.	The developer shall dedicate, and design Via Carnaghi based on a local street, Standard No. 105 A, within the existing right of way in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
42.	The project applicant will prepare and implement a traffic management plan (TMP) in accordance with **Environmental Impact Report (EIR) Mitigation Measure 3.10.3** to the satisfaction of the City Engineer**.**	Prior to Issuance of a Building Permit	Building Dept.	
43.	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.	Prior to Issuance of a Building Permit for the Preschool Building	Building Dept.	
Prior to Issuance of a Certificate of Occupancy				
44.	The developer shall improve the eastern half - section of Monte Vista Drive to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Public Works & Engineering Dept.'s.	
45.	The developer shall improve Via Carnaghi to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Public Works & Engineering Dept.'s.	

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	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring Dept.	Verification (Date and Signature)
46.	The project applicant shall be required to pay its pro rata share of the implementation of the traffic improvements in accordance with **Environmental Impact Report (EIR) Mitigation Measure 3.10.1**	Prior to the Issuance of Occupancy Permits	Building Dept.	
47.	The developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Building Dept.	
48.	The developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Building Dept.	
RIVERSIDE COUNTY FIRE DEPT.				
General Conditions				
1.	10. FIRE.999PC-#01 - West Fire Protection Planning Office Responsibility IN EFFECT. 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	RCFD	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
2.	10. FIRE.999 CASE – CITY CASE STATEMENT IN EFFECT 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 recognize fire protection standards.	On-Going	RCFD	
3.	10. FIRE.999 USE-#50-BLUE DOT REFLECTOR IN EFFECT Blue retro reflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by Riverside County Fire Department.	On-Going	RCFD	
4.	10. FIRE.999 USE*-#23 – MIN REQ FIRE FLOW, IN EFFECT Minimum required fire flow shall be 1750 GPM for 2 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site.	On-Going	RCFD	
5.	10. FIRE.999 USE-#20-SUPER FIRE HYDRANT, IN EFFECT Super fire hydrant (s) (6" x 4" x 2 ½") shall be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. Hydrant spacing shall be 500' and maximum distance from any point on the street or road frontage to a hydrant 250'.	On-Going	RCFD	
Prior to Issuance of a Building Permit			
6.	80. FIRE.999 USE-#17A-BLDG PLAN CHECK $ - IN EFFECT	Prior to Issuance of Building Permits	RCFD	

	Building plan check deposit fee of $1,056.00 shall be paid in a check or money order to the Riverside County Fire Department after plans have been reviewed by our office.			
7.	80. FIRE.999 USE-#4 – WATER PLANS - IN EFFECT The applicants or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing. The system shall meet the fire flow requirements. Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."	Prior to Issuance of Building Permits	RCFD	
Prior to Building Final Inspection				
8.	90. FIRE.999 USE-#45 – FIRE LANES - IN EFFECT The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.	Prior to Final Inspection	RCFD	
9.	90. FIRE.999 USE-#12A- SPRINKLER SYSTEM - IN EFFECT Install a complete fire sprinkler system per NFPA 13 2010 edition in all buildings requiring a fire flow of 1500 GPM or greater sprinkler system (s). All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and the minimum of 25 feet from	Prior to Final Inspection	RCFD	

	the building (s). A statement that the building (s) will be automatically fire sprinkled must be included on the title page of the building plans. (Current sprinkler plan check deposit base fee is $614.00 per riser) applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring System shall monitor the fire Sprinkler system (s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact Fire Department for guideline handout (current monitoring plan check deposit base fee is $192.00)			
10.	90. FIRE.999 USE-#83- AUTO/MAN FIRE ALARM - IN EFFECT Applicant or developer shall be responsible to install a manual and automatic Fire Alarm System. Plans must be submitted to the Fire Department for approval prior to installation. (Current plan check deposit base fee $627.00)	Prior to Final Inspection	RCFD	
11.	90. FIRE.999 USE-#37-LOW LEVEL EXIT SIGN - IN EFFECT Door-level exit signs, exit markers and exit path marking shall be installed per the California Building Code.	Prior to Final Inspection	RCFD	
12.	90. FIRE.999 USE-#27-EXTINGUISHERS - IN EFFECT Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (Inches) to center above the floor level with Maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.	Prior to Final Inspection	RCFD	

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13.	90. FIRE.999 USE-#36-HOODS DUCTS - IN EFFECT A. U.L. 300 hood duct fire extinguishing system must be installed over the cooking equipment. Wet chemical extinguishing system must provide automatic shutdown of all electrical components and outlets under the hood upon activation. System must be installed by a licensed C-16 contractor. Plans must be submitted with current fee of $215.00 to the Fire Department for review and approval prior to installation. Note: A dedicated alarm system is not required to be installed for the exclusive purpose of monitoring this suppression system. However, a new or pre-existing alarm system must be connected to the extinguishing system. Separate fire alarm/monitoring plans must be submitted for review prior to connection. Current plan check deposit base fee is $192.00.	Prior to Final Inspection	RCFD	
ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD) CONDITIONS			
1.	The applicant shall be required to comply with all applicable EVMWD water and sewer conditions of approval for PUP No. 778 (Planning Application No. 12-0194). The applicant shall contact EVMWD staff at 951-674-3146, Ext. 8786 for additional details.	On-Going	EVMWD	

END

CITY OF WILDOMAR
CORNERSTONE COMMUNITY CHURCH CONSTRUCTION PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2013111005

Lead Agency:

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

JUNE 2014

CITY OF WILDOMAR

CORNERSTONE COMMUNITY CHURCH

DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2013111005

Lead Agency:

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

JUNE 2014

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ES - EXECUTIVE SUMMARY

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

ES1 PURPOSE AND SCOPE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

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

ES2 PROJECT SUMMARY

The proposed project includes a Planning Action (PA) to modify the existing PUP 778 for the Cornerstone Community Church. The modification will allow for the construction of a preschool, administrative office building, kitchen, and new parking lots at the existing church. The construction is anticipated to occur over two phases. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer manhole. By connecting to the sewer, the proposed project can abandon the existing on-site septic tanks.

ES3 PROJECT ALTERNATIVES SUMMARY

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

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

- **Alternative 2 – Reduced Density Alternative.** This alternative would eliminate the upper parking lot as shown on **Figure 2.0-3A**. The intent of the alternative is to reduce the amount of grading and impervious surface added to the site and to eliminate the noise associated with vehicles using the access road behind the existing home at 34620 Via Carnaghi Lane. By eliminating the upper parking lot, the project would not add 274 new parking spaces or result in grading or construction of a new detention basin. The alternative assumes that the preschool, administrative office, maintenance building, Via Carnaghi Lane, and the maintenance building parking and the lower parking lots would be constructed as planned with the proposed project.

- **Alternative 3 – No Maintenance Building Parking Lot**. The maintenance building parking lot replaces an existing residential structure and landscape area that is being used as a maintenance and utility building. As proposed, a new parking lot would be constructed with 45 spaces and a new maintenance building. This would place cars adjacent to the northern property line of the home located at 34620 Via Carnaghi Lane, resulting in additional noise and disturbance from construction and operation of the parking lot. This alternative would eliminate the construction of a new parking lot but allow the maintenance building to be reconstructed.

- **Alternative 4 – Relocated Preschool.** This alternative would move the proposed preschool to the upper parking lot to remove it from the freeway noise and adjacent home at 34520 Monte Vista Drive. The alternative assumes that all other features of the project would be constructed as planned with the proposed project.

ES4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City of Wildomar was identified as the lead agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City of Wildomar prepared and distributed a Notice of Preparation (NOP) for the proposed project that was circulated for public review on November 1, 2013. Concerns raised in response to the NOP were considered during the preparation of the EIR. A copy of each letter is provided in **Appendix 2.0** of this DEIR. Section 1.0, Introduction, provides a summary of issues and areas of concern related to the proposed project, as presented to the City by agencies and the public during the NOP review period. The complete text of the NOP and the NOP comments are included as **Appendix 2.0** to this Draft EIR.

ES5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 displays a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In **Table ES-1**, the level of significance is indicated both before and after the implementation of each mitigation measure. For detailed discussions of all mitigation measures that would provide mitigation for each type of environmental impact addressed in this Draft EIR, refer to the appropriate environmental topic section (i.e., Sections 3.1 through 3.10).

The project proposes development on 63.41 acres of land totaling 20.37 acres of developed land (43.25 acres will be left undisturbed). This development, in combination with long-term, region-wide growth and development, has the potential to generate environmental impacts in a number of areas, including direct construction impacts on biological, cultural, and geological resources and hydrology and water quality, as well as indirect impacts associated with use of this built environment on areas such as aesthetics, noise, and transportation.

Of the potential environmental impacts discussed in Section 3.0 of the DEIR, project impacts to air quality are considered cumulatively considerable and significant and unavoidable. CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance.

ES6 AREAS OF NO IMPACT

The potential for the proposed project to result in certain impacts was not included in **Table ES-1** because the City of Wildomar determined that the proposed project could not result in an impact in these environmental areas for the following reasons. Impacts not included in **Table ES-1** include those pertaining to:

- **Agricultural Resources** – The proposed project site does not contain, and is not adjacent to, Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any land subject to a Williamson Act contract.

- **Hazards and Hazardous Materials** – The proposed project will not impact a designated evacuation plan or produce hazardous materials or emissions. The proposed project site is not included on any list of hazardous materials sites, and it is located approximately 2 miles from the nearest airport, Skylark Field.

- **Population, Housing, and Employment** – The proposed project will include the removal of one single family home. However, the loss of a single housing unit is not significant to the number of housing units within the City of Wildomar and it will not result in the creation of additional housing units within the city. Additionally, the development of a preschool, which is anticipated to serve an estimated 180 students and 36 staff members would not influence the projected local or regional population necessitating the need for additional housing. Further, it is unlikely that each of the estimated 45 staff positions would be filled by individuals not living within proximity of the proposed project. However, if all 45 positions were filled by individuals needing to relocate to the City, even under the assumption that each person relocated with another family member, would only represent a .28 percent increase in population.

- **Public Services** – The proposed project is serviced by the Riverside County Library System. The incremental increase in population and staffing created by the proposed project would not necessitate the need for new facilities or staffing associated with the local library system.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Aesthetics					
Impact 3.1.1	The proposed project will have no impact on any scenic vista.	NI	None required		NI
Impact 3.1.2	While the proposed project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area.	LS	None required		LS
Impact 3.1.3	The proposed project will include the installation of athletic field lighting and parking lot lighting, which will result in new source of nighttime light. Impacts will be less than significant with mitigation incorporated.	PS	**MM 3.1.3**	To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.	LS
			Timing/Implementation:	*Prior to operation of the maintenance building parking lot and the upper parking lot.*	

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Enforcement/Monitoring: City of Wildomar Public Works Department	
Impact 3.1.4	Implementation of the proposed project, in combination with the existing adjacent residences and Interstate 15, would result in a less than cumulatively considerable contribution to the alteration of the visual character of the region.	LCC	None required	LCC
Air Quality				
Impact 3.2.1	Construction-generated emissions would not contribute substantially to an existing or projected air quality violation. This impact is considered less than significant.	LS	None required.	LS
Impact 3.2.2	Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter.	LS	None required	LS
Impact 3.2.3	Land use activities associated with the proposed project would not conflict with or obstruct implementation of regional air quality management planning.	LS	None required	LS
Impact 3.2.4	The proposed project will not contribute to localized concentrations of carbon monoxide that would exceed applicable ambient air quality standards.	LS	None required	LS
Impact 3.2.5	The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions.	LS	None required	LS

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

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Impact 3.2.6	Development of the proposed project would not result in exposure of sensitive receptors to substantial odorous emissions.	LS	None required		LS
Impact 3.2.7	Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, would not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered less than cumulatively considerable.	LCC	None required		LCC
Biological Resources					
Impact 3.3.1	Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status plant species, which would be considered a **potentially significant** impact.	PS	**MM 3.3.1**	Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct a preliminary evaluation to determine if suitable habitat for white rabbit-tobacco and/or bottle liver occurs within the disturbance footprint. If suitable habitat is identified, focused surveys shall be conducted to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern. If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans. If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold. Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., one acre preserved for each acre impacted). Compensation for temporary	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, offsite mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted. A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval. *Timing/Implementation: Prior to approval of grading permits* *Enforcement/Monitoring: City of Wildomar Planning Department*	
Impact 3.3.2 Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status wildlife species, which would be considered a **potentially significant** impact..	PS	**MM 3.3.2a** Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If construction is delayed or suspended for more than 30 days after the	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. *Timing/Implementation: Within 30 days prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments* **MM 3.3.2b** If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance: Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 250-foot (75-meter) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist. If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season. A qualified biologist must verify through noninvasive methods that the burrow is no longer occupied. If relocation of the owls is approved for the site	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: • The location of the nest and owls proposed for relocation. • The location of the proposed relocation site. • The number of owls involved and the time of year when the relocation is proposed to take place. • The name and credentials of the biologist who will be retained to supervise the relocation. • The proposed method of capture and transport for the owls to the new site. • A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control). • A description of efforts and funding support proposed to monitor the relocation. If paired owls are present within 160 feet (50 meters) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort. Any identified loss shall be reported to the CDFW.	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Timing/Implementation: Prior to any vegetation removal or ground-disturbing activities *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments* **MM 3.3.2c** Prior to any construction occurring in Riversidean sage scrub during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS *Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines* dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing. If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15). *Timing/Implementation: Within 30 days prior to any vegetation removal or ground-disturbing activities affecting Riversidean sage scrub* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments* **MM 3.3.2d** **Migratory Bird Surveys**. If clearing and/or construction activities will occur, within	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		undisturbed portions of the project site, during the migratory bird nesting season (March 15 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 14 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible). If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW. *Timing/Implementation: Prior to the initiation of construction activities* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Department*	

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.3.3	Implementation of the proposed project could result in impacts to sensitive biological communities, including riparian habitat. This would be a potentially significant impact.	PS	**MM 3.3.3** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project. *Timing/Implementation: Prior to project vegetation removal or ground-disturbing activities* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments*	LS
Impact 3.3.4	Implementation of the proposed project may result in the loss of any jurisdictional waters of the United States, including wetlands. This would be a potentially significant impact.	PS	**MM 3.3.4a** Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present. If potentially jurisdictional features are identified, the project applicant shall submit a preliminary jurisdictional determination to the USACE for verification. The verified delineation will be submitted to the City for its records. *Timing/Implementation: Prior to approval of grading permits.* *Enforcement/Monitoring: City of Wildomar Planning Department* **MM 3.3.4b** Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance,	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project. Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project. *Timing/Implementation: Prior to approval of grading permits.* *Enforcement/Monitoring: City of Wildomar Planning Department*	
Impact 3.3.5	Implementation of the proposed project could interfere with the movement of native resident or migratory fish or wildlife species. This is considered a less than significant impact	LS	None required	LS
Impact 3.3.6	Implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources.	NI	None required	NI
Impact 3.3.7	Implementation of the proposed project could conflict with the provisions of the Western Riverside County MSHCP.	PS	Implementation of **MM 3.3.2a** and **3.3.2b**.	LS
Impact 3.3.8	Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources.	LCC	Implementation of **MM 3.3.2a** through **MM 3.3.2d**	LCC

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Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Climate Change and Greenhouse Gases					
Impact 3.4.1	Implementation of the proposed project will result in greenhouse gas emissions that would further contribute to significant impacts on the environment.	LCC	None required		LCC
Impact 3.4.2	Implementation of the proposed project could conflict with an applicable plan adopted for the purpose of reducing the emissions of greenhouse gases.	LCC	None required		LCC
Impact 3.4.3	Implementation of the proposed project could result in the inefficient, wasteful, and unnecessary consumption of energy during construction and operation.	LCC	None required		LCC
Cultural Resources					
Impact 3.5.1	Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource.	NI	None required		NI
Impact 3.5.2	Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features).	PS	**MM 3.5.2a**	If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist 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	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		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 CUL-2. This mitigation measure shall be incorporated in all construction contract documentation. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Building and Planning Departments* **MM 3.5.2b** At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		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 *Timing/Implementation: Prior to the issuance of a grading permit* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.2c** 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	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.2d** 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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments	
Impact 3.5.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site.	PS	**MM 3.5.3a** Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological resources and the potential for project construction to affect	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required. If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the	

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		appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted. *Timing/Implementation: Prior to the issuance of a grading permit* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.3b** 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, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	

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		MM 3.5.3c 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. Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments **MM 3.5.3d** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.3e** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable	

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		paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place. *Timing/Implementation: Following ground-disturbing activities, and implemented prior to the issuance of a building permit* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	
Impact 3.5.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.	PS	**MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities*	LS

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		Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments **MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure 3.5.2b, 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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.4c** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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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			Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	
Impact 3.5.5	Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features).	LCC	Non required	LCC
Geology and Soils				
Impact 3.6.1	The potential for the project site to be exposed to hazards associated with fault rupture is considered unlikely.	LS	None required.	LS
Impact 3.6.2	The project site is located in an area that may be subject to strong seismic ground shaking.	PS	***MM 3.6.2*** Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural	LS

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		foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. *Timing/Implementation: Prior to grading and building activities* *Enforcement/Monitoring: City of Wildomar City Public Works and Building Department*	
Impact 3.6.3 The project site does not include soils that may be subject to seismic-related ground failure, including liquefaction and landslide..	LS	None required.	LS
Impact 3.6.4 The proposed project could result in substantial soil erosion or the loss of topsoil..	PS	**MM 3.6.4a** A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of two (2) feet deep and fifteen (15) feet wide (equipment width) and tilted a minimum of two percent into the hillside. Keyways for transition slopes should tilt a minimum of five percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill. *Timing/Implementation: During grading and building activities* *Enforcement/Monitoring: City of Wildomar City Public Works and Building Departments* **MM 3.6.4b** All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse	LS

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		structural features or significant amounts of soil may be considered unstable. Unstable cut slopes may require flattening or buttressing. Additionally, the final grading plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study. *Timing/Implementation: During grading and building activities* *Enforcement/Monitoring: City of Wildomar City Public Works and Building Departments*	
Impact 3.6.5 Soils testing indicates that the soils within the proposed project site are non-expansive. However, import soils or soils used near finish grade may have a different expansion index than what was tested.	PS	**MM 3.6.5** All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium should be removed from the areas to be graded to competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering	LS

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				geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project. *Timing/Implementation: During grading and building activities* *Enforcement/Monitoring: City of Wildomar City Public Works and Building Departments*	
Impact 3.6.6	Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts.	PS	**MM 3.6.6a**	**Slab on Grade.** To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at completion of grading could cause a change in the slab-on-grade recommendations.	LS

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		Timing/Implementation: Prior to the issuance of a grading permit *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.6.6b** **Exterior Slabs.** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete. *Timing/Implementation: Prior to the issuance of a grading permit* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	
Impact 3.6.7 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts.	LCC	None required.	LCC
Hydrology and Water Quality			
Impact 3.7.1 Construction and operation of the proposed project could result in erosion or a degradation of downstream surface water and groundwater resources.	PS	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated	LS

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		with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be	

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			responsible for maintenance of the basins. *Timing/Implementation: Prior to the issuance of a grading permit* *Enforcement/Monitoring: City of Wildomar Engineering Department*	
Impact 3.7.2	Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions.	LS	None required.	LS
Impact 3.7.3	The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita watershed, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds.	LCC	None required.	LCC
Noise				
Impact 3.8.1	The completed proposed project may expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PS	**MM 3.8.1a** Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. The plan shall: • Depict the location of construction equipment staging areas. • Require that construction contractors equip construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards. • Require that the construction contractor place stationary construction equipment so that emitted noise is directed away from	LS

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		the noise-sensitive receptors nearest the project site. • Describe other noise control measures that will be implemented during project-related construction activities. • Specify that all construction activity, including staging and haul truck deliveries, is subject to the same hours specified for construction equipment (i.e., between the hours of 6 a.m. and 6 p.m. during the months of June through September, and between the hours of 7 a.m. and 6 p.m. during the months of October through May). Where alternative routes are available that would not substantially increase vehicle miles traveled, the plan shall denote haul routes that do not pass noise-sensitive land uses or residential dwellings. The construction-related noise control plan shall also incorporate any other restrictions imposed by City staff. • Indicate the location of frame-mounted temporary noise curtains. The noise curtains shall be installed near the noise-sensitive residential receiver locations to shield the neighboring homes from construction noise. Noise control curtains shall provide a minimum STC (Sound Transmission Class) rating of 20. The temporary noise curtains shall be installed without any gaps or openings on the project boundary between the	

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		noise-sensitive receiver and the construction activities. The construction supervisor shall provide written notification of planned activities to the City of Wildomar and to each of the property owners located along Via Carnaghi Lane and the home at 34520 Monte Vista Drive 15 days prior to commencement of each phase of construction. The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community, a phone number that is attended during active construction working hours for use by the disturbed public to register complaints. The construction supervisor shall ensure compliance with the noise control plan, and the City shall conduct periodic inspections at its discretion. *Timing/Implementation:* *During construction activities* *Enforcement/Monitoring:* *City of Wildomar Building and Planning Departments* **MM 3.8.1b** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.	

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		Timing/Implementation: Prior to a certificate of occupancy of the preschool (as part of building permit requirements) *Enforcement/Monitoring: City of Wildomar Planning and Building Departments* **MM 3.8.1c** For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19. *Timing/Implementation: Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)* *Enforcement/Monitoring: City of Wildomar Planning and Building Departments* **MM 3.8.1d** All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped. *Timing/Implementation: Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)* *Enforcement/Monitoring: City of Wildomar Planning and*	

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			Building Departments **MM 3.8.1e** The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA. *Timing/Implementation: Prior to occupancy of the preschool* *Enforcement/Monitoring: City of Wildomar Planning and Building Departments*	
Impact 3.8.2	Implementation of the proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels.	LS	None required.	LS
Impact 3.8.3	Completion of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.	NI	None required	NI
Impact 3.8.4	Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity.	SU	**MM 3.8.4** Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.	SU

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			Timing/Implementation: Ongoing *Enforcement/Monitoring: City of Wildomar Planning Department and Public Works Department*	
Impact 3.8.5	Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels.	LCC	**MM 3.8.5** Prior to completion of the upper parking lot, an access control gate shall be installed at the entrance to the lower parking area. The gate shall be operated and maintained by the church and be designed to prevent use or access to the parking area during times when the church is not in operation. The Planning Director or City Engineer may approve an alternative location for the gate if another area would serve the same purpose of denying access. A sign shall be placed on the gate, and at the entrance to each parking area, indicating a number that can be called should activity occur in the parking lot(s) when the church is not in operation. *Timing/Implementation: Prior to completion of the upper parking lot* *Enforcement/Monitoring: City of Wildomar Planning Department and Public Works Department*	LCC
Public Services, Utilities, Service Systems				
Impact 3.9.1.1	Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services.	LS	None required	LS
Impact 3.9.1.2	While the proposed project is located in an area that is identified as being exposed to a very high	LS	None required	LS

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	risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services. The close proximity to a fire station and the limited undeveloped land near the proposed project will result in a less than significant impact.			
Impact 3.9.1.3	While the implementation of the proposed project will result in the need for additional water supply, this additional need will not be sufficient to require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts.	LS	None required	LS
Impact 3.9.1.4	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts.	LCC	None required	LCC
Impact 3.9.2.1	Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts.	LS	None required	LS

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Impact 3.9.2.2	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services.	LCC	None required	LCC
Impact 3.9.3.1	The proposed project will not result in increased enrollment in the local school district.	NI	None required	NI
Impact 3.9.3.2	The proposed project will not result in any population growth, nor will it result in population growth when developed in conjunction with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting.	LCC	None required	LCC
Impact 3.9.4.1	Implementation of the proposed project will slightly increase demand for water supply, which could result in effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions would ensure adequate water service.	LS	None required	LS
Impact 3.9.4.2	Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment.	LS	None required	LS
Impact 3.9.4.3	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative	LCC	None required	LCC

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	setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure.			
Impact 3.9.5.1	Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board.	LS	None required	LS
Impact 3.9.5.2	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided.	LCC	None required	LCC
Impact 3.9.6.1	While implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled, the proposed project is consistent with the current land use of the project site allowing for anticipation of the increased waste generation.	LS	None required	LS
Impact 3.9.6.2	Implementation of the proposed project would not fail to comply with federal, state, and local statutes and regulations related to solid waste.	LS	None required	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Impact 3.9.6.3	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services.	LCC	None required		LCC
Impact 3.9.7.1	Implementation of the proposed project would not result in any population increase or additional demand for city recreation facilities.	NI	None required		NI
Impact 3.9.7.2	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment.	LCC	None required		LCC
Transportation and Traffic					
Impact 3.10.1	The proposed project would result in an increase in traffic under the existing plus project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections).	PS	**MM 3.10.1**	The project applicant shall be required to pay the pro rata share of implementation of the following traffic improvements: *I-15 Southbound Ramps/Baxter Road (Intersection #2)* • Install a traffic signal. *I-15 Northbound Ramps/Baxter Road (Intersection #4)* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road (Intersection #5)* • Install a traffic signal. *Monte Vista Drive/Baxter Road (Intersection #9)* • Install a traffic signal.	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Timing/Implementation: *Prior to occupancy, or building permit as required by the DIF or TUMF programs* *Enforcement/Monitoring:* *City of Wildomar Public Works Department*	
Impact 3.10.2	Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses.	LS	None required	LS
Impact 3.10.3	Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact to emergency access.	PS	**MM 3.10.3** The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period. *Timing/Implementation:* *Prior to filing of a final map* *Enforcement/Monitoring:* *City of Wildomar Public Works and Planning Departments*	LS

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

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.10.4	Implementation of the proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation.	LS	None required	LS
Impact 3.10.5	When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.	CC	Implementation of **MM 3.10.1**	CC

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

1.0 – INTRODUCTION

This Draft Environmental Impact Report (Draft EIR; DEIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. An environmental impact report (EIR) is described in CEQA Guidelines Section 15121(a) as a public informational document that analyzes the significant environmental effects of a project, identifies ways to minimize the significant impacts, and describes reasonable alternatives to the project. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development, where feasible, and obligated to balance a variety of public objectives, including economic, environmental, and social factors. CEQA requires that an EIR be prepared by the agency with primary responsibility over the project (the lead agency).

1.1 PURPOSE OF THE EIR

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. Therefore, pursuant to CEQA, the City of Wildomar (City), acting as the lead agency, has prepared this Draft EIR to provide the public and responsible and trustee agencies, as relevant, with information about the potential environmental effects of the proposed Cornerstone Community Church Construction Project (proposed project; project).

A "project" refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the City has determined that adoption and implementation of the proposed Cornerstone Community Church is a project within the CEQA definition.

1.2 KNOWN TRUSTEE AND RESPONSIBLE AGENCIES

The term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. In CEQA, the term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the proposed project. The following agencies have been identified as potential responsible or trustee agencies:

- California Department of Fish and Wildlife, Region 6 (CDFW)
- California Department of Transportation, District 8 (Caltrans)
- California Native American Heritage Commission (NAHC)
- San Diego Regional Water Quality Control Board, Region 9 (SDRWQCB)
- Lake Elsinore Unified School District (LEUSD)
- Elsinore Valley Municipal Water District (EVMWD)
- Riverside County Flood Control and Water Conservation District (RCFCWCD)
- South Coast Air Quality Management District (SCAQMD)
- US Army Corps of Engineers (USACE)

1.3 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a project EIR pursuant to CEQA Guidelines Section 15161. The analysis associated with a project EIR focuses on the changes in the environment that would occur as a result of project implementation and examines all phases of the project (i.e., planning, construction, and operation).

1.4 INTENDED USE OF THE EIR

This Draft EIR, in accordance with CEQA Guidelines Section 15126, will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. These actions include, but are not limited to, the following:

- Approval of encroachment permit(s) as necessary to construct roadways, driveways and the Elsinore Valley Municipal Water District sewer line extension in Monte Vista Road.
- Approval of site plan review, building and other construction permits as needed to construct the proposed project.

1.5 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, identification of significant irreversible environmental impacts, and growth-inducing and cumulative impacts. The environmental issues addressed in this Draft EIR were established through review of environmental documentation developed for the site, environmental documentation for nearby projects, and responses to the Notice of Preparation. Based on these comments, agency consultation, review of the project application, and comments made at a scoping meeting held by the City on November 18, 2013, the City determined the scope for this Draft EIR.

This Draft EIR is organized in the following manner:

ES – EXECUTIVE SUMMARY

This section provides a project narrative and identifies environmental impacts and mitigation measures in a summary table consistent with CEQA Guidelines Section 15123.

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview of the project EIR.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project, including intended objectives, background information, and physical and technical characteristics.

SECTION 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Section 3.0 contains an analysis of environmental topic areas as identified below. Each subsection contains a description of the existing setting of the project area and of the regulatory environment, identifies standards of significance, and identifies project-related and cumulative impacts and recommends mitigation measures.

The major environmental topics are addressed in the following sections:

3.1 Aesthetics and Visual Resources
3.2 Air Quality
3.3 Biological and Natural Resources
3.4 Climate Change and Greenhouse Gases
3.5 Cultural and Paleontological Resources
3.6 Geology and Soils
3.7 Hydrology and Water Quality
3.8 Noise
3.9 Public Services and Utilities
3.10 Traffic and Circulation
3.11 Effects Determined Not to Be Significant

SECTION 4.0 – ALTERNATIVES

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or substantially lessen any of the significant effects of the project. This section discusses alternatives to the proposed project, including the CEQA mandatory "No Project" alternative, that are intended to avoid or reduce significant environmental impacts of the proposed project.

SECTION 5.0 – OTHER CEQA ANALYSIS

This section contains discussions and analysis of various topical issues mandated by CEQA. These topics include significant environmental effects that cannot be avoided if the project is implemented, as well as growth-inducing impacts.

SECTION 6.0 – ACRONYMS AND ABBREVIATIONS

This section defines acronyms and abbreviations used throughout the EIR.

SECTION 7.0 – REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the EIR by name, title, and company or agency affiliation.

APPENDICES

This section includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis.

1.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR involves the following procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project and circulated the document on October 28, 2013. The NOP was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. A scoping meeting was held on November 18, 2013, to solicit input from interested agencies and the public. Concerns raised at the scoping meeting in response to the NOP at the scoping meeting included:

- Traffic associated with the expanded church.
- Dust, noise, and lights from the new parking lots.
- Driveway impacts from the development of Via Carnaghi Lane.
- Cumulative impacts associated with the expansion of the church.

These comments were considered during preparation of the Draft EIR. The NOP comment period closed on December 2, 2013. The NOP and comments from interested parties are included as **Appendix 2.0** to this EIR.

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the California Office of Planning and Research to begin the public review period (Public Resources Code Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the City will provide public notice of the availability of the Draft EIR for public review and will invite comment from the general public, agencies, organizations, and other interested parties. Public comment on the Draft EIR will be accepted in written form via common carrier or in electronic mail (e-mail) form. Public comment will also be accepted orally at a public hearing to be held November 12, 2014, at 6:30 p.m. at Wildomar City Hall (address below). All comments or questions regarding the Draft EIR should be addressed to:

City of Wildomar
Cornerstone Community Church EIR
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Attention: Matthew C. Bassi, Planning Director
mbassi@cityofwildomar.org

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and contain any revisions to the Draft EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of Wildomar Planning Commission will review and consider the Final EIR and may certify the Final EIR if it finds that the EIR is adequate and complete. The rule of adequacy generally holds that the EIR can be certified if it shows a good faith effort at full disclosure of environmental information and provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences. Note that certification of the EIR does not automatically result in project approval.

Upon review and consideration of the Final EIR, the Planning Commission may take action to approve, revise, or reject the proposed project. Any decision to approve the project will be accompanied by written findings in accordance with CEQA Guidelines Section 15091. If applicable, the Planning Commission may approve the project even with significant and unavoidable environmental impacts by adopting a statement of overriding considerations as outlined in CEQA Guidelines Section 15093. A Mitigation Monitoring and Reporting Program (MMRP), as described below, would also be adopted for mitigation measures that have been incorporated into or imposed on the project to reduce or avoid significant effects on the environment. The MMRP will be designed to ensure that these measures are carried out during project implementation.

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA Section 21081.6(a) requires lead agencies to adopt a Mitigation Monitoring and Reporting Program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific reporting or monitoring program required by CEQA is not required to be included in the EIR; however, it will be presented to the Planning Commission for adoption. Throughout the EIR, mitigation measures have been clearly identified and presented in language that will facilitate establishment of an MMRP. Any mitigation measures adopted by the City as conditions for approval of the project will be included in an MMRP to verify compliance.

1.7 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received several comment letters on the Notice of Preparation for the proposed project. A copy of the Notice of Preparation and a copy of each comment letter are provided in **Appendix 2.0** of this DEIR. The City received letters from the following federal, state, and local agencies and other interested parties.

- California Department of Transportation (Caltrans District 8)
- Jesse Munoz, Resident
- Mary Flores, Resident

The following summarizes issues raised in the comment letters as well as the author of the letter.

DANIEL KOPULSKY, CALTRANS (DISTRICT 8)

- Traffic Study – Ensure the Traffic Study incorporates impacts and appropriate traffic analysis scenarios, indicates level of service with and without improvements, and the data used in the study is less than two years old.

- Encroachment Permit – Any work performed in the state right-of-way must have a valid encroachment permit.

JESSE MUNOZ, RESIDENT

Mr. Munoz has the following concerns, which could potentially have an impact on his property:

1. Mr. Munoz is requesting that the block walls proposed around the perimeter of his property match natural landscape.

2. Mr. Munoz is requesting landscaping for additional privacy.

3. Parking lot – Ensure that the lighting is not intrusive. The use of parking lots should be according to City standards.

4. Via Carnaghi Lane – Mr. Munoz is concerned that due to the paving of Via Carnaghi Lane, speed control may be needed to prevent excessive speed.

5. Equestrian Trails – Mr. Munoz is concerned that the new parking and roadway improvements will block access to trails on the church property that he uses to ride his horses.

MARY FLORES, RESIDENT

Ms. Flores has the following concerns associated with the proposed project:

1. Ms. Flores is concerned that the existing safety problem and traffic control situation on Monte Vista will be further amplified with the implementation of the proposed project.

2. Ms. Flores states that the development on the mountain behind the church was done without an erosion control plan, mitigation fees, flood and water control, Planning and Safety Department directive review or approval, mitigation fees, drainage fees, grading permits, compliance with NPDES, soils reports, or paleontological reports.

3. Ms. Flores requests the entire project footprint be made available.

4. Ms. Flores received a requested copy of the Grading Plan from the Planning Department. After reviewing the plan, she states that it is still unclear what will happen with the dirt on the sloped terrain.

2.0 – Project Description

This section describes the entirety of the project, including all anticipated development and infrastructure needed to serve the project.

2.1 LOCAL AND REGIONAL SETTING

REGIONAL SETTING

The proposed project is located in the City of Wildomar, which is located in the southwestern portion of Riverside County (**Figure 2.0-1**). The city is generally bounded by the mountains of the Cleveland National Forest and rural residential uses to the west, the Cities of Lake Elsinore and Canyon Lake to the north and northwest, the City of Murrieta to the south and southeast, and rural residential uses to the east in the City of Menifee. The city's topography is generally rolling, with steeper terrain on the west and east and valley areas in the central portion of the city. Interstate 15 (I-15) aligns northwest to southeast through the center of the city and is the main transportation arterial. Existing land uses in the city consist of a variety of primarily residential, commercial, office, and industrial uses, as well as recreational, open space, and institutional uses.

PROJECT SETTING

Specifically, within Wildomar, the proposed project is located on the east side of Monte Vista Drive approximately 3,200 feet south of Bundy Canyon Road and 3,000 feet north of Baxter Road and includes Assessor's Parcel Numbers 367-210-008, -018, -034, -035, -039, -041, -043, and 367-140-008. Access to the proposed project site is also provided along Via Carnaghi Lane, a dirt roadway extending from Monte Vista Drive north and east terminating in church property. Via Carnaghi Lane provides access to three single-family homes located along the roadway. The proposed project site is developed with the Cornerstone Community Church buildings, landscaping, playing fields, access roads, and parking lots. The site slopes upward from Monte Vista Drive to the east.

2.2 PROJECT DESCRIPTION

PROJECT BACKGROUND

Cornerstone Community Church began as Public Use Permit 600 approved in 1988 as a single building. As shown in **Table 2.0-1**, the church has grown gradually and currently has six buildings totaling approximately 84,730 square feet on approximately 63.51 acres (see **Figure 2.0-2**). In addition to the buildings, the church campus also contains three parking lots with space for up to 435 cars, a sports field accommodating both baseball and football, a quadrangle in the center of the church buildings, and landscaping throughout the site.

TABLE 2.0-1
CORNERSTONE COMMUNITY CHURCH BUILDING CONSTRUCTION HISTORY

Year	Permit	Building Size in Square Feet	Building
1988	Public Use Permit 600	3,840	Church
1994			Cornerstone Community Church acquires existing church
1996	Public Use Permit 778	9,285	Sanctuary (small church)
1999	Public Use Permit 778	19,626	Education building

Year	Permit	Building Size in Square Feet	Building
2002	Public Use Permit 778	55,819	Main sanctuary
2014	Public Use Permit 778, Revised Permit, No. 5	42,597	Phase 1 - 2-story 17,135 sf Pre-school Building; 2,438 sf Maintenance Building. Phase 2 – 23, 024 sf Administration Building

EXISTING CHURCH VEHICLE ACCESS

Access to the site is from Monte Vista Drive, a north–south secondary highway with a planned right-of-way of 82 feet but with an existing right-of-way of 52 feet, and from Via Carnaghi Lane, an unpaved local roadway with a planned right-of-way of 60 feet and an existing graded section that varies in size. Primary access to the church is from Monte Vista Drive through two driveways, each of which has two lanes. The driveways allow for one-way traffic only, either ingress or egress from the facility. The ingress driveway is the southernmost of the driveways and leads to a one-way driveway loop that circles the church buildings in a counterclockwise fashion. This circular driveway also provides paved access to the parking areas east of the church as well as a connection to Via Carnaghi Lane. The Via Carnaghi Lane connection can be gated at the north end of the lane to prevent traffic entering the northernmost parking lot.

EXISTING CHURCH UTILITIES

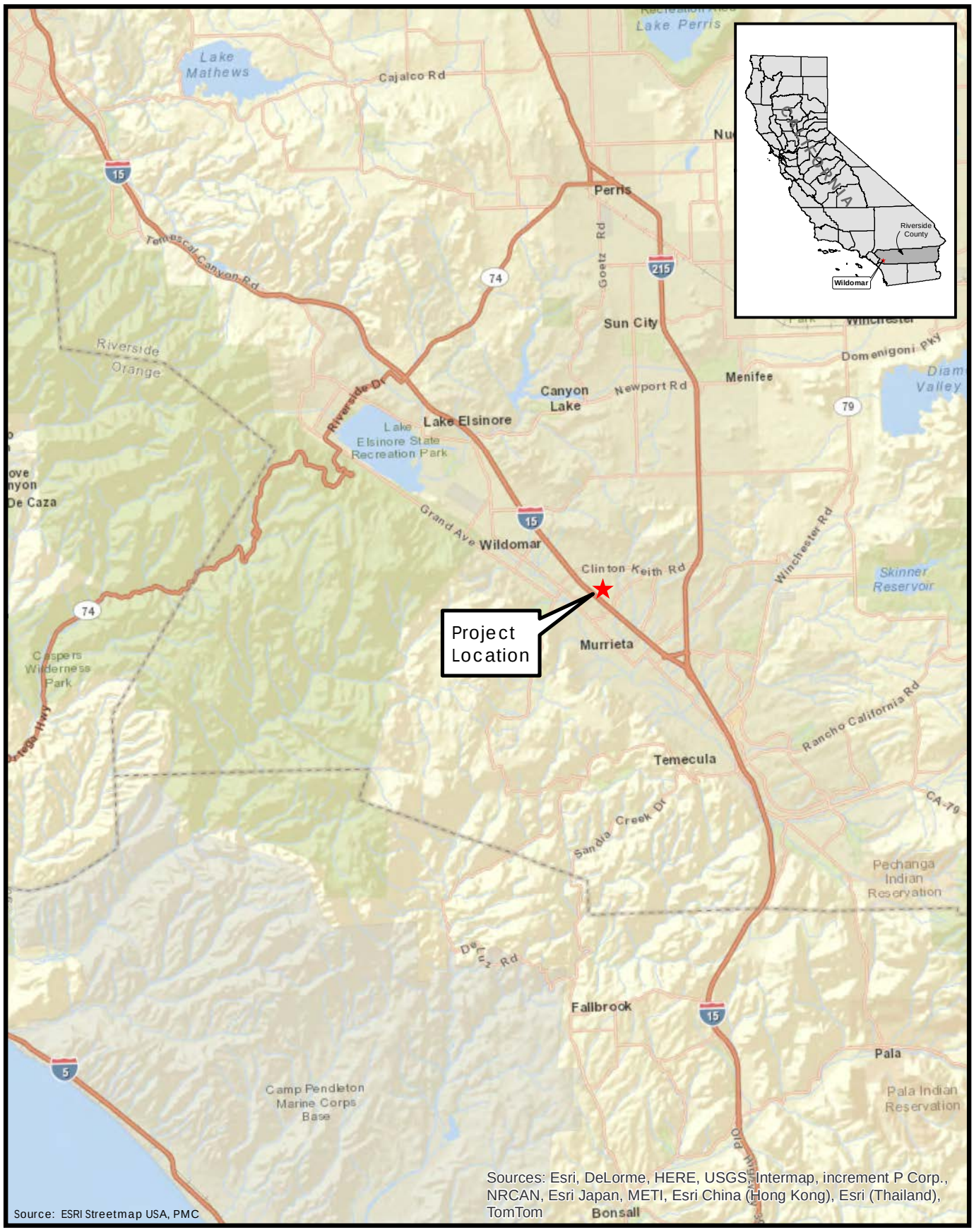
The existing church receives water from the Elsinore Valley Municipal Water District (EVMWD) through an 8-inch water line in Monte Vista Drive. Wastewater is collected and treated on-site through a network of five septic tanks totaling 17,500 gallons and 26 leach pits. The design for the existing system was approved by Riverside County Environmental Health in October 2001. Power and telephone service is provided through overhead lines in Monte Vista Drive in front of the facility. All of the utilities are underground within the church property.

EXISTING CHURCH OPERATIONS

The church operates the Cornerstone Christian School, which is a pre-kindergarten through 12th grade school with approximately 240 students. School hours are typically 7:45 a.m. to 3:00 p.m. weekdays. In addition to the students, approximately 100 church and school employees are on-site on school days, including pastoral staff, church administrative staff, school office staff, teachers, coaches, and maintenance, landscaping, custodial, event, and production staff.

The church also has numerous other events that extend activities at the facilities until 9:00 p.m. on Monday through Thursday and up to 10:00 p.m. on Friday. Activities on Saturday and Sunday can start as early as 8:00 a.m. and are usually concluded by 8:30 p.m. With the exception of worship services on Saturday and Sunday, most of the activities have less than 250 people in attendance. The church holds two services on Saturday (5:00 p.m. and 6:30 p.m.) that typically draw up to 500 worshipers for each service. Three Sunday services are held (9:00 a.m., 10:20 a.m., and 11:40 a.m.) that typically draw a total of up to 1,000 worshipers for each service.

The church has sporting events that require lighting provided by portable task lighting with power generators.



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Figure 2.0-1
Regional Vicinity Map

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Figure 2.0-2
Aerial Photograph

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PROPOSED CONSTRUCTION

The proposed project will be constructed in at least two phases. While unlikely, it is possible that both phases would be built simultaneously or that more than two phases will be needed for construction.

PHASE 1

The church anticipates constructing Phase 1 beginning in 2014 and concluding in the winter of late 2014 or early spring of 2015.

New Preschool Building

A new single-story 22-foot-high, stand-alone 17,315-square-foot preschool building is proposed west of the existing sanctuary in the existing parking lot/sport court area (see **Figures 2.0-3A** through **2.0-3D**, **2.0-4A** and **2.0-4B**). As shown in **Figure 2.0-3B**, the preschool will have its own student drop-off and pickup area and secure playground areas. Two water quality basins will be constructed in the former paved parking area, and the on-site parking area and driveways will be reconfigured to accommodate the new building. The preschool is designed to accommodate a capacity of 180 new preschool students.

New Maintenance Building

The former home and outbuildings located south of the existing paved parking lot east of Via Carnaghi Lane will be demolished and a new 20-foot 5-inch single-story maintenance building of approximately 2,438 square feet will be constructed (see **Figures 2.0-3C** and **2.0-5**). The maintenance building will house lawn mowers, ladders, leaf blowers, tools, and other maintenance equipment needed for the church grounds. The building will also be also used to construct sets for plays and performances at the church. The building will be located at the east end of a new paved parking area with access to Via Carnaghi Lane.

Additional Landscaping and Lighting

As part of the proposed construction in Phase 1, landscaping will be provided consistent with the existing landscape plan on the property. The proposed landscaping is shown in **Figures 2.0-6A** and **2.0-6B.** As part of the overall site improvements, pedestrian and safety lighting will be installed similar to the existing church. In addition, parking lot lighting will be provided.

Modification to Existing and Creation of New Parking Areas

Construction of the new preschool will result in the loss of 75 of the existing 435 parking spaces. Through reconfiguration of the drive aisles and striping of the pavement, 7 of the 75 spaces can be recovered, for a total loss of 68 spaces.

Two new parking areas are proposed and an existing unimproved parking area will be paved. The first is a new 274-stall "upper" parking lot that will be constructed east of the existing paved parking area at the northern end of Via Carnaghi Lane. Access to this new lot will be through the existing paved parking lot, as shown in **Figure 2.0-3A,** and through a separate drive to the existing unimproved parking area to the south. The second new parking lot will be constructed to the west of the new maintenance building and will provide 45 new spaces. An existing unimproved "lower" parking lot will be paved and will also provide drive access to the new upper parking lot. Improvements at the lower parking lot will result in 64 additional parking

spaces. When complete, the project will result in 390 new parking spaces resulting in a total number of 701 parking spaces on site.

Proposed Access

All vehicle access will be provided from the existing driveways on Monte Vista Drive and Via Carnaghi Lane. No roadway or driveway improvements are proposed for Monte Vista Drive. Via Carnaghi Lane will be paved to a local road standard; however, an exception to City of Wildomar Road Standard Number 105 has been requested. The modified Section D, as shown on **Figure 2.0-3A**, would result in two 12-foot travel lanes, but would not provide for on-street parking or sidewalks.

The project also includes approval of a modified street section for Monte Vista Drive along the property frontage. The proposed street section is modified by adapting Standards 94, Secondary Highway, Standard 109, Frontage, and Standard 405 multi-purpose trail. From Canyon to Bundy Canyon the Standard 94 can be met, except as modified by previously approved Tentative Maps. The proposed changes along the frontage of the church property keep the intent of providing a 4-lane secondary highway and a multi-purpose trail only within a narrower right of way. As proposed the right of way would be modified as follows:

- Eliminate 5' sidewalk and 9' landscape strip on west side.
- Redesign Street light spacing and lighting footprint to allow for all street lights along the street to be placed on the westerly side.
- Eliminate the 8' shoulder on the west side and east side and widen the 12' travel lane to 14' feet along curb side.
- Widen the easterly sidewalk from 5' per standards to 6'.
- Eliminate all landscaping on the easterly side within public street right of way. The right of way modification requires a condition of 10' minimum of landscaping as a buffer between the right of way and improvements on the private side.
- Reduce the multipurpose trail from 10' to 8'; place the split rail fence on the right of way and eliminate landscaping associated with the trail standard.

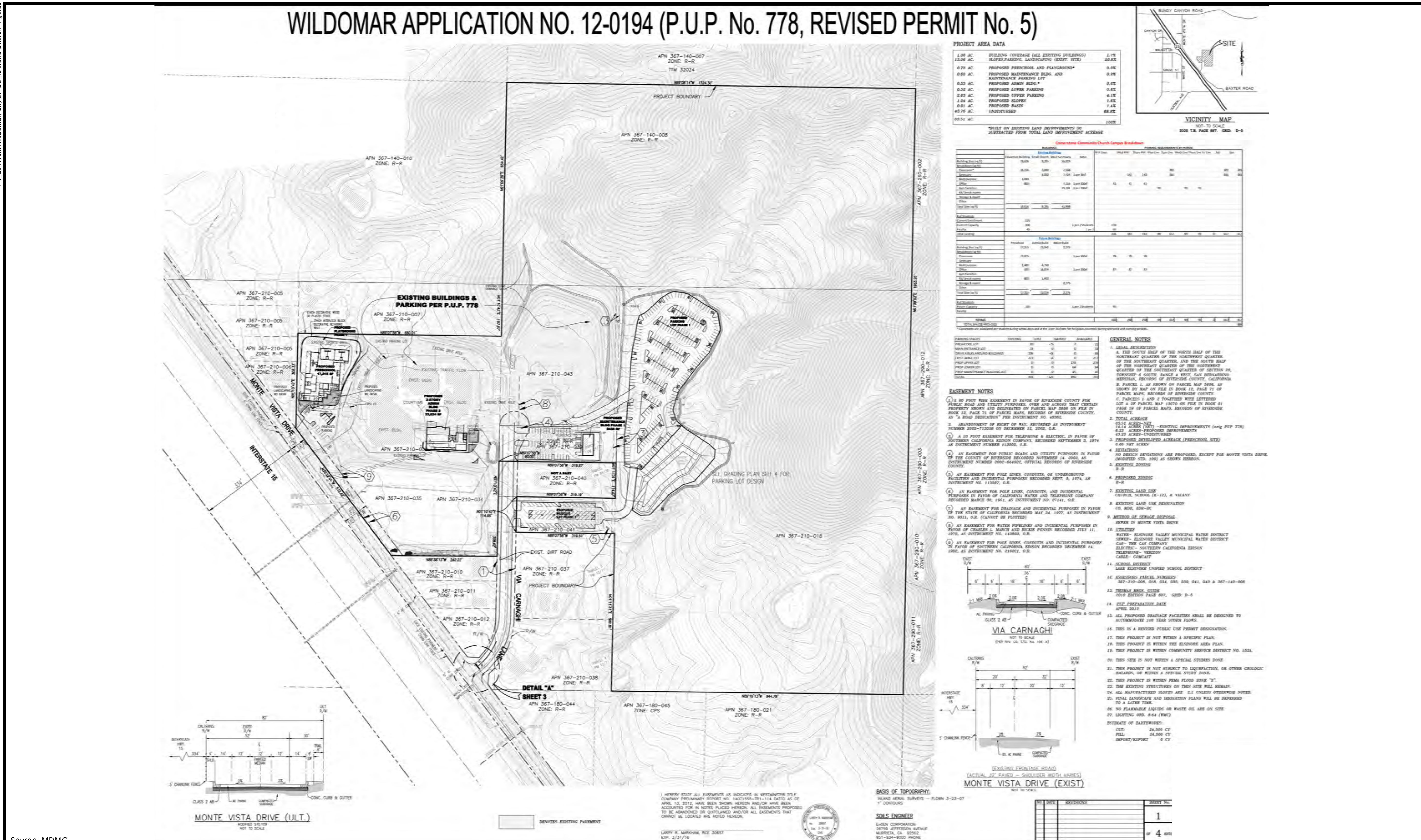
Proposed Water

All of the new development will be served from the existing water connection on Monte Vista Drive. Additional fire hydrants will be installed as required by code for fire flow and may be located in one or more of the parking lots. Water will be extended to the landscape areas as necessary. Water demand will increase slightly as a result of the construction and is anticipated to require an additional 16,000 gallons per day above the existing demand.

Proposed Wastewater

As noted above, the existing church is served through a series of five septic tanks. As a result of this project, a new sewer line will extend from the northern (egress) driveway to an existing manhole approximately 1,800 feet north on Monte Vista Drive. The 8-inch gravity sewer line will enable the church to abandon the septic tanks. On-site trenching will occur to connect the existing buildings to the new sewer line. The proposed project is anticipated to generate 8,000

T:_CS\Work\Wildomar, City of\Cornerstone Church\Figures



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Figure 2.0-3a

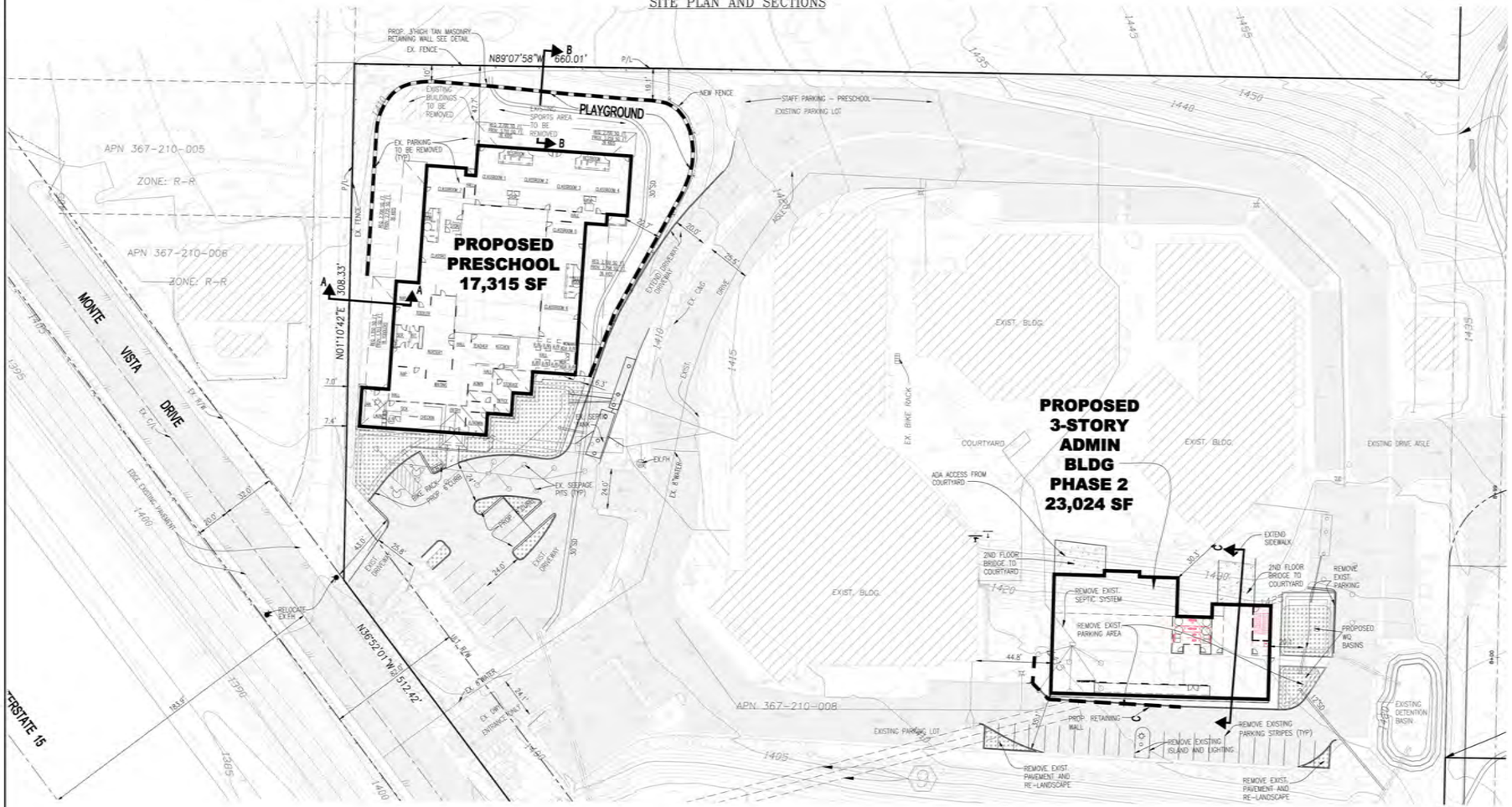
Site Plan Sheet 1 of 4

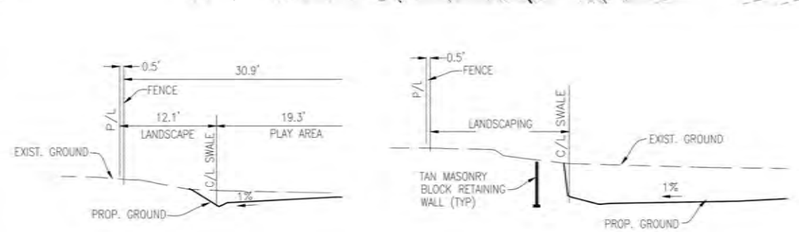
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WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)

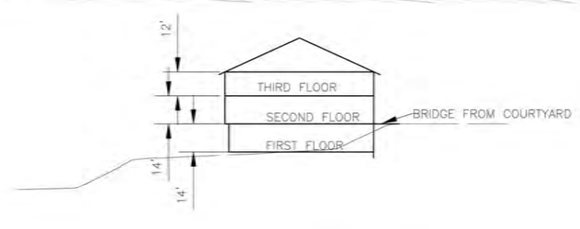
SITE PLAN AND SECTIONS



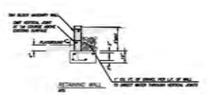


SECTION "A"
SCALE: 1"=5' H&V

SECTION "B"
SCALE: 1"=5' H&V



SECTION "C"
SCALE: 1"=20' H&V



OWNER/APPLICANT:	NO	DATE	REVISIONS	SHEET No.
Cornerstone Community Church 34570 Monte Vista Rd. Wildomar, CA. 92595 (951) 674-8661 Office (951) 674-9603 Fax				2 OF 4 SHTS.

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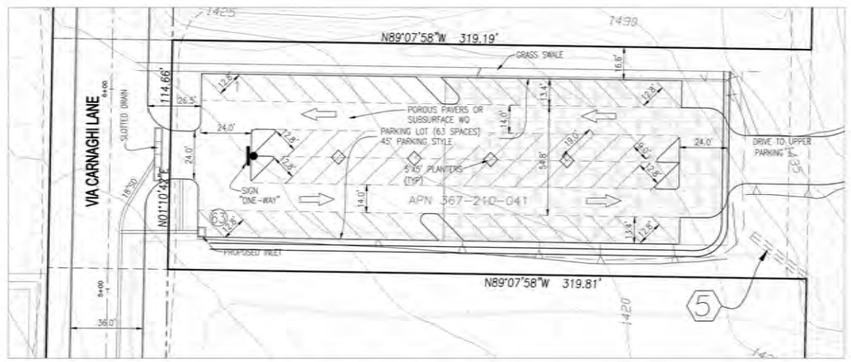
Figure 2.0-3b
Site Plan Sheet 2 of 4

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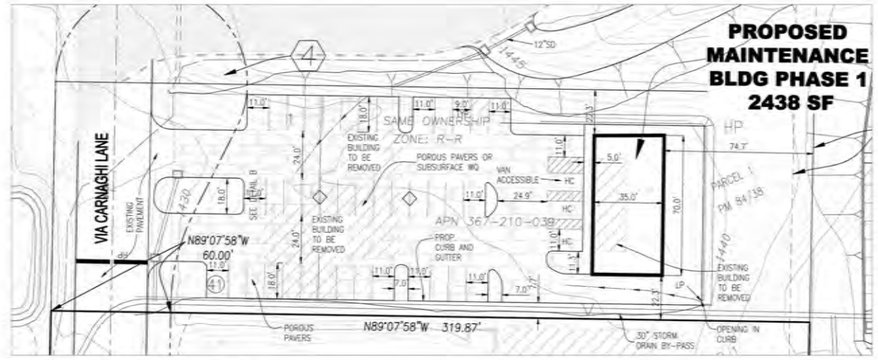
WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)

DETAILS



DETAIL "B"
SCALE: 1" = 20'

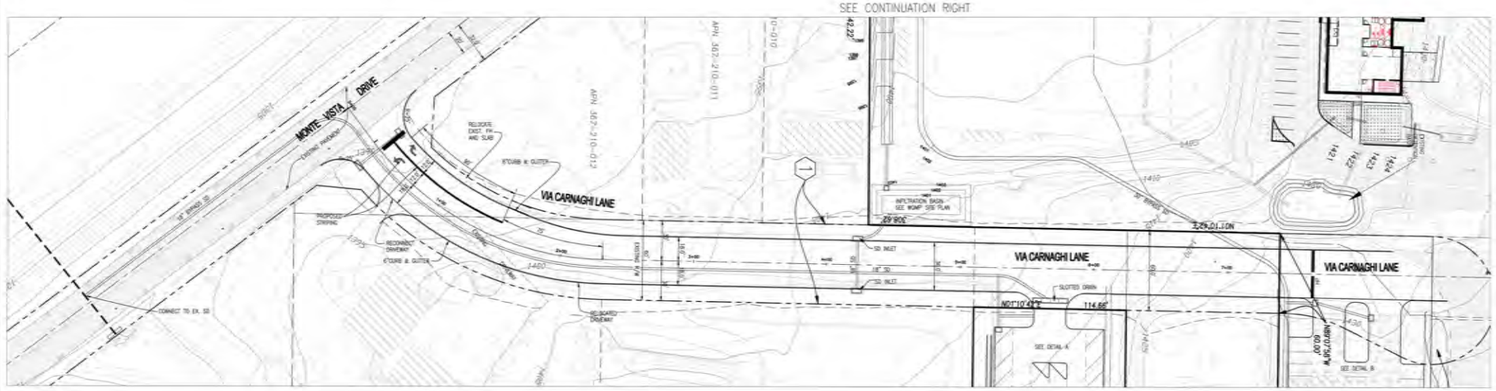
STALL SIZE – 9'x19'
ISLE WIDTH – 14'
END STALL – 12.8x19'



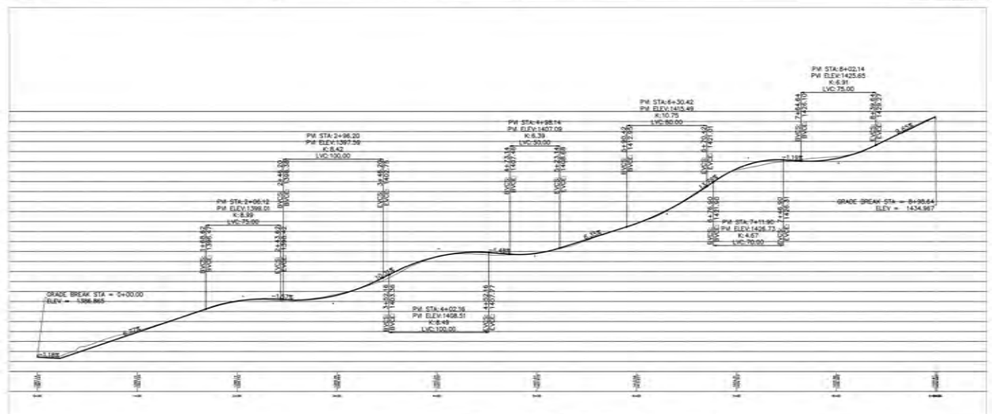
DETAIL "C"
SCALE: 1" = 20'

STALL SIZE – 9'x19'
ISLE WIDTH – 24'
END STALL – 11x18'

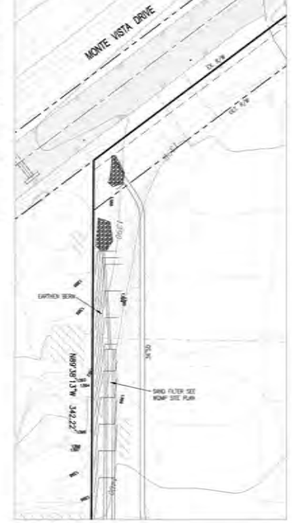
SEE CONTINUATION RIGHT



DETAIL "A"
SCALE: 1" = 30'



VIA CARNAGHI LANE PROFILE SCALE: HORIZ 1" = 40' VERT 1"= 8'



SEE CONTINUATION LEFT

OWNER/APPLICANT:
Cornerstone Community Church
34570 Monte Vista Rd.
Wildomar, CA. 92595
(951) 674-8661 Office
(951) 674-9603 Fax

NO.	DATE	REVISIONS	SHEET No.
1	05/5/12	ADDED ADMIN BLDG, MAINT. BLDG, UPPER PARKING AREA	3 OF 4 SHTS

Source: MDMG

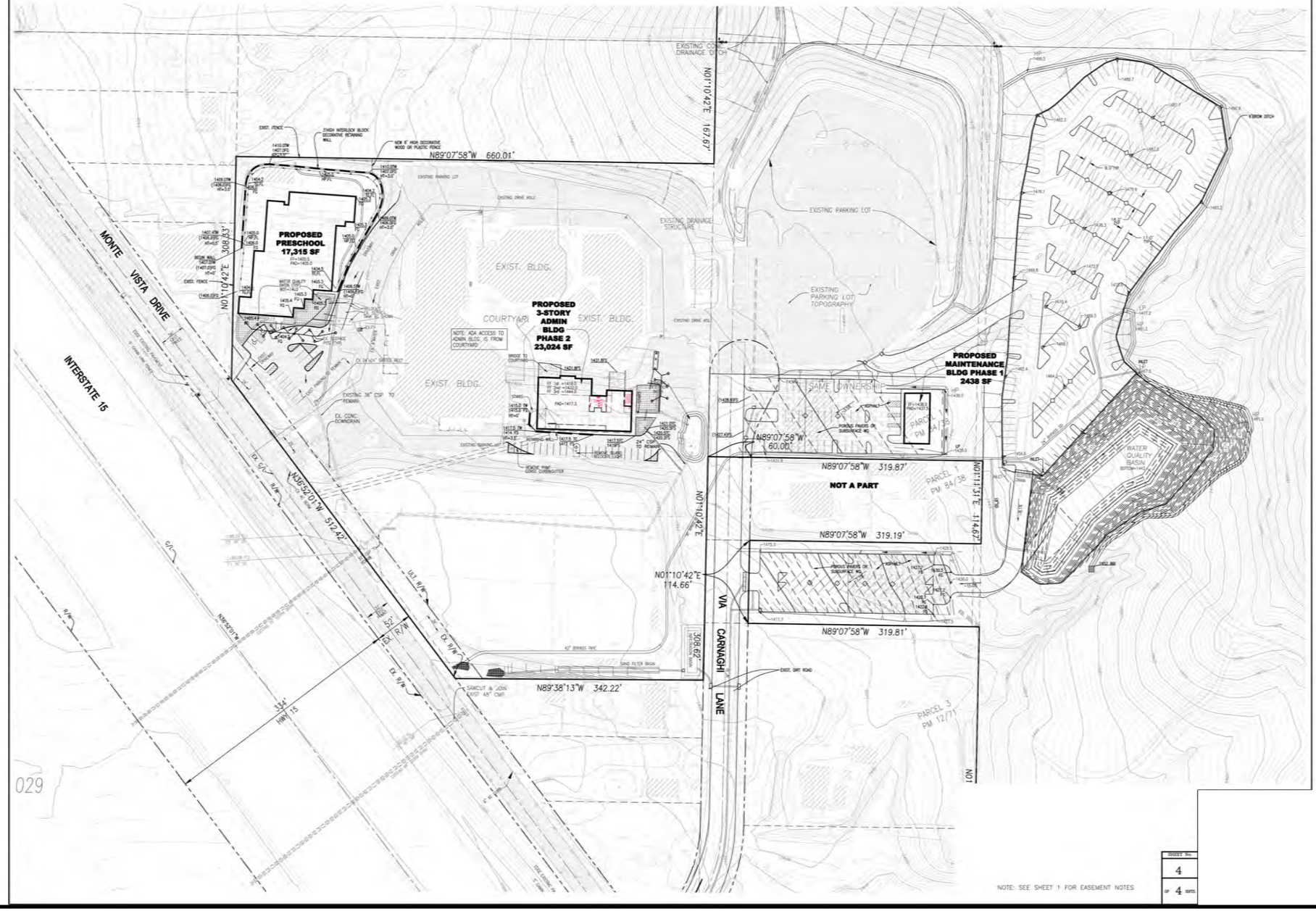
Figure 2.0-3c
Site Plan Sheet 3 of 4

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WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)

CONCEPTUAL GRADING



Source: MDMG

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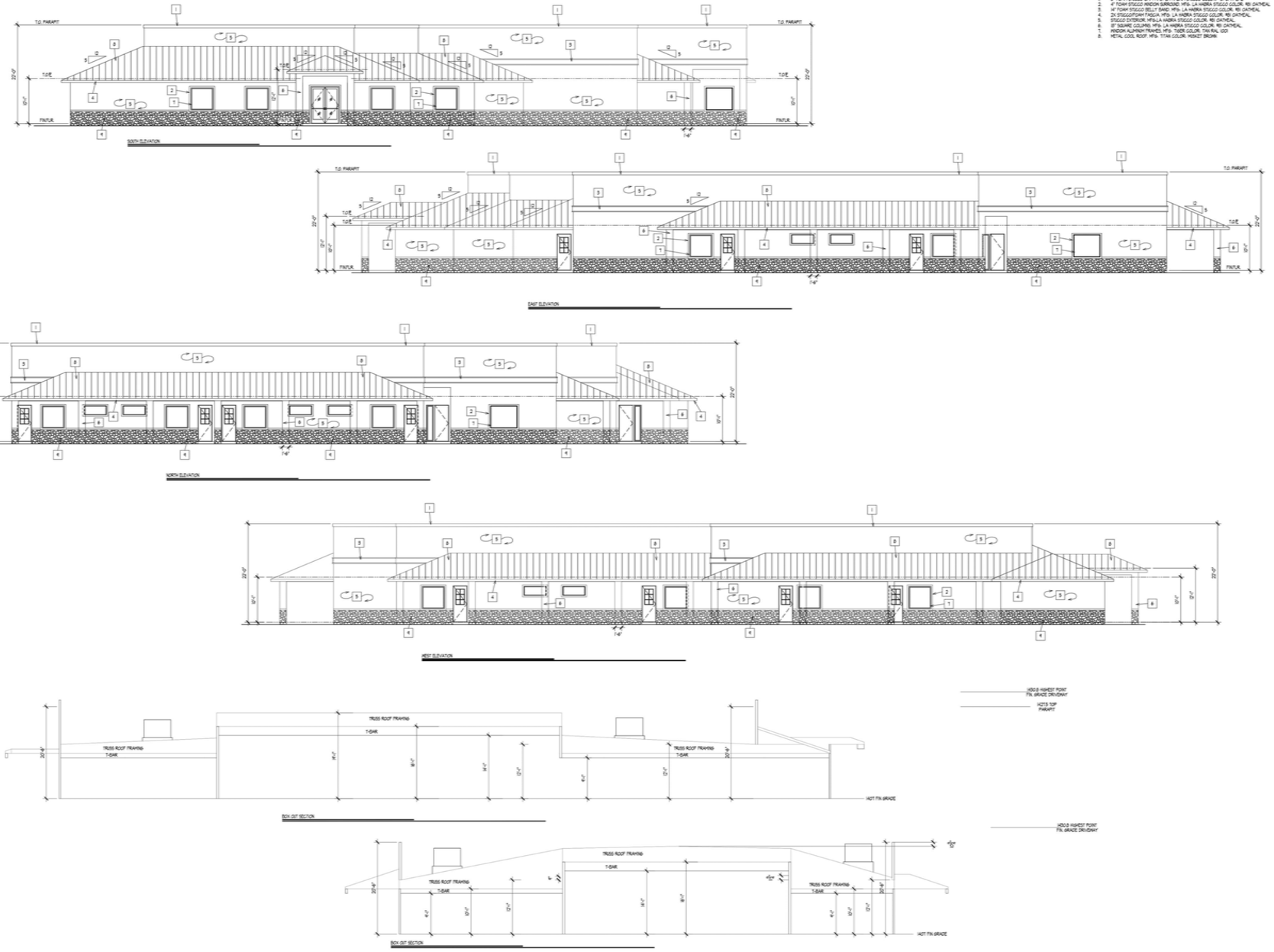
Figure 2.0-3d

Site Plan Sheet 4 of 4

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WILDOMAR PROJECT NUMBER: PUP 12-0194



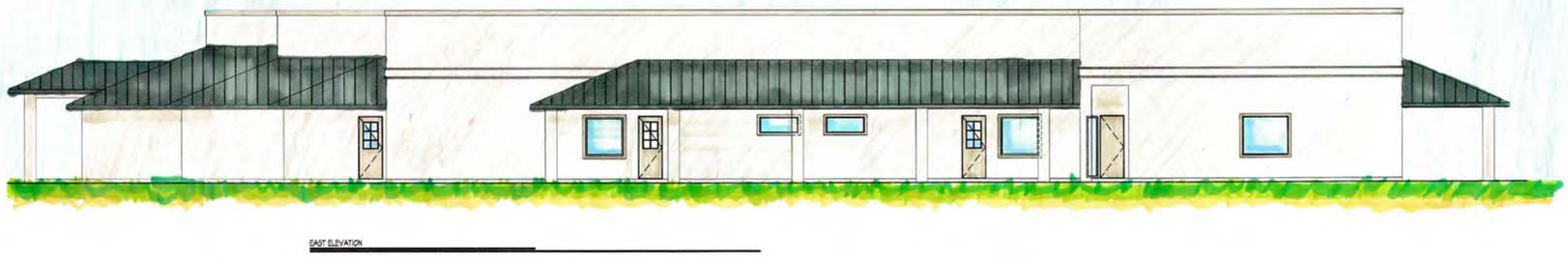
Source: Application Materials

Figure 2.0-4a

Building Elevations, Preschool 1 of 2

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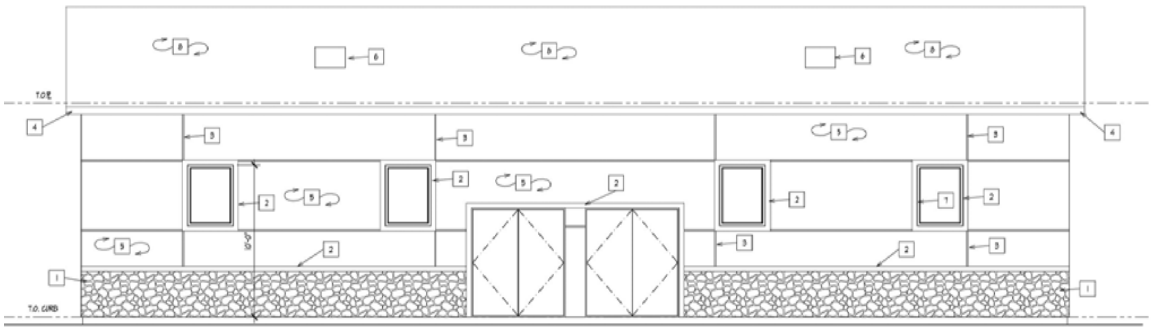


Source: Application Materials

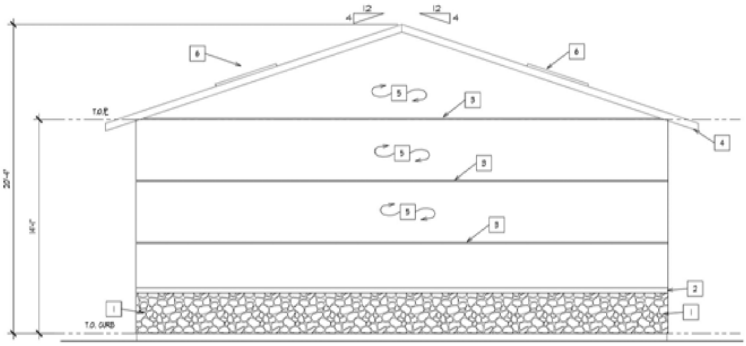
Figure 2.0-4b
Building Elevations, Preschool 2 of 2

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REAR ELEVATION

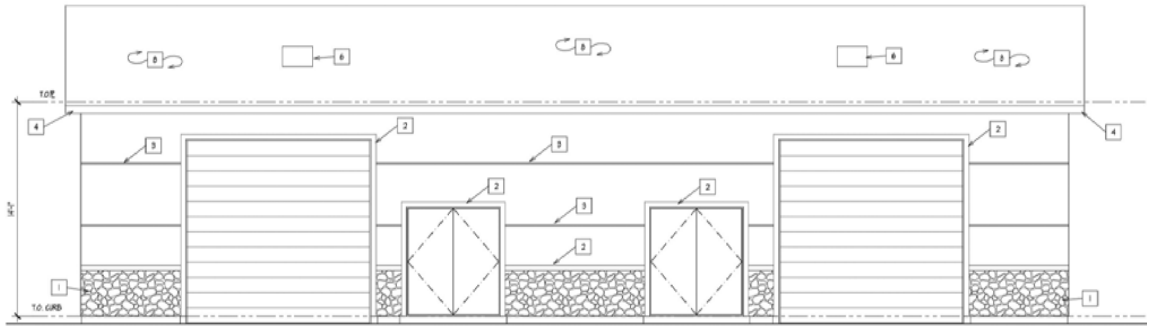


RIGHT/LEFT ELEVATION

ELEVATION SCHEDULE

INDICATES NOTES APPLICABLE TO THIS PLAN ONLY! (U.N.O.) = UNLESS NOTED OTHERWISE.

1. RIVER ROCK STONE VENEER TO MATCH EXISTING. MFG: ELDORADO STONE COLOR: RIO GRANDE
2. 4" FOAM STUCCO WINDOW & DOOR SURROUNDS. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
3. 2" STUCCO REGLETS.
4. 2X STUCCO/FOAM FASCIA. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL.
5. STUCCO EXTERIOR. MFG:LA HABRA STUCCO COLOR: #880 CLAY.
6. NEW 2' X 4' BRISTOLITE SKYLIGHTS WITH ACRYLIC DOME FOR MORE LIGHT. ICC-ES#: ER2464
7. WINDOW STOREFRONT ALUMINUM FRAMES. COLOR: BLACK
8. ROOFING MATERIAL: FIBERGLASS SHINGLE ROOFING



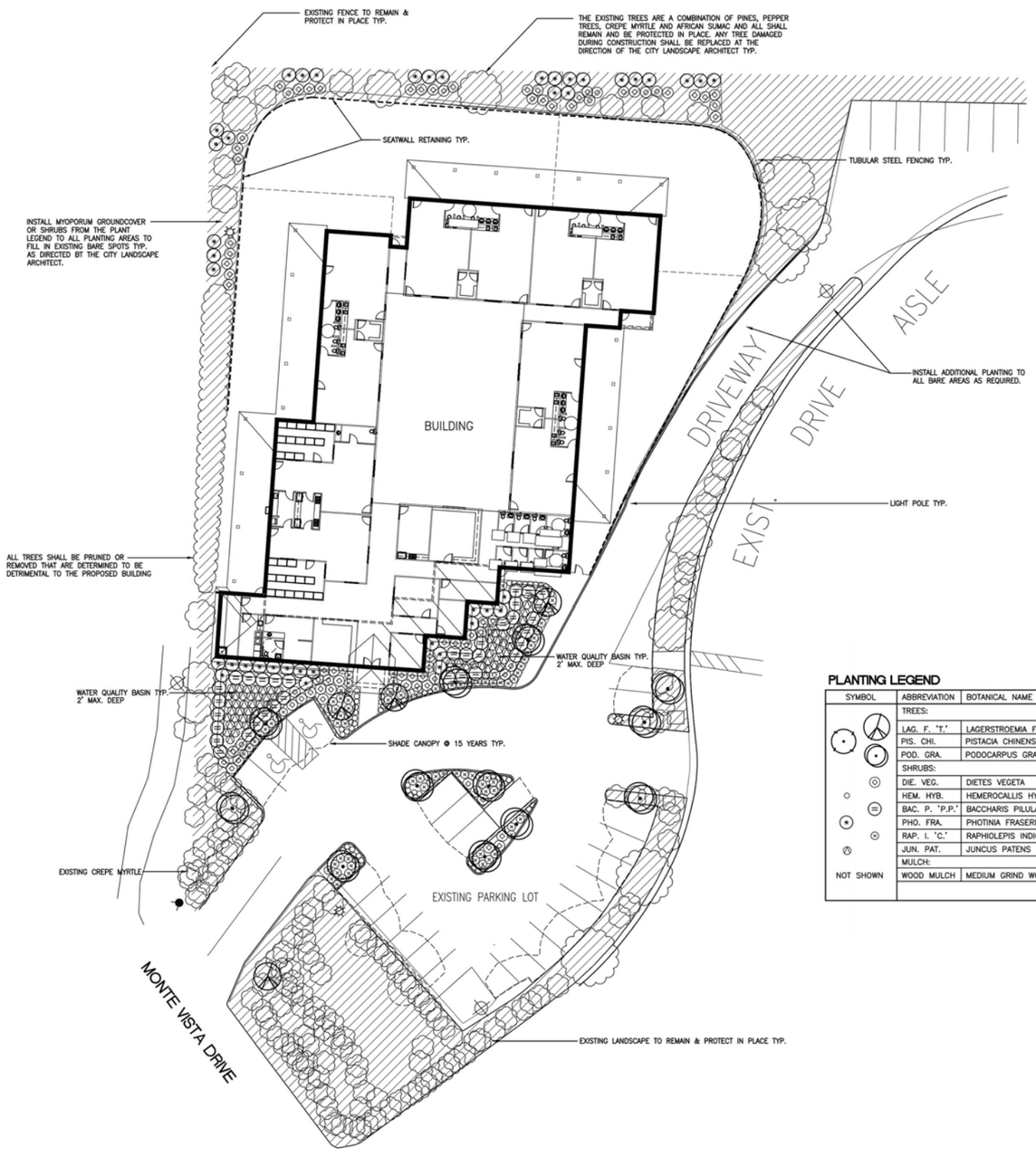
FRONT ELEVATION

Source: Dave Madden Architect

Figure 2.0-**5**
Building Elevation, Maintenance Building

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NOTES:

1. ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY OF WILDOMAR ORDINANCES AND STANDARDS.
2. AN IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF WILDOMAR'S WATER EFFICIENT LANDSCAPING ORDINANCE AND IRRIGATION IMPLEMENTATION GUIDELINES, TITLE 17.276
3. ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.
4. ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.
5. ALL EXISTING PLANTING SHALL REMAIN & PROTECT IN PLACE. ALL EXISTING PLANTING IN DAMAGED OR IN POOR CONDITION SHALL BE REPLACED @ THE DIRECTION OF THE CITY LANDSCAPE ARCHITECT.
6. SHADE TREES SHALL BE PROVIDE FOR ALL PARKING STALLS @ NO GREATER DISTANCE THAN 30' O.C. IN CONTINUOUS PLANTING AREAS AND 36' O.C. IN TREE WELLS.

SHADE REQUIREMENT

REQUIRED 26 SPACES @ 162 S.F. EA.= 4,212 S.F.

4,212 S.F. @ 40% COVERAGE REQUIRED= 1,685 S.F.

ACTUAL AREA SHADED= 2,070 S.F.

INTERIOR LANDSCAPE REQUIREMENT

REQUIRED 26 SPACES @ 162 S.F. EA.= 4,212 S.F.

4,212 S.F. @ 10% COVERAGE REQUIRED= 421 S.F.

ACTUAL AREA = 452 S.F.

PLANTING LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
	TREES:						
	LAG. F. 'T.'	LAGERSTROEMIA FAUERI 'TUSCARORA'	RED CREPE MYRTLE	24" BOX	4	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	M
	PIS. CHI.	PISTACIA CHINENSIS	CHNESE PISTACHE	24" BOX	–	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	M
	POD. GRA.	PODOCARPUS GRACILIOR	FERN PINE	24" BOX	12	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	M
	SHRUBS:						
	DIE. VEG.	DIETES VEGETA	FORTNIGHT IRIS	5 GAL	80	FULL & BUSHY @ 4' O.C.	M
	HEM. HYB.	HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	63	FULL & BUSHY (50% ORANGE & YELLOW) @ 2' O.C.	M
	BAC. P. 'P.P.'	BACCHARIS PILULARIS 'PIDGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	34	FULL & SPREADING @ 5' O.C.	M
	PHO. FRA.	PHOTINIA FRASERI	PHOTINIA	5 GAL	42	FULL & BUSHY @ 5' O.C.	M
	RAP. I. 'C.'	RAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	88	FULL & BUSHY @ 3' O.C.	M
	JUN. PAT.	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	66	3' O.C. TYP. – ROCK MULCH IN BIOSWALE AREAS TYP.	M
NOT SHOWN	MULCH:						
	WOOD MULCH	MEDIUM GRIND WOOD MULCH	WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP-IN ALL PLANTING AREAS	

Source: Alhambra Group

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Figure 2.0-6a
Landscape Plan, Sheet 1 of 2

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PLANTING LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
	TREES:						
	LAG. F. 'T.'	LAGERSTROEMIA FAUERI 'TUSCARORA'	RED CREPE MYRTLE	24" BOX	5	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	M
	PIS. CHI.	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	94	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	M
	POD. GRA.	PODOCARPUS GRACILIOR	FERN PINE	24" BOX	76	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	M
	ACA. STE.	ACACIA STENOPHYLLA	SHOESTRING ACACIA	15 GAL	24	DOUBLE STAKE / HEIGHT 7-8' , SPREAD 2-3' MIN.	M
	SHRUBS:						
	DIE. VEG.	DIETES VEGETA	FORTNIGHT IRIS	5 GAL	200	FULL & BUSHY @ 4' O.C.	M
	HEM. HYB.	HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	469	FULL & BUSHY (50% ORANGE & YELLOW) @ 2' O.C.	M
	BAC. P.'P.P.'	BACCHARIS PILULARIS 'PIDGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	2611	FULL & SPREADING @ 5' O.C.	M
	PHO. FRA.	PHOTINIA FRASERI	PHOTINIA	5 GAL	516	FULL & BUSHY @ 5' O.C.	M
	RAP. I. 'C.'	RAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	682	FULL & BUSHY @ 3' O.C.	M
	JUN. PAT.	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	483	3' O.C. TYP. - ROCK MULCH IN BIOSWALE AREAS TYP.	M
	MULCH:						
NOT SHOWN	WOOD MULCH	MEDIUM GRIND WOOD MULCH	WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP-IN ALL PLANTING AREAS	

SHADE REQUIREMENT

REQUIRED 393 SPACES @ 162 S.F. EA.= 63,667 S.F.

63,667 S.F. @ 50% COVERAGE REQUIRED= 31,883 S.F.

ACTUAL AREA SHADED= 47,629 S.F.

INTERIOR LANDSCAPE REQUIREMENT

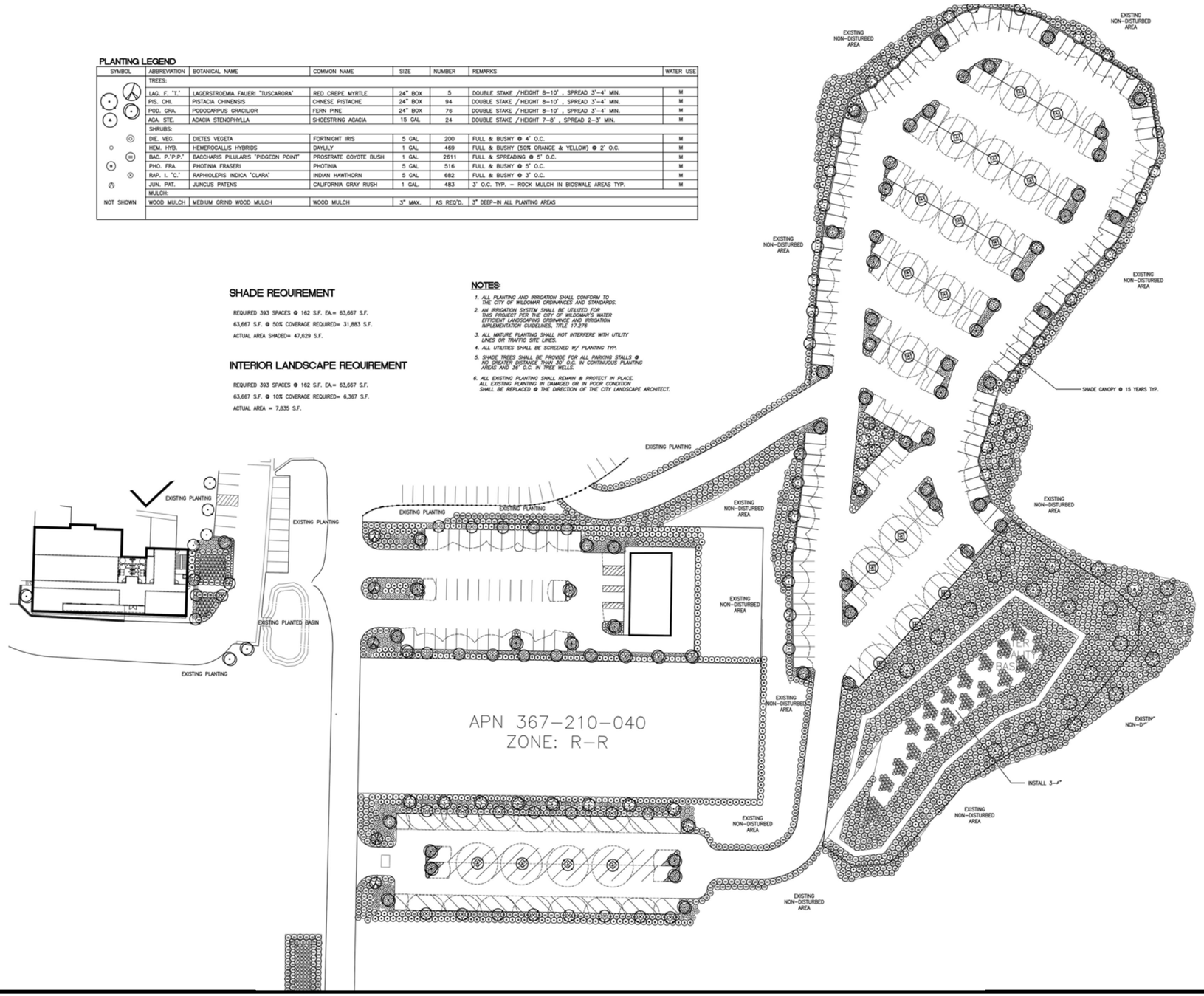
REQUIRED 393 SPACES @ 162 S.F. EA.= 63,667 S.F.

63,667 S.F. @ 10% COVERAGE REQUIRED= 6,367 S.F.

ACTUAL AREA = 7,835 S.F.

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3. ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.
4. ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.
5. SHADE TREES SHALL BE PROVIDE FOR ALL PARKING STALLS @ NO GREATER DISTANCE THAN 30' O.C. IN CONTINUOUS PLANTING AREAS AND 36' O.C. IN TREE WELLS.
6. ALL EXISTING PLANTING SHALL REMAIN & PROTECT IN PLACE. ALL EXISTING PLANTING IN DAMAGED OR IN POOR CONDITION SHALL BE REPLACED @ THE DIRECTION OF THE CITY LANDSCAPE ARCHITECT.



Source: Alhambra Group

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Figure 2.0-6b
Landscape Plan, Sheet 2 of 2

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gallons of wastewater per day above the existing demand. Once completed, the sewer line will be conveyed to the Elsinore Valley Municipal Water District. **Figure 2.0-7** shows the location of the proposed EVMWD line in Monte Vista Drive.

Proposed Storm Drainage

The existing facility is served by one storm drainage basin and a series of planned and impromptu channels that convey stormwater west toward I-15. The proposed project includes construction of landscaped areas[1] and two retention planters to collect runoff, two sand filter basins, a subsurface system, and porous pavers to treat for water quality treatment purposes and to mitigate flows of increased runoff. Additionally, the project site will utilize two existing septic systems to treat for water quality purposes. Collectively, these facilities will represent the operational BMPs of the proposed project (see **Figure 2.0-3A**). Additionally, as discussed in Section 3.7, Hydrology and Water Quality, flows within the south Via Carnaghi improvements do not require mitigation for increased runoff because these flows will be treated for water quality purposes using catch basin filter inserts.

Proposed Grading

Minimal grading will be required for the preschool construction; however, the existing asphalt will need to be removed and foundations constructed for the new building. In addition, landscaping and stormwater basin areas will also be excavated. Similarly, paving the lower parking lot will not require significant grading. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project. The preliminary grading plan is shown in **Figure 2.0-3D**.

PHASE 2

Future Administration Building

A new three-story 50-plus-foot-high administration building of approximately 23,024 square feet will be constructed in the existing landscape and slope area south of the main sanctuary, courtyard, and classroom buildings (see **Figure 2.0-3A**). The building will be similar in design to the existing church buildings (see **Figures 2.0-8A** and **2.0-8B**). Construction of the new building will eliminate approximately 43 parking spaces along the drive that leads around the existing buildings. While the administration building will be three stories tall, because of the existing slope it will allow ground-level access from both the drive and the courtyard. In addition to administrative and storage functions, the new building will also accommodate a 1,365-square-foot institutional kitchen facility and a 4,586-square-foot dining room to serve the church.

New Lighting Associated with Proposed Parking Lot

The proposed parking lot and field will be lighted while in use. Lighting for both the field and the parking lot will be designed to focus light to specific areas, limit overspill of light, and conform to Wildomar Municipal Code Chapter 8.64, Light Pollution.

[1] A portion of the landscaping will be used as water quality basin(s) and will be integral to the stormwater collection and disposal system.

New Signage

A new pylon sign will be constructed perpendicular to Monte Vista Drive and will conform to Wildomar Municipal Code Chapter 17.252, Sign Regulations.

REQUESTED ENTITLEMENTS

The following applications are the requested City entitlements:

1. Public Use Permit 778, Revised Permit No. 5 – Amendment to the previously submitted PUP 778. The modification will allow for the construction of a preschool (17,135 sf), administrative office building (23,024 sf), maintenance building (2,438 sf), sports field lighting, signage, and new parking lots at the existing church

2. Grading Permit – A grading permit will need to be prepared for the property development. The proposed project estimates approximately 49,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

3. Building Permit – Building permits will be needed to allow construction.

4. Encroachment Permit – Encroachment permits will be needed for any construction that will occur on public property or within publicly held easements.

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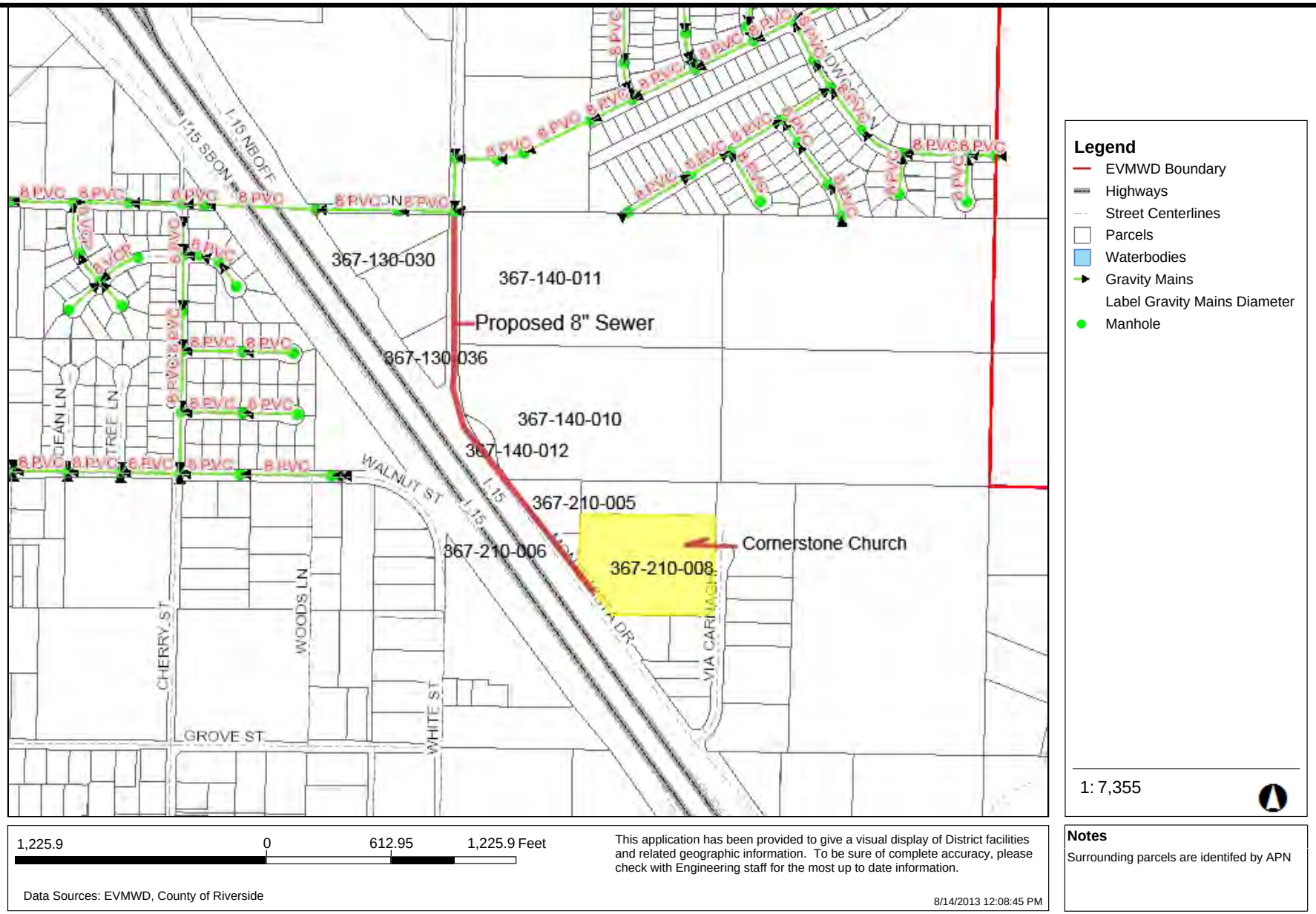


Figure 2.0-7

Proposed Monte Vista Road Sewer Line

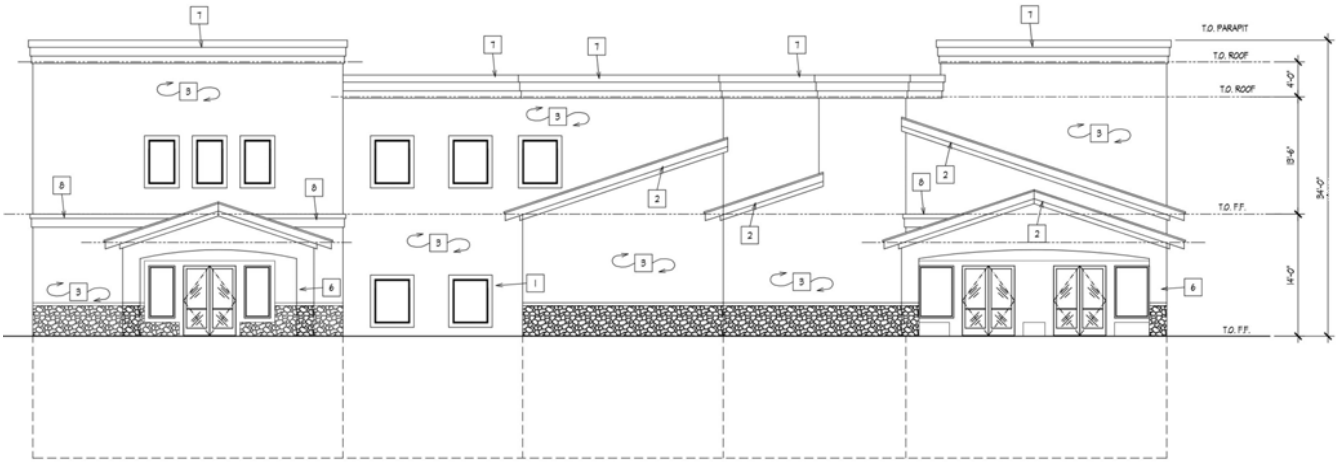
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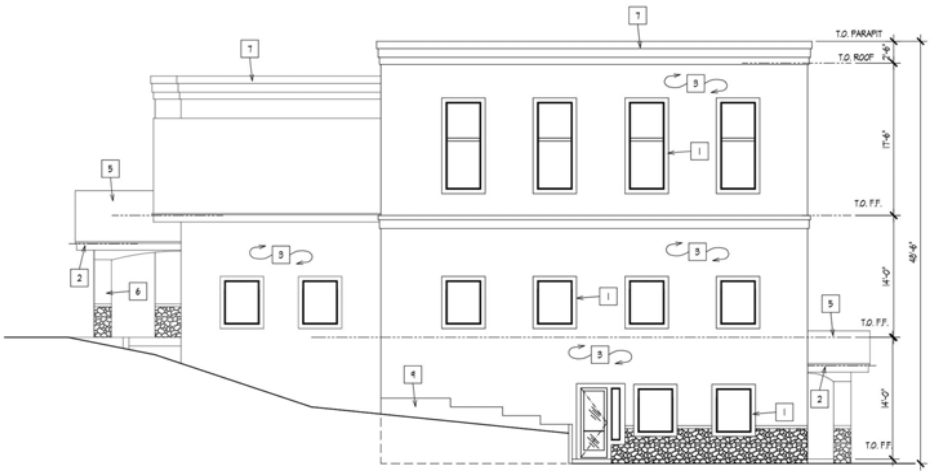
ELEVATION SCHEDULE

☐ INDICATES NOTES APPLICABLE TO THIS PLAN ONLY!
(U.N.O.) = UNLESS NOTED OTHERWISE.

1. 6" FOAM STUCCO WINDOW & DOOR SURROUNDS. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
2. 2X STUCCO/FOAM FASCIA. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL.
3. STUCCO EXTERIOR TO MATCH EXISTING. MFG:LA HABRA STUCCO COLOR: #830 CLAY.
4. WINDOW STOREFRONT ALUMINUM FRAMES. COLOR: BLACK
5. ROOFING MATERIAL: FIBERGLASS SHINGLE ROOFING
6. 24" SQUARE COLUMNS. MFG: LA HABRA STUCCO COLOR: #830 CLAY
7. 2'-8" FOAM STUCCO CAP. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
8. 18" FOAM STUCCO BELLY BAND. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
9. RETAINING WALL PER PLAN.
10. RIVER ROCK STONE VENEER TO MATCH EXISTING. MFG: ELDORADO STONE COLOR: RIO GRANDE



REAR ELEVATION



LEFT ELEVATION

Source: Dave Madden Architect

Figure 8a
Building Elevations, Admin Building 1 of 2

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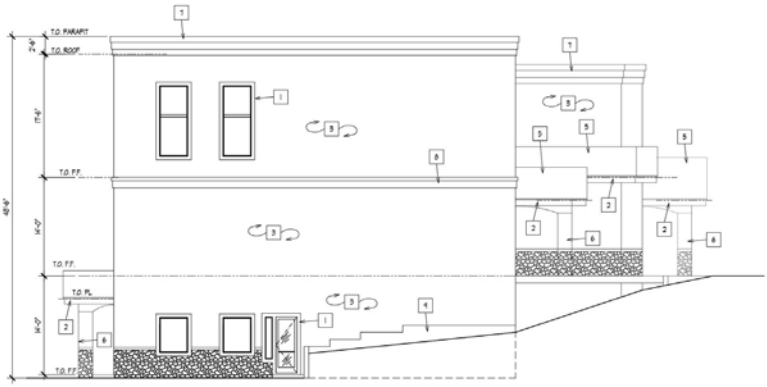
ELEVATION SCHEDULE

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1. 6" FOAM STUCCO WINDOW & DOOR SURROUNDS.
   MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
2. 2X STUCCO/FOAM FASCIA. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL.
3. STUCCO EXTERIOR TO MATCH EXISTING. MFG:LA HABRA STUCCO
   COLOR: #830 CLAY.
4. WINDOW STOREFRONT ALUMINUM FRAMES. COLOR: BLACK
5. ROOFING MATERIAL: FIBERGLASS SHINGLE ROOFING
6. 24" SQUARE COLUMNS. MFG: LA HABRA STUCCO COLOR: #830 CLAY
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8. 18" FOAM STUCCO BELLY BAND. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
9. RETAINING WALL PER PLAN.
10. RIVER ROCK STONE VENEER TO MATCH EXISTING.
    MFG: ELDORADO STONE COLOR: RIO GRANDE



FRONT ELEVATION



RIGHT ELEVATION

Source: Dave Madden Architect

Figure 8b
Building Elevations, Admin Building 2 of 2

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2.3 PROJECT OBJECTIVES

The proposed project includes the following basic project objectives:

- Expand the existing school capabilities by adding a preschool building on the same site to take advantage of existing infrastructure.
- Expand and improve parking opportunities at the church to compensate for the loss of parking associated with construction of the preschool and ease on-site congestion between services.
- Eliminate the use of generator-powered field lighting by installing more efficient and quiet permanent field lighting.
- Provide for a future administration building to enable a more efficient configuration of school resources.
- Provide for a new campus maintenance structure.

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS POTENTIALLY REQUIRED FROM OTHER PUBLIC AGENCIES

Actions by other public agencies associated with the project include, but are not limited to, the following:

- *US Army Corps of Engineers (USACE):* A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.
- *California Department of Fish and Wildlife (CDFW):* A 1602 Streambed Alteration Agreement may be required.
- *State Water Resources Control Board:* A Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.
- *Regional Water Quality Control Board (RWQCB):* Section 401 Water Quality Certification may be required as well as permitting associated with potential recycled water for irrigation use.
- *Elsinore Valley Municipal Water District (EVMWD):* Either the proposed project or EVMWD will construct an 1,800-foot sewer line that will extend from the project site along Monte Vista Drive to an existing manhole. The new sewer line will allow the existing septic tanks to be abandoned.

3.0 – Introduction to the Environmental Analysis and Assumptions Used

The following is an introduction to the environmental analysis for the proposed project, including a cumulative analysis and a discussion of general assumptions used in the environmental analysis. The reader is referred to the individual technical sections of the Draft Environmental Impact Report (Draft EIR or DEIR) (Sections 3.1 through 3.10) for further information on the specific assumptions and methodologies used in the analysis for each particular technical subject.

3.1 ANALYSIS ASSUMPTIONS USED TO EVALUATE THE PROPOSED PROJECT

BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT EIR

Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) include a description of the physical environmental conditions in the vicinity of a project as they exist at the time the Notice of Preparation (NOP) is published and the environmental analysis is begun. The CEQA Guidelines also specify that this description of the physical environmental conditions is to normally serve as the baseline physical conditions by which a lead agency determines whether impacts of a project are considered significant.

The environmental setting of the proposed project is described in detail in the individual technical sections of the Draft EIR (see Sections 3.1 through 3.10). In general, these sections describe the setting of the City of Wildomar as it existed when the NOP for the proposed project was filed on October 28, 2013.

STRUCTURE OF THE ENVIRONMENTAL IMPACT ANALYSIS

Sections 3.1 through 3.10 of this Draft EIR contain a detailed description of current setting conditions (including the applicable regulatory setting) and an evaluation of the direct and indirect environmental effects resulting from implementation of the proposed project. Each section of the DEIR that identifies mitigation measures will also identify whether significant environmental effects of the project would remain after application of the feasible mitigation measures. Each of the EIR sections includes the following information:

Existing Setting

This subsection includes a description of the physical environmental conditions associated with the technical area of discussion, consistent with CEQA Guidelines Section 15125. As previously identified, the existing setting is based on conditions as they existed when the NOP for the proposed project was released.

Regulatory Framework

This subsection identifies applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

Impacts and Mitigation Measures

This subsection identifies direct and indirect environmental effects associated with implementation of the proposed project. Thresholds of significance are identified and used to determine whether the environmental effects are considered significant and require the application of mitigation measures. Each environmental impact analysis is identified numerically.

Mitigation measures are developed through a review of the environmental effects of the proposed project by consultants with technical expertise as well as by environmental professionals. When a precise mitigation measure is not possible, or if the extent of the mitigation is dependent on future action(s), the text of the mitigation measure identifies performance standards that identify clear requirements that would avoid or minimize significant environmental effects. The use of performance standard mitigation is allowed under CEQA Guidelines Section 15126.4(a). In some instances, the environmental impacts of the proposed project will be fully mitigated through compliance with existing federal, state, and local laws. When this occurs, the law will be identified and a brief explanation of how compliance with the law will mitigate the environmental impact will be provided. It is important to note that mitigation strategy deals only with the impacts associated with the proposed project. Mitigation measures cannot be used to address existing system deficiencies.

APPROACH TO THE CUMULATIVE IMPACT ANALYSIS

CEQA Guidelines Section 15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's effect is considered cumulatively considerable. Each technical section in the Draft EIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines Section 15065[a][3]). The determination of whether the project's impact on cumulative conditions is considerable is based on a number of factors, including consideration of applicable public agency standards, consultation with public agencies, and expert opinion. The environmental effects of the proposed project are incorporated in the cumulative impact analysis contained in each technical section.

Definition of Cumulative Setting

The cumulative setting conditions considered in this Draft EIR are based on:

- **Local Adopted General Plans.** The existing land use plans in the region consist of those of the Cities of Wildomar, Lake Elsinore, Menifee, and Murrieta and the County of Riverside.

- **Large-Scale Development Projects.** This includes current large-scale proposed and approved development projects in the region.

- **Effect of Regional Conditions.** The cumulative setting considers background traffic volumes and patterns on regional and state roadways. Additionally, physical conditions in the region pertinent to each environmental issue area are also considered in the cumulative setting. Those topics are discussed in Sections 3.1 through 3.10.

Each technical section of the Draft EIR includes a description of the cumulative setting's geographic extent based on the characteristics of the environmental issue under consideration as set forth in Section 15130(b) of the CEQA Guidelines.

3.2 COMMON TERMINOLOGY USED IN THE DRAFT EIR

This Draft EIR uses the following terminology to describe the environmental effects of the proposed project:

Less Than Significant Impact: A less than significant impact would cause no substantial change in the physical condition of the environment (no mitigation would be required for project effects found to be less than significant).

Significant Impact and Potentially Significant Impact: A significant impact would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment. Significant impacts are identified through the evaluation of project effects using specified standards of significance provided in each technical section of the DEIR. Identified significant impacts are those where the project would result in an impact that can be measured or quantified, while identified potentially significant impacts are those impacts where an exact measurement of the project's effects cannot be made but substantial evidence indicates that the impact would exceed applicable standards of significance. A potentially significant impact may also be an impact that may or may not occur and where a definite determination cannot be foreseen. Mitigation measures and/or project alternatives are identified to avoid or reduce project effects to the environment to a less than significant level.

Significant and Unavoidable Impact: A significant and unavoidable impact would result in a substantial negative change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would cause no substantial change in the physical condition of the environment under cumulative conditions.

Cumulatively Considerable Impact: A cumulatively considerable impact would result when the incremental effects of an individual project result in a significant adverse physical impact on the environment under cumulative conditions.

Project Site: The proposed project boundaries as shown in **Figure 2.0-2** constitute the project site.

Project Area/Project Study Area (PSA): The project area/project study area (the project study area for Section 3.3, Biological Resources, is defined as the location where work described in Chapter 2.0, Project Description, may be performed, plus the maximum survey buffer area for the project area) includes the project site and off-site improvements necessary for the proposed project as shown in **Figure 2.0-5**.

Standards of Significance: A set of significance criteria to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this DEIR includes the CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; and City goals, objectives, and policies. These are noted in each section and referred to in the analysis.

3.3 ENVIRONMENTAL IMPACT REPORTS UTILIZED IN THIS DRAFT EIR

This Draft EIR utilizes technical information and analyses from previously prepared EIRs that are relevant to the consideration of environmental effects of the proposed project, which is supported by the CEQA Guidelines (see Sections 15148 [Citation] and 15150 [Incorporation by Reference]). In addition to materials cited, the following EIRs have been utilized in this Draft EIR:

- Riverside County Integrated Project Final Program Environmental Impact Report (EIR) (State Clearinghouse No. 2002051143)

By utilizing provisions of the CEQA Guidelines, the City, in preparing this Draft EIR, has been able to make maximum feasible and appropriate use of the technical information in the EIR. This Draft EIR and other referenced materials are available for review on request at the City of Wildomar Planning Department:

23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Phone: 951-677-7751
Fax: 951-698-1463

Business hours: Monday through Thursday, 8:00 a.m.–5:00 p.m.
(closed Fridays)

3.1 AESTHETICS AND VISUAL RESOURCES

This section describes the existing visual resources of the City of Wildomar, summarizes its landscape characteristics, and discusses the impacts associated with implementation of the proposed project. The analysis focuses on the anticipated alteration of the landscape characteristics and potential visual resource impacts in the city. Key issues addressed in this section include alteration of existing scenic resources (potential degradation of scenic resources or views of scenic resources), visual character, and urban lighting characteristics (increased nighttime light and daytime glare).

3.1.1 EXISTING SETTING

EXISTING CONDITIONS

The proposed project site currently contains six buildings, three parking lots, and an athletic field. Land to the north and east of the project site is currently undeveloped, while residential development occurs on land to the south. To the west, Interstate 15 runs along adjacent to Monte Vista Drive.

The project site consists of relatively gently rolling hillside terrain with elevations generally decreasing from north to south-southwest, ranging from approximately 1,347 feet above mean sea level (amsl) to approximately 1,282 feet amsl for a total relief of approximately 65 feet (EnGEN 2006). On-site vegetation includes landscaping associated with the current developed use of the site, while chaparral and other native shrubs and grasses occur to the north and west of the project site. In addition, scattered trees occur in some of the drainage channels surrounding the project site.

While views from the project site to the north and east are blocked by the hills immediately bordering the project site, the Santa Ana Mountains may be seen beyond Interstate 15 to the west and south of the project site. Overhead power lines run along Monte Vista Drive as it borders the project site. Interstate 15 includes several illuminated overhead directional signs. **Table 3.1-1** provides a summary of the visual resources within the project site.

Interstate 15 as it travels through western Riverside County is eligible to be designated as a state scenic highway, though it is not currently recognized as such. The City of Wildomar General Plan does not identify any portion of the proposed project area as a designated state or county scenic resource, and the site is not identified as being eligible for such designation.

TABLE 3.1-1
SUMMARY OF VISUAL RESOURCES

Visual Resource	Description
Open space	Open space is a scenic feature present to the north and east of the project site.
Vistas of distant mountains	Views from the project site offer vistas of the Santa Ana Mountains spanning from the west to the south.

Viewer groups of the project area currently include motorists traveling along Interstate 15 and motorists and occasional cyclists traveling along Monte Vista Drive. Of the existing residential homes adjacent to the proposed project site, a home to the north of the project site and homes to the south of the project site will continue to be occupied following the completion of the proposed project. The existing homes currently feature fences and vegetation that visually shield the homes from all directions.

Potential sources of daytime glare resulting from direct beam sunlight and reflections from windows, architectural coatings, glass, and other shiny reflective surfaces also currently exist at the project site and on land to the south and east.

NIGHTTIME LIGHTING CONDITIONS

Lighting conditions in the area consist of typical suburban low light conditions found in semi-rural areas and existing street lighting along portions of Monte Vista Drive and Interstate 15.

The current operation of the church includes the use of existing parking lot and landscape lighting as well as the lighting of the athletic field for sporting and special events. A summary of these events are include in **Table 3.1-2**. There is a large sign on the main church building that is also illuminated at night.

Mobile nighttime light from automobile headlights is also broadcast from traffic along Monte Vista Drive.

TABLE 3.1-2
SUMMARY OF EXISTING EVENTS REQUIRING FIELD LIGHTING

Activity	Approximate Number of Occurrences	Approximate Duration
Football Games	7: Weekly football games from September to November	7:00 p.m. to 10:00 p.m.
Football Practice	65: Weekday evenings from September to November	4:30 p.m. to 6:30 p.m.
Vacation Bible School Festival	One: Single night in July	Sunset to 9:00 p.m.
Harvest Festival	One: October 31	Sunset to 10:00 p.m.
Overflow Parking	Two: Christmas Eve and Easter	Sunset to 10:00 p.m.
Approximate total number of evenings the field is illuminated	81	

Source: Information provided by project applicant on March 7, 2014

3.1.2 REGULATORY FRAMEWORK

STATE

State Scenic Highway Program

In 1963, the California legislature created the Scenic Highway Program to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to state highways. The state regulations and guidance governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. There are no state designated scenic highways in the project area.

Nighttime Sky – Title 24 Outdoor Lighting Standards

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In November 2003, the CEC adopted changes to Title 24, Parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The new standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

LOCAL

Wildomar General Plan

The City of Wildomar General Plan contains several policies pertaining to visual resources; those policies relevant to the proposed project are listed below under the Methodology subheading of subsection 3.1.3, Impacts and Mitigation Measures.

Regulating Light Pollution (Mount Palomar Nighttime Lighting Policy)

Light pollution is regulated by Wildomar Municipal Code Chapter 8.64. The proposed project site is located approximately 29.5 miles northwest of the Mount Palomar Observatory, which places the project site within Zone B of the Mount Palomar Nighttime Lighting Policy Area. As shown below, Zone B restricts the use of certain light fixtures that emit undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mount Palomar Observatory. Development within this zone requires that the project maintain preservation of the night sky.

TABLE 3.1-3
LAMP TYPE AND SHIELDING REQUIREMENTS PER FIXTURE FROM ORDINANCE 8.88 REGULATING LIGHT POLLUTION

Lamp Type	Zone A	Zone B
Class I – Color Rendition Important		
Low pressure sodium	Allowed	Allowed
Others above 4050 lumens	Prohibited	Allowed if fully shielded
Others 4050 lumens & below	Allowed*	Allowed
Class II – Parking Lots, Walkways, Security		
Low pressure sodium	Allowed	Allowed
Others above 4050 lumens	Prohibited	Prohibited
Others 4050 lumens & below	Prohibited	Allowed
Class III – Decorative		
Low pressure sodium	Prohibited	Allowed
Others above 4050 lumens	Prohibited	Prohibited
Others 4050 lumens & below	Prohibited	Allowed

Source: Wildomar 2008b
**Maximum of 8.100 total lumens per acre or per parcel if under 1 acre.*

All lighting allowed by the ordinance must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. The ordinance defines "fully shielded" as outdoor light fixtures shielded or constructed so that light rays emitted by the fixtures are projected below the horizontal plane passing through the lowest point on the fixture from which light is emitted. "Partially shielded" means outdoor light fixtures designed or constructed so that 90 percent of the light rays emitted by the fixture are projected below the horizontal plane passing through the lowest point of the shield (Wildomar Municipal Code, Section 8.64.040).

3.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

An aesthetic or visual resource impact is considered significant if implementation of the project would result in any of the following:

1) Have a substantial adverse effect on a scenic vista.

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

3) Substantially degrade the existing visual character or quality of the site and its surroundings.

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

METHODOLOGY

The visual resource analysis is based on field review of the project site and review of topographic conditions, as well as anticipated changes from implementation of the proposed project and other anticipated development in the area.

In addition, the following General Plan Policies were considered when analyzing the proposed project for aesthetic impacts:

LU 13.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.

LU 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.

LU 13.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.

LU 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways.

LU 13.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.

LU 13.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.

LU 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.

LU 13.8 Avoid the blocking of public views by solid walls.

As discussed in subsection 3.1.1, Existing Setting, there are no adopted scenic highways in the project area, so this impact (Standard of Significance 2) will not be further considered in this Draft EIR.

PROJECT IMPACTS AND MITIGATION MEASURES

Have a Substantial Adverse Effect on a Scenic Vista (Standard of Significance 1)

Impact 3.1.1 The proposed project will have **no impact** on any scenic vista.

While Interstate15, directly to the west of the project site, is eligible to be designated as a state scenic highway, it has not yet been recognized as such (Caltrans 2014). In addition, there is no other federal, state, or local designation recognizing the project site or any land adjacent to the project site as a scenic resource or vista. The proposed project will result in **no impact** to any scenic vista.

Mitigation Measures

None required.

Substantially Damage Scenic Resources or Visual Character of the Area and Surroundings (Standards of Significance 2 and 3)

Impact 3.1.2 While the proposed project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area. This impact is **less than significant**.

Construction of the proposed school building, administration building, maintenance building, and parking lots will alter the existing visual character of the area by potentially requiring the removal of some existing trees and naturally occurring vegetation and by creating new buildings that will be seen from Interstate 15, Monte Vista Drive, and some adjacent properties. However, the construction of these facilities will not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource.

The proposed school, administration building, and maintenance buildings will be architecturally consistent with the existing facilities currently in use by the church. In addition, adherence to the

City of Wildomar Planning Department design review process will ensure that any impact is **less than significant**.

Mitigation Measures

None required.

Create a New Source of Substantial Light or Glare (Standard of Significance 4)

Impact 3.1.3 The proposed project will include the installation of athletic field lighting and parking lot lighting which will result in a new source of nighttime light. Impacts are **potentially significant**.

A source of glare during the nighttime hours is artificial light. Sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from commercial uses, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code.

As noted in the Regulatory Framework subsection above, the City's Light Pollution Ordinance establishes limits on the types of fixtures and size of bulbs for aspects of the development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution. However, there will still be new light associated with the proposed project, including athletic field lighting, parking lot lighting, security lighting, landscape lighting, and automobile headlights. Each of these lighting impacts currently exists as a component or due to the operation of the church facilities and the occupation of the homes surrounding the project area. In addition to the existing nighttime light features, the proposed project includes the installation of seven lighting poles that will include between three to six lights per pole. Four of the proposed lighting poles will be 60 feet tall and the remaining three lighting poles will be 70 feet tall. All of the lighting poles will be placed within the existing athletic field. A summary of the proposed lighting poles and their location within the athletic field are included in **Appendix 3.1**.

The intensity of the proposed athletic field lighting was predicted on a photometric plan prepared for the proposed project and attached to the draft EIR as **Appendix 3.1**. The photometric plan was conducted based on the assumption that each of the proposed lighting poles will be fully shielded and directed to specifically illuminate only the athletic fields. Considering the attributes of the proposed lighting, the photometric plan demonstrates that the operation of the field lighting will result in an increase constant nighttime illumination along Monte Vista Drive (between 0.1 to 2.9 horizontal foot-candles), no other area outside of the boundaries of the proposed project will be affected (Musco 2014). The proposed field lighting will be in use for the same number of days and for the same duration as portable field lighting currently in use at the site allowing any impact to be **less than significant**.

The intensity of the proposed lighting associated with the parking lots were also predicted using a separate photometric lighting plan (see **Appendix 3.1**). According to the photometric plan, the maintenance building parking lot is anticipated to result in an illumination increase between 2.0 and 5.7 horizontal footcandles along its southern boundary, which is directly adjacent to the northern boundary of a residential property, located at 34620 Via Carnaghi Lane. Additionally, the proposed upper parking lot is anticipated to result in an illumination increase of 3.2 horizontal footcandles along its southwest boundary, which is adjacent to the eastern boundary of the same residential property. Therefore, the proposed project would result in **potentially significant** impacts to the residential property directly adjacent to and south of the maintenance building parking lot.

Mitigation Measures

MM 3.1.3 To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.

Timing/Implementation: *Prior to operation of the maintenance building parking lot and the upper parking lot.*

Enforcement/Monitoring: *City of Wildomar Public Works Department*

By adhering to the City's Light Pollution Ordinance, which establishes the types of fixtures and size of bulbs for lighting fixtures and also by installing shielded and fully cutoff lighting to prevent light from being emitted above the horizontal plane, and toward the dwelling at 34620 Via Carnaghi Lane, impacts from lighting will be reduced to **less than significant** levels.

3.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative impact analysis focuses on whether the proposed project's contribution to regional visual resource impacts would result in a cumulatively considerable environmental impact. The project's impact would be cumulatively considerable if, when considered with other existing, approved, proposed, and reasonably foreseeable development in the region, it would result in substantial alteration of the visual character of the region, significant impacts to scenic vistas, or substantial increases in daytime glare and nighttime lighting.

Other regionally existing, approved, proposed, or reasonably foreseeable projects that could be a factor in the proposed project's contribution to any increase in daytime glare or nighttime lighting would include Interstate 15 and the existing residences adjacent to the project site.

A proposed project within the surrounding area, the proposed Baxter Village mixed-use housing development at Baxter Road and Central Street, was not considered for cumulative analysis because any light or glare emitted from the proposed project would occur from across the expanse of the freeway.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare

Impact 3.1.4 Implementation of the proposed project, in combination with the existing adjacent residences and Interstate 15, would result in a less than cumulatively considerable contribution to the alteration of the visual character of the region. This impact is considered **less than cumulatively considerable.**

While the proposed project will result in a less than significant production of glare and nighttime light, as an expansion of an existing use, the proposed project will not represent a significant new source of glare or nighttime light. When considering the surrounding residences, Interstate 15, and the proposed project, any impact to the nighttime sky or to daytime glare will be **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

Caltrans (California Department of Transportation). 2014. California Scenic Highway Mapping System, Riverside County. Accessed January 6. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

EnGEN Corporation. 2006. *Geotechnical Feasibility Study: Cornerstone Community Church – Parking Lot and Ball Fields.*

Musco. 2014. *Illumination Summary*.

Wildomar, City of. 2008a. *City of Wildomar General Plan.*

———. 2008b. Municipal Code (Chapter 8.64 – Light Pollution Ordinance).

3.2 AIR QUALITY

This section includes a description of existing air quality conditions, a summary of applicable regulations, a description of existing air quality conditions, and an analysis of potential air quality impacts associated with the proposed Cornerstone Community Church project. Mitigation measures are recommended, as necessary, to reduce significant air quality impacts. This air quality analysis and the associated modeling were conducted by Urban Crossroads in 2013 (see **Appendix 3.2**).

3.2.1 EXISTING SETTING

SOUTH COAST AIR BASIN

South Coast Air Basin Characteristics

The project site is located in the South Coast Air Basin (SCAB), a 6,745-square-mile region that includes portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The SCAB is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

Regional Climate

The regional climate significantly influences the air quality in the SCAB. The annual average temperatures throughout the SCAB vary from the low to middle 60s (degrees Fahrenheit (F)). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to 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 14.5 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 air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over Southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low-level cyclonic (counterclockwise) flow centered over Santa Catalina Island that results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, two distinct temperature inversion structures control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing, which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxide and carbon monoxide from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Wind Patterns and Project Location

The distinctive climate of the project area and the SCAB is determined by its terrain and geographical location. The air basin is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light, although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Existing Air Quality

Existing air quality is measured based on ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) currently in effect are shown in **Table 3.2-1**.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in **Table 3.2-1**. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and particulate matter (PM_{10} and $PM_{2.5}$) are not equaled or exceeded at any time in any consecutive three-year period, and the federal standards (other than O_3, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

TABLE 3.2-1
STATE AND NATIONAL CRITERIA POLLUTANT STANDARDS

Pollutant	Averaging Time	California Standards	National Standards
Ozone	8 Hour	0.070 ppm (137$\mu g/m^3$)	0.075 ppm
	1 Hour	0.09 ppm (180 $\mu g/m^3$)	–
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide	1 Hour	0.18 ppm (339 $\mu g/m^3$)	100 ppb
	Annual Arithmetic Mean	0.030 ppm (57 $\mu g/m^3$)	53 ppb (100 $\mu g/m^3$)
Sulfur Dioxide	24 Hour	0.04 ppm (105 $\mu g/m^3$)	N/A
	3 Hour	–	N/A
	1 Hour	0.25 ppm (665 $\mu g/m^3$)	75 ppb
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 $\mu g/m^3$	N/A
	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 $\mu g/m^3$	15 $\mu g/m^3$
	24 Hour	N/A	35 $\mu g/m^3$
Sulfates	24 Hour	25 $\mu g/m^3$	N/A
Lead	Calendar Quarter	N/A	1.5 $\mu g/m^3$
	30 Day Average	1.5 $\mu g/m^3$)	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)	N/A
Vinyl Chloride (chloroethene)	24 Hour	0.01 ppm (26 $\mu g/m^3$)	N/A
Visibility-Reducing Particles	8 Hour (10:00 to 18:00 PST)	–	N/A

Source: Urban Crossroads 2013a
Notes: ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, state standards were exceeded on one or more days for O_3 and PM_{10}, and federal standards were exceeded on one or more days for O_3 and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead. See **Table 3.2-2** for attainment designations for the SCAB.

TABLE 3.2-2
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State	Federal
1-hour Ozone (O_3)	Nonattainment	No Standard
8-hour Ozone (O_3)	Nonattainment	Extreme Nonattainment[1]
Coarse Particulate Matter (PM_{10})	Nonattainment	Serious Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Maintenance
Nitrogen Dioxide (NO_2)	Nonattainment[2]	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment/Nonattainment[3]	Attainment[4]
All Others	Attainment/Unclassified	Attainment/Unclassified

Source: Urban Crossroads 2013a
[1] The EPA approved redesignation from Severe 17 to Extreme Nonattainment on May 5, 2010, to be effective June 4, 2010.
[2] The SCAB was reclassified from attainment to nonattainment for nitrogen dioxide on March 25, 2010.
[3] Los Angeles County was reclassified from attainment to nonattainment for lead on March 25, 2010; the remainder of the SCAB is in attainment of the state standard.
[4] The Los Angeles County portion of the SCAB is classified as nonattainment; the remainder of the SCAB is in attainment of the state standard.

Local Air Quality

The nearest long-term air quality monitoring in relation to the project for O_3, CO, and NO_2 is carried out by the SCAQMD at the Lake Elsinore monitoring station located in Source Receptor Area 25 (SRA 25). Data for coarse particulates (PM_{10}) was obtained from the Perris Valley monitoring station located in SRA 24. Data for ultrafine particulates ($PM_{2.5}$) was obtained from the Metropolitan Riverside County 2 monitoring station, located in SRA 23. It should be noted that the Perris Valley and Metropolitan Riverside County monitoring stations were utilized in lieu of the Lake Elsinore monitoring station only where data was not available from the nearest monitoring site. The three years of data in **Table 3.2-3** show the number of days standards were exceeded for the study area. Additionally, data for SO_2 has been omitted, as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

TABLE 3.2-3
PROJECT AREA AIR QUALITY MONITORING SUMMARY 2010–2012

Pollutant	Standard	Year		
		2010	2011	2012
Ozone (O_3) – nonattainment for state and federal standards[1]				
Maximum 1-Hour Concentration (ppm)	–	0.107	0.133	0.111
Maximum 8-Hour Concentration (ppm)	–	0.091	0.106	0.089
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	15	19	10
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	42	45	29
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	0	1	0
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	24	28	17
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO) – attainment for state and federal standards[2]				
Maximum 1-Hour Concentration (ppm)	–	1.0	2.7	2.7
Maximum 8-Hour Concentration (ppm)	–	0.6	0.7	0.7
Number of Days Exceeding Federal/State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2) – nonattainment for state standard, attainment for federal standard[1]				
Maximum 1-Hour Concentration (ppm)	–	0.0512	0.0413	0.0483
Annual Arithmetic Mean Concentration (ppm)	–	0.0101	0.0096	0.0102
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Respirable Particulate Matter (PM_{10})[2]– nonattainment for state and federal standards[2]				
Maximum 24-Hour Concentration (µg/m^3)	–	51	65	62
Number of Samples	–	61	60	60
Number of Samples Exceeding State Standard	> 50 µg/m^3	1	3	1
Number of Samples Exceeding Federal Standard	> 150 µg/m^3	0	0	0
Fine Particulate Matter ($PM_{2.5}$)[3]– nonattainment for state and federal standards[3]				
Maximum 24-Hour Concentration (µg/m^3)	–	43.7	51.6	30.2
Annual Arithmetic Mean (µg/m^3)	–	11.0	11.8	11.4
Number of Samples Exceeding Federal 24-Hour Standard	> 35µg/m^3	2	2	0

Source: Urban Crossroads 2013a
Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million
1. Lake Elsinore (SRA 25) monitoring station used unless otherwise noted.
2. Perris Valley (SRA 24) monitoring station used.
3. Metropolitan Riverside County 2 (SRA 23) monitoring station used.

Criteria pollutants are pollutants that are regulated through the development of human health–based and/or environmentally based criteria for setting permissible levels. Examples of sources and effects of the criteria pollutants are identified below.

- **Carbon Monoxide (CO):** A colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood.

- **Sulfur Dioxide (SO_2):** A colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant, mainly as a result of burning high-sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates. Collectively, these pollutants are referred to as sulfur oxides (SO_X).

- **Ozone (O_3):** A highly reactive and unstable gas formed when reactive organic gases (ROGs) and nitrogen oxides (NO_X), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

    - **Reactive Organic Gases (ROG):** While not a criteria air pollutant, reactive organic gases (ROG) are precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer-chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. Reactive organic gases are a criteria pollutant since they are a precursor to ozone, which is a criteria pollutant.

- **Nitrogen Oxides (oxides of nitrogen, or NO_x):** Consist of nitric oxide (NO), nitrogen dioxide (NO_2), and nitrous oxide (N_2O) and formed when nitrogen combines with oxygen. Their life span in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. Because ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

- **PM_{10} (particulate matter less than 10 microns):** A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. PM_{10} also causes visibility reduction.

- **$PM_{2.5}$ (particulate matter less than 2.5 microns):** A similar air pollutant consisting of tiny solid or liquid particles that are 2.5 microns or smaller (which are often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.

- **Lead:** A heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of the removal of lead from gasoline, there have been no violations at any of the SCAQMD's regular air monitoring stations since 1982. Currently, emissions of lead are largely limited to stationary sources such as lead smelters. It should be noted that the proposed project is not anticipated to generate a quantifiable amount of lead emissions.

HEALTH EFFECTS OF AIR POLLUTANTS

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels.

Ozone exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants which includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin. Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to carbon monoxide, resulting in carboxyhemoglobin levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels; these include pre-term births and heart abnormalities.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, the number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and increased mortality from lung cancer.

Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and

adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with preexisting respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. An increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these subgroups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and nitrogen dioxide.

Sulfur Dioxide

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increases in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to sulfur dioxide. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures, and death, although it appears there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early age environmental exposure, and elevated blood lead levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland), and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can

be exposed to higher levels of lead because of their mothers' previous environmental lead exposure.

TOXIC AIR CONTAMINANTS

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity, including compounds such as benzene, ethylene dibromide, hexavalent chromium, cadmium, and vinyl chloride. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

To date, the California Air Resources Board (CARB) has designated nearly 200 compounds as toxic air contaminants. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, one of the most important in Southern California being particulate matter from diesel-fueled engines. In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a toxic air contaminant. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2008, the SCAQMD updated a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk (SCAQMD 2008).

ODORS

The science of odor as a health concern is still new. Merely identifying the hundreds of gaseous compounds that cause odors poses a big challenge. Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eyes, nose, and throat, which can reduce respiratory volume. Second, some of the gases that cause odors, such as reactive organic gases, can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

3.2.2 REGULATORY FRAMEWORK

FEDERAL

The US Environmental Protection Agency (EPA) is responsible for setting and enforcing the national ambient air quality standards for the criteria pollutants O_3, CO, NO_x, SO_2, PM_{10}, and lead. The EPA has jurisdiction over emissions sources that are under the authority of the federal government, including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet CARB's stricter emission requirements.

The federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards and the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions), as opposed to other sections of the act such as Title II (Aircraft Emissions Standards) and Title III (Vapor Recovery for Small Business Marketers of Petroleum Project), which are not applicable to the proposed project.

Title I provisions were established with the goal of attaining the national ambient air quality standards for the following criteria pollutants: O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a standard for $PM_{2.5}$. **Table 3.2-1** (previously presented) provides the NAAQS within the South Coast Air Basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of nitrogen oxides (NO, NO_2, NO_3), which are emitted as byproducts of the combustion process.

STATE

The California Air Resources Board, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California ambient air quality standards for all pollutants for which the federal government has national ambient air quality standards and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or nonattainment for each CAAQS.

Serious nonattainment areas are required, pursuant to the Clean Air Act, to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources.
- Development of control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development).
- A district permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions.
- Implementation of reasonably available transportation control measures and assurances of a substantial reduction in growth rate of vehicle trips and miles traveled.
- Significant use of low emissions vehicles by fleet operators.
- Sufficient control strategies to achieve a 5 percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO, and PM_{10}. However, air basins may use an alternative emission reduction strategy that achieves a reduction of less than 5 percent per year under certain circumstances.

AIR QUALITY MANAGEMENT PLANNING

Currently, the national ambient air quality standards and California ambient air quality standards for O_3, PM_{10}, $PM_{2.5}$, and NO_2 are exceeded in most parts of the South Coast Air Basin. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and project consistency with the AQMP is provided below.

South Air Quality Management District Rules and Regulations

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the South Coast Air Basin. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of the proposed project during construction activities:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

  b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

  e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

3.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the CEQA Guidelines, air quality impacts are considered significant if implementation of the proposed project would:

1) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

2) Conflict with or obstruct implementation of an applicable air quality plan.

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Create objectionable odors affecting a substantial number of people.

5) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at **Table 3.2-4**. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2009) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

TABLE 3.2-4
MAXIMUM DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operational
NO_x	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Urban Crossroads 2013a

Furthermore, based on the SCAQMD's *CEQA Air Quality Handbook* (1993), project impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm)
- 8-hour CO standard of 9.0 ppm

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs). The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are nonattainment pollutants.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. Localized significance thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that a lead agency can use the localized significance thresholds as another indicator of significance in its air quality impact analyses.

METHODOLOGY

In July 2013, the SCAQMD in conjunction with the California Air Pollution Control Officers Association released the latest version of the California Emissions Estimator Model (CalEEMod) v2013.2. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutant (NO_x, ROG, PM_{10}, $PM_{2.5}$, SO_x, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources, and to quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air quality impacts. Output from the model runs for both construction and operational activity are provided in **Appendix 3.2**.

IMPACTS AND MITIGATION MEASURES

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (Standard of Significance 1)

Impact 3.2.1 Construction-generated emissions would not contribute substantially to an existing or projected air quality violation. This impact is considered **less than significant**.

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

Construction results in the temporary generation of emissions ensuing from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. While construction activities may vary depending on contractors, the following assumptions concerning construction activities will be used in the environmental analysis for the proposed project. Construction-related emissions are expected from demolition, site preparation, grading, building construction, paving, architectural coatings, and construction workers commuting.

The estimate for construction duration was entered for the duration of specific construction activity, and CalEEMod model defaults for the number and type of equipment that would be used were utilized. Please refer to specific detailed modeling inputs/outputs contained in **Appendix 3.2**. A detailed summary of construction equipment assumptions by phase is provided in **Table 3.2-5**. This construction schedule represents a "worst-case" analysis scenario should construction occur anytime after these respective dates since emission factors for construction equipment decrease as the analysis year increases.

TABLE 3.2-5
CONSTRUCTION EQUIPMENT ASSUMPTIONS

Demolition Equipment	
Description	**Number**
Concrete/Industrial Saws	2
Rubber-Tired Dozer	2
Excavator	3
Site Preparation Equipment	
Description	**Number**
Rubber-Tired Dozer	3
Tractor/Loader/Backhoe	4
Grading Equipment	
Description	**Number**
Rubber-Tired Dozer	1
Tractor/Loader/Backhoe	3
Excavator	1
Grader	1
Building Construction Equipment	
Description	**Number**
Tractor/Loader/Backhoe	3
Forklifts	3
Cranes	1
Generator Sets	1
Welders	1
Asphalt Paving Equipment	
Description	**Number**
Cement and Mortar Mixers	2
Pavers	1
Tractor/Loader/Backhoe	1
Paving Equipment	2
Rollers	2
Painting Equipment	
Description	**Number**
Air Compressor	1

Source: Urban Crossroads 2013a

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was used to calculate fugitive dust emissions resulting from this phase of activity. Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) are estimated using the CalEEMod model.

Construction-Related Regional Air Quality Impacts

The estimated maximum daily construction emissions are summarized in **Table 3.2-6**. (Please refer to specific detailed modeling inputs/outputs contained in **Appendix 3.2**.)

TABLE 3.2-6
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (WITHOUT MITIGATION)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 2014 Construction	6.73	57.72	44.24	0.05	21.41	12.87
Year 2015 Construction	37.46	33.71	27.10	0.05	3.32	2.36
Maximum Daily Emissions	**37.46**	**57.72**	**44.24**	**0.05**	**21.41**	**12.87**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2013a. See Appendix 3.2 for the CalEEMod output files and additional calculations for the estimated emissions.

As shown in **Table 3.2-6**, emissions resulting from project construction will not exceed any applicable thresholds. Construction-related regional air quality impacts are considered less than significant.

Construction-Related Localized Air Quality Impacts

As previously stated, the SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM_{10} and $PM_{2.5}$, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the localized significance thresholds as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

The SCAQMD issued guidance on applying CalEEMod to localized significance thresholds. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3.2-7** should be used to determine the maximum daily disturbed-acreage for comparison to LSTs.

TABLE 3.2-7
EQUIPMENT-SPECIFIC GRADING RATES

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Crawler Tractor	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Rubber-Tired Dozers	1	0.5	8	0.5
Total Acres Graded per Day					**2.5**
Applicable LST Mass Rate Look-Up Table					2.5 acres

Source: Urban Crossroads 2013a

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Lake Elsinore area (SRA 25) since this area includes the project site. Localized significance thresholds apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres in size.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptor to the development boundaries may be located adjacent to the proposed development. However, the methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 3.2-8 presents the results of localized emissions during construction activity.

TABLE 3.2-8
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION (WITHOUT MITIGATION)
(POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	41.10	26.75	8.92	5.55
SCAQMD Localized Threshold	256.83	1,244.17	8.00	4.67
Significant?	**No**	**No**	**Yes**	**Yes**

Source: Urban Crossroads 2013a. See Appendix 3.2 for the CalEEMod output files for the estimated emissions.

As shown, emissions of PM_{10} and $PM_{2.5}$ exceed localized significance thresholds for construction activity and thus represent a potentially significant impact. However, City of Wildomar's (2008) General Plan Air Quality Policy 4.9 requires compliance with SCAQMD Rules 403 and 403.1 in order to reduce fugitive dust emanating from construction sites. As previously stated, SCAQMD Rule 4.03 requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce particulate matter emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Particulate matter suppression techniques are summarized below.

a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

The required implementation of SCAQMD Rule 403 would reduce PM_{10} and $PM_{2.5}$ emissions during construction. **Table 3.2-9** identifies the Rule 403–controlled localized impacts at the nearest receptor location in the vicinity of the project site.

TABLE 3.2-9
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION (WITH SCAQMD RULE 403)
(POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	41.06	26.73	4.92	3.49
SCAQMD Localized Threshold	256.83	1,244.17	8.00	4.67
Significant?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2013a. See Appendix 3.2 for the CalEEMod output files for the estimated emissions.

As shown in **Table 3.2-9**, emissions resulting from project construction will not exceed any applicable LSTs, with impacts that are considered less than significant.

For the reasons identified, construction-related air quality impacts are considered to be **less than significant**.

Mitigation Measures

None required.

Air Quality Standard or Air Quality Violation: Long-Term Operational Emissions (Standard of Significance 1)

Impact 3.2.2 Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. This impact is considered to be **less than significant**.

Operational activities associated with the proposed project will result in emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings.

Vehicles

Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak-hour traffic volumes and traffic operations in the vicinity of the project. The project-related operational air quality impact centers primarily on the vehicle trips generated by the project. Trip characteristics available from the traffic impact analysis prepared for the project were utilized in this analysis. The estimated emissions resulting from vehicle operations are summarized in **Table 3.2-10**.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and the consumption of natural gas. However, because electricity-generating facilities for the project area are either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from off-site generation of electricity is excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod. The estimated combustion emissions are provided in **Table 3.2-10** (detailed emission calculations are provided in **Appendix 3.2**).

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust. The emissions estimates for travel on paved roads were calculated using CalEEMod, as it is assumed that all project roadways would be paved as part of the construction of these roads. The estimated PM_{10} and $PM_{2.5}$ emissions from vehicles for fugitive dust are summarized in **Table 3.2-10**, and details are provided in **Appendix 3.2**.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. The estimated landscape maintenance emissions are provided in **Table 3.2-10**, and detailed model outputs are presented in **Appendix 3.2**.

Emissions for Consumer Products and Fireplaces

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds that when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Architectural Coatings

Over a period of time, the buildings that are part of this project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod. The estimated architectural coating emissions are provided in **Table 3.2-10**, and detailed model outputs are presented in **Appendix 3.2**.

Operational-Related Regional Air Quality Impacts

The project-related operational-related regional emissions burdens, along with a comparison of SCAQMD-recommended significance thresholds, are shown in **Table 3.2-10**.

TABLE 3.2-10
OPERATIONAL-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (MAXIMUM EMISSIONS)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions						
Area Source Emissions[1]	4.24	0.00	0.06	0.00	0.00	0.00
Energy Source Emissions[2]	0.03	0.27	0.23	0.00	0.02	0.02
Mobile Emissions[3]	11.63	11.60	44.04	0.10	6.80	1.92
Maximum Daily Emissions	**15.90**	**11.88**	**44.33**	**0.10**	**6.82**	**1.94**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source Emissions[1]	4.24	0.00	0.06	0.00	0.00	0.00
Energy Source Emissions[2]	0.03	0.27	0.23	0.00	0.02	0.02
Mobile Emissions[3]	12.49	12.04	43.18	0.09	6.81	1.92
Maximum Daily Emissions	**16.75**	**12.31**	**43.46**	**0.10**	**6.83**	**1.94**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2013a
Notes: Please refer to Appendix 3.2 for the CalEEMod output files and additional supporting information for the estimated emissions.
1. Includes emissions of landscape maintenance equipment and architectural coatings emissions.
2. Includes emissions of natural gas consumption.
3. Includes emissions of vehicle emissions and fugitive dust related to vehicular travel.

As shown in **Table 3.2-10**, emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity. As a result, this impact would be considered less than significant.

Operational-Related Localized Air Quality Impacts

The proposed project involves the construction and operation of a new 17,315-square-foot preschool/day care building. In addition, the proposed project would include a 23,024-square-foot administrative building, a 2,438-square-foot maintenance building, and a 389-space parking lot along the east side of the property. According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact.

For the reasons identified, operations-related air quality impacts are considered to be **less than significant**.

Mitigation Measures

None required.

Regional Air Quality Management Planning (Standard of Significance 2)

Impact 3.2.3 Land use activities associated with the proposed project would not conflict with or obstruct implementation of regional air quality management planning. This impact is **less than significant**.

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the air basin is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2012 Air Quality Management Plan. The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and the Southern California Association of Governments' (SCAG) latest growth forecasts (SCAQMD 2011). (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.)

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project buildout phase.

The violations to which Consistency Criterion No. 1 refer are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under **Impacts 3.2.1** and **3.2.2** above, the project would not exceed the construction or operational standards and therefore would not violate air quality standards. Therefore the impact is less than significant.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed

project is consistent with the land use designation and development density presented in the City of Wildomar's (2008) General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Therefore the proposed project would result in no impact to the second criterion.

This impact is **less than significant**.

Mitigation Measures

None required.

Substantial Carbon Monoxide Pollutant Concentrations (Standard of Significance 3)

Impact 3.2.4 The proposed project will not contribute to localized concentrations of carbon monoxide that would exceed applicable ambient air quality standards. This is considered to be a **less than significant** impact.

A CO "hot spots" analysis is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in exceedances of the California or national ambient air quality standards (CAAQS or NAAQS).

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined.

Accordingly, with the steadily decreasing carbon monoxide emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for carbon monoxide exceedances in the air basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The analysis in the 1992 CO Plan did not result in a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E at peak morning traffic and LOS F at peak afternoon traffic.

At buildout of the project, the highest number of average daily trips would be 28,900 for Bundy Canyon Road between Interstate 15 and Monte Vista Drive (Urban Crossroads 2013b). This highest project-area average daily traffic is lower than the values studied in the 1992 CO Plan. Consequently at buildout of the project, none of the intersections in the vicinity of the proposed project site would have peak-hour traffic volumes exceeding those at the intersections modeled in the 2003 AQMP according to the traffic impact analysis (Urban Crossroads 2013b), nor would there be any reason unique to project area meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. As a result, the SCAB has been designated as attainment for carbon monoxide since 2007 and even very busy intersections do not result in exceedances of the CO standard.

Potential impacts resulting from carbon monoxide pollutant concentrations would be **less than significant**.

Mitigation Measures

None required.

Toxic Air Contaminants (Standard of Significance 3)

Impact 3.2.5 The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions. This impact is considered **less than significant**.

The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child-care centers, and athletic facilities can also be considered sensitive receptors.

Potential sensitive receptors in the project vicinity include existing adjacent land uses. As discussed in the LST analysis previously presented, for analysis purposes, potential impacts to sensitive receptors were analyzed accounting for a distance of 25 meters from the project boundary, as a conservative measure. Results of the LST analysis indicate that the proposed project will not exceed the SCAQMD localized significance thresholds (after mitigation), and a less than significant impact is expected during construction activity. Therefore, sensitive receptors would not be subject to a significant air quality impact during project construction.

The proposed project would not result in a significant CO "hot spot" as a result of project-related traffic during ongoing operations. Thus, a less than significant impact to sensitive receptors during operational activity is expected.

There are no other potential sources of air toxics in the vicinity of the project. Toxic air contaminant impacts to sensitive receptors are considered to be **less than significant**.

Mitigation Measures

None required.

Exposure of Sensitive Receptors to Odorous Emissions (Standard of Significance 4)

Impact 3.2.6 Development of the proposed project would not result in exposure of sensitive receptors to substantial odorous emissions. This impact is considered to be **less than significant**.

The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease on completion of the respective phase of construction activity and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be **less than significant**.

Mitigation Measures

None required.

3.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for air quality includes the entirety of the South Coast Air Basin. The SCAB is currently designated nonattainment for O_3, NO_2, PM_{10}, and $PM_{2.5}$ under state standards and for O_3, PM_{10}, and $PM_{2.5}$ under federal standards. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Nonattainment Criteria Pollutants (Standard of Significance 5)

Impact 3.2.7 Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, would not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered **less than cumulatively considerable.**

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. As discussed earlier, the proposed project would be consistent with the Air Quality Management Plan, which is intended to bring the SCAB into attainment for all criteria pollutants, since the project-specific evaluation of emissions presented in the preceding analysis demonstrates that the project would not result in exceedances of any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Furthermore, the project would comply with

SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects basin-wide, which would include all related projects. As such, cumulative impacts would be **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

SCAQMD (South Coast Air Quality Management District). 1992. *1992 Federal Attainment Plan for Carbon Monoxide*.

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———. 2011. *2012 Air Quality Management Plan (AQMP).* http://www.aqmd.gov/aqmp/2012aqmp/index.htm .

Urban Crossroads. 2013a. *Cornerstone Pre-School Expansion Air Quality Impact Analysis* (Revised).

———. 2013b. *Cornerstone Pre-School Expansion Traffic Impact Analysis* (Revised).

Wildomar, City of. 2008. *City of Wildomar General Plan.*

3.3 BIOLOGICAL AND NATURAL RESOURCES

This section describes the existing biological resources, including special-status species and sensitive habitat known to occur and/or have the potential to occur in the project study area (PSA). In addition, the section includes a summary of the regulations and programs that provide protective measures to special-status species, an analysis of impacts to biological resources that could result from project implementation, and a discussion of mitigation measures necessary to reduce impacts to a less than significant level, where feasible.

Much of the information in this section is based on the report prepared by Principe and Associates in 2013 titled *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Public Use Permit 778, Revised Permit 5, Wildomar Planning Application 12-0194.* This report can be found in **Appendix 3.3.**

3.3.1 EXISTING SETTING

Several steps were taken to characterize the environmental setting in the project vicinity. First, project-related documentation was reviewed to collect site-specific data regarding habitat suitability for special-status species, as well as the identification of potentially jurisdictional waters. Additional information was obtained from a variety of outside data sources and can be found in the reference list. Lastly, preliminary database searches were performed on the following websites to identify special-status species with the potential to occur in the area:

- US Fish and Wildlife Service (USFWS) Information Planning and Conservation (IPaC) System (2013a)
- USFWS Critical Habitat Portal (2013b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2013a)
- California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2013)
- Riverside County Integrated Project (RCIP) Conservation Summary Report Generator (2013)

The USFWS IPaC System was queried to identify special-status species within USFWS jurisdiction that have the potential to occur within the project study area. In addition, the USFWS Critical Habitat Portal was queried to identify designated critical habitat within 1 mile of the PSA. A query of the CNDDB provided a list of known occurrences for special-status species within a 1- and 5-mile radius of the PSA. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the Wildomar, California, US Geological Survey (USGS) 7.5-minute quadrangle. Raw data from the database queries is provided in **Appendix 3.3**. Please see the Listed and Special-Status Plant and Animal Species subsection below for a summary of the database search results and conclusions regarding the potential for each species to be impacted by project-related activities.

REGIONAL SETTING

The PSA is located within the Southern California Mountains and Valleys ecological section of the American Semidesert and Desert ecological province (McNab et al. 2007). This province is characterized by long, hot summers and mild winters with a small amount of precipitation. The landscape consists of plains from below sea level to low mountain ranges with sparse vegetation of dwarf-shrubland, along with scattered occurrences of shrubland and woodland at higher

elevations (McNab et al. 2007). Within the Southern California Mountains and Valleys section, the terrain consists of narrow ranges and broad fault blocks, alluviated lowlands, and dissected westward-sloping granitic lowlands. Soils are derived from sedimentary and granitic rocks as well as alluvial deposits. The vegetation is characterized by chaparral shrubland, oak woodland, and at higher elevations fir and pine cover types (McNab et al. 2007).

PHYSICAL SETTING

The PSA is associated in the Sedco Hills. Topography of the site is varied, ranging from relatively flat-lying areas with gentle slopes to moderately steep sloping hillside. There is a 250-foot gain in elevation between the west and east side of the PSA (1,390–1,640 feet). The main campus on the west side of the PSA is situated on gently sloping terrain, while the steepest sloping terrain is confined to the northeast corner. There are four ephemeral drainages in the southern portion of the site at the base of the foothills.

BIOLOGICAL SETTING

Based on the Habitat Accounts in Volume 2 of the *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP) (Riverside County 2003), the PSA comprises a mix of Riversidean sage scrub and developed/disturbed land (**Figure 3.3-1**). Uses associated with the developed/disturbed areas include roads and landscaped areas, as well as the structures, sports field, and parking lots associated with the main campus.

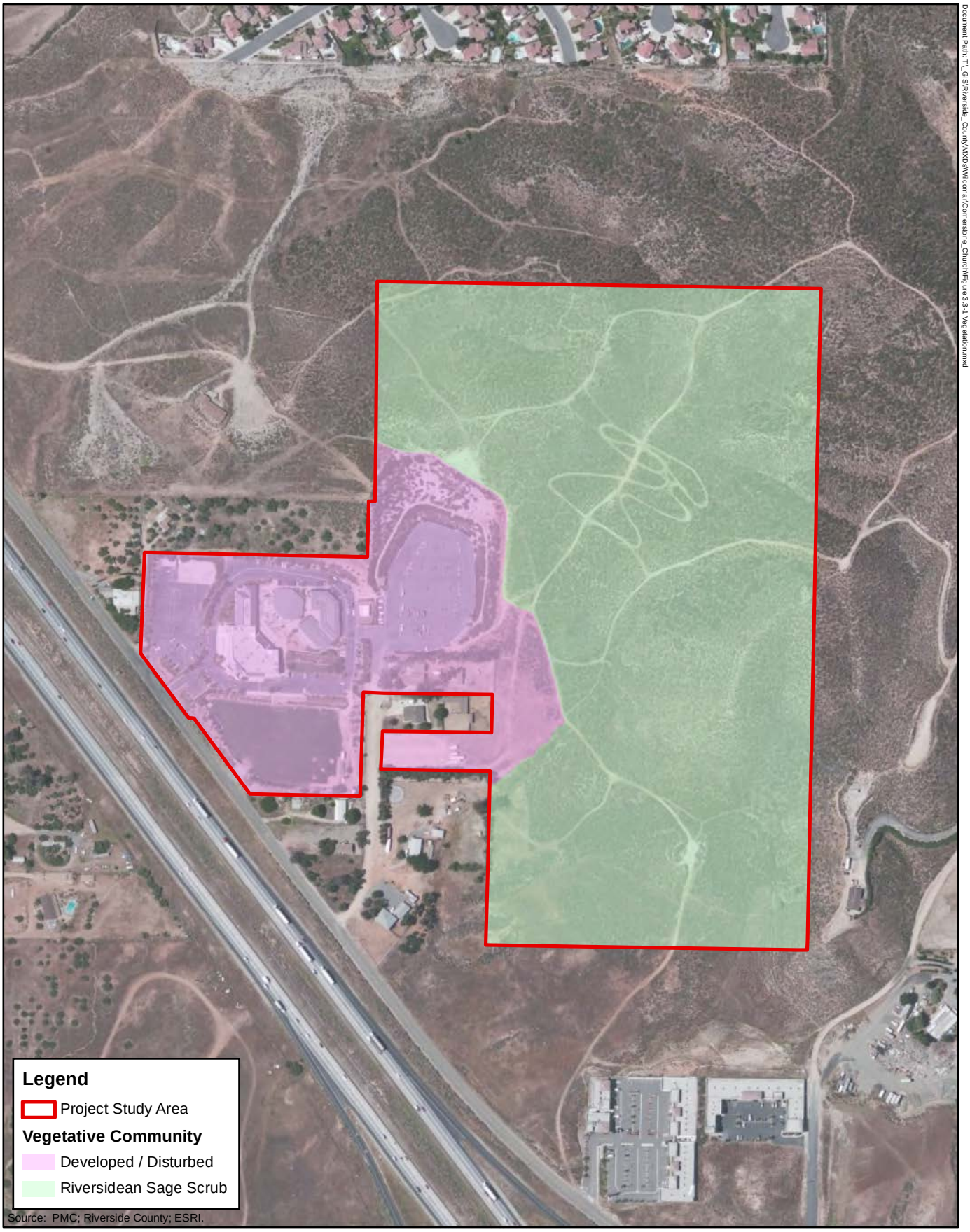
Riversidean Sage Scrub

Riversidean sage scrub is a subassociation of the coastal sage scrub community. Other subassociations include Diegan coastal sage and undifferentiated coastal scrub. Coastal sage scrub occupies approximately 159,000 acres (12 percent) of the MSHCP Plan Area. Riversidean sage scrub is the dominant sage scrub subassociation, occupying approximately 10.3 percent (132,278 acres) of the MSHCP Plan Area.

Coastal sage scrub is characterized by low-statured, aromatic, drought-deciduous shrub species. This community is associated with extremely dry, well-drained soils. Coastal sage scrub is often found in patchy distributions as a mosaic with other plant communities such as grasslands and chaparral. Riversidean sage scrub is growing throughout the eastern portion of the PSA. The sage scrub gradually takes on the structure and species composition of chaparral as the elevation increases in the hills. These higher elevation areas house a mix drought-deciduous sage scrub species and woody chaparral species. Characteristic species of these higher elevation areas include chamise (*Adenostoma fasciculatum*), thick-leaved lilac (*Ceanothus crassifolius* var. *crassifolius*), spiny redberry (*Rhamnus crocea*), and chaparral yucca (*Yucca whipplei*).

At the lower elevations, interior California buckwheat (*Eriogonum fasciculatum* ssp. *foliolosum*) is the primary overstory species. Other characteristic sage scrub species include coastal sagebrush (*Artemisia californica*), valley cholla (*Cylindropuntia californica*), brittlebush (*Encelia farinosa*), long-stemmed golden yarrow (*Eriophyllum confertiflorum* var. *confertiflorum*), coastal deerweed (*Lotus scoparius* ssp. *scoparius*), white sage (*Salvia apiana*), Mexican elderberry (*Sambucus mexicana*), and foothill needlegrass (*Stipa lepida*).

Understory species include common fiddleneck (*Amsinckia menziesii*), shortpod mustard (*Brassica geniculata*), brome grasses (*Bromus diandrus* and *B. madritensis* ssp. *rubens*), splendid Mariposa lily (*Calochortus splendens*), finger-leaved morning-glory (*Calystegia macrostegia* ssp.



Document Path: T:_GIS\Riverside_County\MXDs\Wildomar\Cornerstone_Church\Figure 3.3-1 Vegetation.mxd

Figure 3.3-1
Vegetative Communities

PMC

arida), tocalote (*Centaurea melitensis*), sand pygmy-stonecrop (*Crassula connata*), common cryptantha (*Cryptantha intermedia*), California witch's hair (*Cuscuta californica*), sapphire woolly-star (*Eriastrum sapphirinum*), California everlasting (*Gnaphalium californicum*), slender sunflower (*Helianthus gracilentus*), valley lessingia (*Lessingia glandulifera* var. *glandulifera*), wild cucumber (*Marah macrocarpus* var. *macrocarpus*), California wishbone bush (*Mirabilis laevis*), caterpillar phacelia (*Phacelia cicutaria* ssp. *hispida*), *chia* (*Salvia columbariae*), and virgate wreath-plant (*Stephanomeria virgata* ssp. *virgata*).

Species observed during previous site visits include the western fence lizard (*Sceloporus occidentalis*), side-blotched lizard (*Uta stansburiana*), California quail (*Callipepla californica*), American kestrel (*Falco sparverius*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), western kingbird (*Tyrannus verticalis*), northern rough-winged swallow (*Stelgidopteryx serripennis*), bushtit (*Psaltriparus minimus*), northern mockingbird (*Mimus polyglottos*), California towhee (*Pipilo crissalis*), house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), California ground squirrel (*Spermophilus beecheyi*), and desert cottontail (*Sylvilagus audubonii*). In addition, a pair of federally threatened coastal California gnatcatchers (*Polioptila californica californica*) was observed and heard calling in the sage scrub.

Developed/Disturbed Land

Approximately 17.3 percent (218,260 acres) of the MSHCP Plan Area consists of developed and disturbed lands. Developed and disturbed lands are characterized by areas that have been disced, cleared, or otherwise altered. Developed lands may include existing buildings, roadways, and other structures. Disturbed areas may include ornamental plantings for landscaping, escaped exotics, or ruderal vegetation dominated by non-native, weedy annual species.

Most of the plant species associated with the landscaped areas are ornamentals and include Aleppo pine (*Pinus halepensis*), Peruvian pepper trees (*Schinus molle*), waxleaf privet (*Ligustrum* sp.), summer red (*Leucadendron salignum*), rosemary (*Rosemarinus officinalis*), and bank catclaw (*Acacia redolens*). Ruderal species found growing along the side of roads and on the proposed parking lot site include shortpod mustard (*Brassica geniculata*), tocalote (*Centaurea melitensis*), common horseweed (*Conyza canadensis*), slender sunflower (*Helianthus gracilentus*), Russian thistle (*Salsola tragus*), common groundsel (*Senecio vulgaris*), and London rocket (*Sisymbrium irio*).

Because of the high degree of disturbance, developed areas generally have a low habitat value for wildlife; however, a number of species adapted for disturbed conditions can utilize these areas. Special-status burrowing owls (*Athene cunicularia*) are known to inhabit disturbed areas.

JURISDICTIONAL FEATURES

Jurisdictional waters of the state and United States, along with isolated wetlands, provide a variety of functions for plants and wildlife. Wetlands and other water features provide habitat, foraging, cover, and migration and movement corridors for both special-status and common species. In addition to habitat functions, these features provide physical conveyance of surface water flows capable of handling large stormwater events. Large storms can produce extreme flows that cause bank cutting and sedimentation of open waters and streams. Jurisdictional waters can slow these flows and lessen the effects of these large storm events, protecting habitat and other resources.

Four ephemeral drainages are located in the southern portion of the site, at the base of the foothills. Natural drainage courses are no longer present on the main campus. Stormwater in the PSA gravity flows southwest down the hill into the ephemeral drainages where it is directed through culverts beneath Monte Vista Drive and Interstate 15. Stormwater runoff from the main campus is either directed to the culverts or flows onto the large grass-covered sports fields located at the south end of campus where some of it percolates into the ground. No other aquatic features are present.

SENSITIVE HABITATS

Sensitive habitats include areas of special concern to resource agencies, areas protected under the California Environmental Quality Act (CEQA), areas designated as sensitive natural communities by the CDFW, areas outlined in Section 1600 of the California Fish and Game Code, areas regulated under Section 404 of the Clean Water Act (CWA), areas protected under Section 401 of the CWA, and areas protected under local regulations and policies.

The USFWS defines critical habitat as a specific area that is essential for the conservation of a federally listed species and that may require special management considerations or protection. There are no designated critical habitat areas within the PSA; however, critical habitat for the coastal California gnatcatcher is immediately east of the PSA. At this time, no development is proposed on the eastern portion of the PSA, adjacent to the designated critical habitat. While the site does not support any specific sensitive habitat types, it is within:

- The Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663).
- The MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2).
- The Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey following the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* was prepared by Principe and Associates (2013b) and is available in **Appendix 3.3**.

WILDLIFE CORRIDORS

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Corridors are present in a variety of habitats and link otherwise fragmented acres of undisturbed area. Maintaining the continuity of established wildlife corridors is important to (a) sustain species with specific foraging requirements, (b) preserve a species' distribution potential, and (c) retain diversity among many wildlife populations. Therefore, resource agencies consider wildlife corridors to be a sensitive resource.

Much of the PSA has been disturbed by development and off-road vehicles; however, the undisturbed portions of sage scrub habitat on the east side of the PSA could facilitate wildlife movement through the lower foothills of the Sedco Hills. Available data on movement corridors and linkages was accessed via the CDFW BIOS 5 Viewer (2013c). Data reviewed included the Essential Connectivity Areas [ds623] layer and the Missing Linkages in California [ds420] layer. The PSA does not overlap an Essential Connectivity Area, nor does it overlap a Missing Linkages layer.

LISTED AND SPECIAL-STATUS PLANT AND ANIMAL SPECIES

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area, or across their native habitat. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and private organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

Listed, proposed, or candidates for listing under the federal Endangered Species Act (ESA) (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996 candidates)

Listed or proposed for listing under the California Endangered Species Act (CESA) (FGC 1992 Section2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)

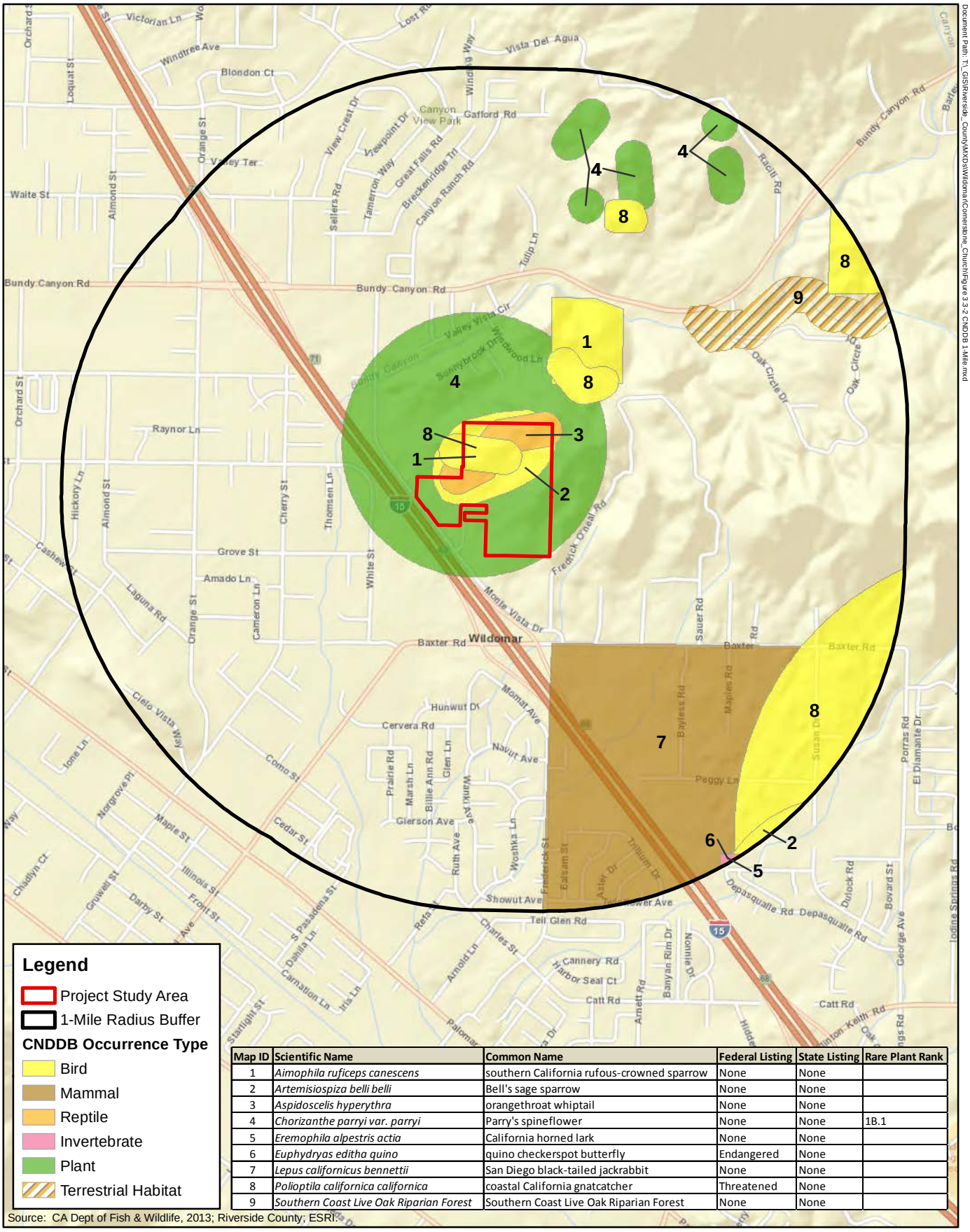
Designated as Species of Special Concern by the CDFW

Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)

Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1b and 2

The results of the USFWS, CDFW, and CNPS database queries identified several special-status species with the potential to be impacted by project-related activities. **Table 3.3-1** provides a summary of all special-status species identified in the database results. All special-status species returned from the CNPS and USFWS IPaC query, as well as those returned from the 5-mile CNDDB query, are analyzed in **Table 3.3-1**, which provides a description of the habitat requirements for each species and conclusions regarding the potential for each species to be impacted by project components. The CNDDB results within 1 mile of the project are depicted on **Figure 3.3-2**. In addition, the query of the USFWS Critical Habitat Portal revealed that the PSA is not within any designated critical habitat; however, designated critical habitat for coastal California gnatcatcher (*Polioptila californica californica*) does occur adjacent to the PSA (**Figure 3.3-3**).

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Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	*Aimophila ruficeps canescens*	southern California rufous-crowned sparrow	None	None	
2	*Artemisiospiza belli belli*	Bell's sage sparrow	None	None	
3	*Aspidoscelis hyperythra*	orangethroat whiptail	None	None	
4	*Chorizanthe parryi var. parryi*	Parry's spineflower	None	None	1B.1
5	*Eremophila alpestris actia*	California horned lark	None	None	
6	*Euphydryas editha quino*	quino checkerspot butterfly	Endangered	None	
7	*Lepus californicus bennettii*	San Diego black-tailed jackrabbit	None	None	
8	*Polioptila californica californica*	coastal California gnatcatcher	Threatened	None	
9	*Southern Coast Live Oak Riparian Forest*	Southern Coast Live Oak Riparian Forest	None	None	

N

0 1,000 2,000

FEET

Figure 3.3-2
Previously Recorded Occurrences of Special-Status Species
Within 1-Mile of Project Study Area

PMC

Document Path: T:_GIS\Riverside_County\MXDs\Wildomar\Cornerstone_Church\Figure 3.3-2 CNDDB 1-Mile.mxd

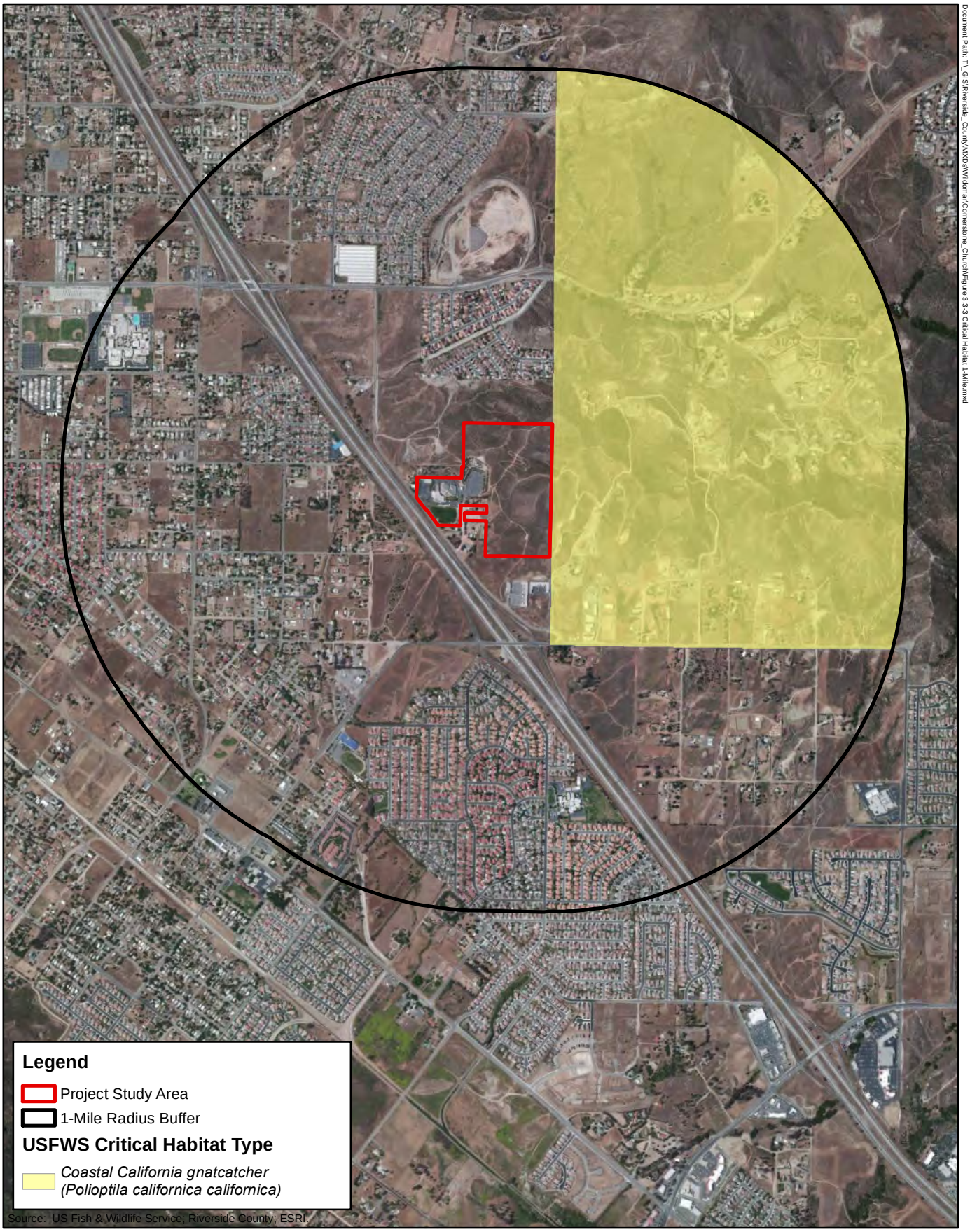


Figure 3.3-3
Critical Habitat Within 1-Mile of Project Study Area

PMC

TABLE 3.3-1
SPECIAL-STATUS SPECIES OCCURRENCE DATA

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Plants								
Allium munzii	Munz's onion	FE	ST	1B.1	Mesic clay soils in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, as well as valley and foothill grassland. Elev: 980–3,531 feet. Blooms: Mar–May (CNPS 2013).	Yes	A	**No effect**. Mesic clay soils not present. Soils in PSA are all sandy-loam type.
Arctostaphylos rainbowensis	rainbow manzanita	–	–	1B.1	Chaparral. Elev: 675–2,210 feet. Blooms: Dec–Mar (CNPS 2013).	Yes	A	**No effect**. Suitable habitat not present.
Ayenia compacta	California ayenia	–	–	2B.3	Rocky soils in Mojavean desert scrub and Sonoran desert scrub. Elev: 495–3,610 feet. Blooms Mar–Apr (CNPS 2013).	No	A	**No effect.** Suitable habitat not present.
Brodiaea filifolia	thread-leaved brodiaea	FT	SE	1B.1	Prefers clay soils in chaparral openings, cismontane woodland, coastal scrub, playas, vernal pools, valley and foothill grasslands. Elev: 82.5–3,696 feet. Blooms: Mar–June (CNPS 2013).	Yes	A	**No effect.** Suitable soils not present. Soils in PSA are all sandy-loam type.
Brodiaea orcuttii	Orcutt's brodiaea	–	–	1B.1	Mesic clay, sometimes serpentinite soils in closed-cone coniferous forest, chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, as well as vernal pools. Elev: 99–5,583 feet. Blooms: May–Jul (CNPS 2013).	Yes	A	**No effect.** Suitable habitat and soils not present.
Brodiaea santarosae	Santa Rosa basalt brodiaea	–	–	1B.2	Basaltic soils in valley and foothill grassland. Elev: 1,864.5–3,448.5 feet. Blooms: May–Jun (CNPS 2013).	No	A	**No effect.** Basaltic soils not present,

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
California macrophylla	round-leaved filaree	–	–	1B.1	Clay soils in cismontane woodland, valley and foothill grassland. Elev: 49.5–3,960 feet. Blooms: Mar–May (CNPS 2013).	Yes	A	**No effect**. Suitable habitat and soils not present.
Calochortus weedii var. *intermedius*	imtermediate mariposa-lily	–	–	1B.2	Rocky, calcareous soils in chaparral, coastal scrub, as well as valley and foothill grassland. Elev: 346.5–2,821.5 feet. Blooms: May–Jul (CNPS 2013).	No	A	**No effect.** Suitable soils not present. Soils in PSA are all sand-loam type.
Centromadia pungens ssp. *laevis*	smooth tarplant	–	–	1B.1	Alkaline soils in meadows, seeps, playas, chenopod scrub, riparian woodland, valley and foothill grassland. Elev: 0–2,112 feet. Blooms: Apr–Sep (CNPS 2013).	Yes	A	**No effect.** Suitable habitat and soils not present.
Chorizanthe parryi var. *parryi*	Parry's spineflower	–	–	1B.1	Sandy or rocky soils in openings in chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Elev: 907.5–4,026 feet. Blooms: Apr–Jun (CNPS 2013).	Yes	P	**May affect**. Suitable habitat present.
Chorizanthe polygonoides var. *longispina*	long-spined spineflower	–	–	1B.2	Found on clay soils in the following series: Altamont, Auld, Bosanko, Claypit, and Porterville (Riverside County 2003). Chaparral, coastal scrub, meadows, seeps, vernal pools and foothill and valley grassland. Elev: 99–5,049 feet. Blooms: Apr–Jul (CNPS 2013).	Yes	A	**No effect.** Suitable soil types/series not present.
Clinopodium chandleri	San Miguel savory	–	–	1B.2	Rocky, gabbroic, or metavolcanic soils in chaparral, cismontane woodland, coastal scrub, riparian woodland, as well as valley and foothill grassland. Elev: 396–3,547.5 feet. Blooms: Mar–Jul (CNPS 2013).	Yes	A	**No effect.** Suitable soils not present. Soils in PSA are all sandy-loam type.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Dodecahema leptoceras	slender-horned spineflower	FE	SE	1B.1	Potential habitat includes mature alluvial scrub habitat, preferably along a terrace or bench that receives overbank deposits every 50 to 100 years (Riverside County 2003). Sandy soils in chaparral, cismontane woodland, and alluvial fan coastal scrub. Elev: 656–2,493 feet. Blooms: April–June (CNPS 2013).	Yes	A	**No effect**. Suitable habitat not present.
Eryngium aristulatum var. *parishii*	San Diego button-celery	FE	SE	1B.1	Mesic soils in coastal scrub, valley and foothil grassland, as well as vernal pools. Elev: 66–2,046 feet. Blooms: Apr–June (CNPS 2013).	Yes	A	**No effect.** Mesic soils not present.
Geothallus tuberosa	Campbell's liverwort	–	–	1B.2	On soil in vernal pools and mesic coastal scrub. Elev: 33–1,969 feet (CNPS 2013).	No	A	**No effect.** Suitable mesic habitat not present.
Hesperocyparis forbesii	Tecate cypress	–	–	1B.1	Clay, gabbroic or metavolcanic soils in chaparral and closed-cone coniferous forest. Elev: 262–4,921 feet (CNPS 2013).	No	A	**No effect.** Suitable habitat and soils not present.
Juncus luciensis	Santa Lucia dwarf rush	–	–	1B.2	Chaparral, Great Basin scrub, lower montane coniferous forest, meadows and seeps, as well as vernal pools. Elev: 990–6,732 feet. Blooms: AprJul (CNPS 2013).	No	A	**No effect.** Suitable habitat not present.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	–	–	1B.1	Coastal salt marshes and swamps, playas and vernal pools. Elev: 3.3–4,026 feet. Blooms: Feb–Jun (CNPS 2013).	Yes	A	**No effect.** Suitable habitat not present.
Lilium parryi	lemon lily	–	–	1B.2	Mesic areas in meadows, seeps, riparian forest, lower and upper montane coniferous forests. Elev: 4,003–9.006 feet. Blooms: July–Aug (CNPS 2013).	Yes	A	**No effect.** Suitable habitat not present and elevation range higher than PSA (1,390–1,640 feet).

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Limnanthes alba ssp. *parishii*	Parish's meadowfoam	–	SE	1B.2	Vernally mesic areas in lower montane coniferous forest, meadows and seeps, and vernal pools. Elev: 1,969-6,562 feet. Blooms: April–June (CNPS 2013).	Yes	A	**No effect.** Suitable habitat not present and elevation range higher than PSA (1,390–1,640 feet).
Monardella hypoleuca ssp. *intermedia*	intermediate monardella	–	–	1B.3	Usually understory in chaparral, cismontane woodland and sometimes lower montane coniferous forest. Elev: 1,312–4,101 feet. Blooms: April–Sept (CNPS 2013).	No	A	**No effect.** Suitable habitat not present.
Navarretia fossalis	spreading navarretia	FT	–	1B.1	Assorted shallow freshwater marshes and swamps, vernal pools, playas and chenopod scrub. Elev: 99–2,161.5 feet. Blooms: Apr–Jun (CNPS 2013).	Yes	A	**No effect.** Suitable habitat not present.
Navarretia prostrata	prostrate vernal pool navarretia	–	–	1B.1	Mesic soils in coastal scrub, vernal pools, meadows and seeps, as well as alkaline valley and foothill grasslands. Elev: 49.5–3,993 feet. Blooms: Apr–Jul (CNPS 2013).	Yes	A	**No effect.** Suitable habitat not present.
Orcuttia californica	California Orcutt grass	FE	SE	1B.1	Vernal pools. Elev: 49.5–2,178 feet. Blooms: Apr–Aug (CNPS 2013).	Yes	A	**No effect**. Suitable habitat not present.
Pseudognaphalim leucocephalum	white rabbit-tobacco	–	–	2B.2	Sandy, gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland. Elev: 0–6,930 feet. Blooms: Jul–Dec (CNPS 2013).	No	P	**May affect.** Suitable habitat present.
Scutellaria bolanderi ssp. *austromontana*	southern mountains skullcap	–	–	1B.2	Mesic soils in chaparral, cismontane woodland, and lower montane coniferous forest. Elev: 1,402.5–6,600 feet. Blooms: Jun–Aug (CNPS 2013).	No	A	**No effect.** Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Sibaropsis hammittii	Hammitt's clay-cress	–	–	1B.2	Clay soils in chaparral openings, and valley and foothill grassland. Elev: 2,362–3,494 feet. Blooms: Mar–Apr (CNPS 2013).	Yes	A	**No effect**. Suitable soils not present. Soils in PSA are all sandy-loam type.
Sphaerocarpos drewei	bottle liverwort	–	–	1B.1	Soil openings in chaparral and coastal scrub. Elev: 297–1,980 feet (CNPS 2013).	No	P	**May affect.** Suitable habitat present.
Symphyotrichum defoliatum	San Bernardino aster	–	–	1B.2	Near ditches, streams, and springs in coastal scrub, cismontane woodland, lower montane coniferous forest, marshes, meadows, seeps, swamps, and vernally mesic valley and foothill grasslands. Elev: 6.6–6732 feet. Blooms: Jul–Nov (CNPS 2013).	No	A	**No effect.** Suitable habitat not present.
Invertebrates								
Branchinecta lynchi	vernal pool fairy shrimp	FT	–		Found only in vernal pools and vernal pool-like habitats (USFWS 2007).	Yes	A	**No effect.** Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Euphydryas editha quino	quino checkerspot butterfly	FE	–		Inhabit grasslands, remnant forbland, juniper woodland, and open scrub and chaparral communities. Host plants include dwarf plantain (*Plantago erecta*) and white snapdragon (*Antirrhinum coulterianum*) (USFWS 2003),	Yes	A	**No effect.** Host plant species not observed growing in PSA (Principe and Associates 2013a).
Streptocephalus woottoni	Riverside fairy shrimp	FE	–		Restricted to vernal pools and non-vegetated ephemeral pools deeper than 12 inches. Inland areas of Riverside, Orange, and San Diego counties. Coastal areas of San Diego County and northwestern Baja California (USFWS 2008).	Yes	A	**No effect**. Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Amphibians								
Anaxyrus californicus	arroyo toad	FE	SSC		Breeding habitat = slow-moving streams with shallow pools, nearby sandbars, and adjacent stream terraces. Often breed in shallow, sandy pools bordered by sand/gravel flood terraces. Inhabit upland habitats when not breeding, such as sycamore-cottonwood woodlands, oak woodlands, coastal sage scrub, chaparral, and grassland (USFWS 2009a).	Yes	A	**No effect.** Suitable habitat not present.
Rana draytonii	California red-legged frog	FT	SSC		Occurs in various aquatic, riparian and upland habitats. They need aquatic habitats to breed, whether they be natural or artificial, such as stock ponds (USFWS 2002a). Ponds/streams in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover in lowlands or foothills. Breeding habitat = permanent or ephemeral water sources; lakes, ponds, reservoirs, slow streams, marshes, bogs, and swamps. Ephemeral wetland habitats require animal burrows or other moist refuges for estivation when the wetlands are dry. From sea level to 5,000 feet (Nafis 2013).	Yes	A	**No effect.** Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Spea hammondi	western spadefoot	–	SSC		Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rain pools that do not contain bullfrogs, fish, or crayfish are necessary for breeding (Nafis 2013).	Yes	A	
Taricha torosa	Coast Range newt	–	SSC		Found near aquatic features in wet forests, oak forests, chaparral, and rolling grasslands. In Southern California, drier chaparral, oak woodland, and grassland are used (Nafis 2013).	Yes	A	**No effect.** Suitable habitat not present.
Reptiles								
Aspidoscelis hyperythra	orangethroat whiptail	–	SSC		Semi-arid brushy areas typically with loose soil and rocks, including washes, streamsides, rocky hillsides, and coastal chaparral (Nafis 2013).	Yes	P	**May affect.** Suitable habitat present.
Crotalus ruber	red-diamond rattlesnake	–	SSC		Inhabits chaparral, woodland, and arid desert habitats in rocky areas and dense vegetation (Nafis 2013).	Yes	A	**No effect.** Suitable habitat not present.
Emys marmorata	western pond turtle	–	SSC		Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking (Nafis 2013).	Yes	A	**No effect**. Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Phrynosoma blainvillii	coast horned lizard	–	SSC		Occurs in valley-foothill hardwood, conifer, pine-cypress, juniper, annual grassland, and riparian habitats. Distributed throughout the Central and Southern California coast, and the Sierra Nevada foothills (CDFW 2013c).	Yes	P	**May affect.** Suitable habitat present.
Thamnosma hammondii	two-striped garter snake	–	SSC		Found around pools, creeks, cattle tanks, and other water sources, often in rocky areas, in oak woodland, chaparral, brushland, and coniferous forest (Nafis 2013).	No	A	**No effect**. Suitable habitat not present.
Birds								
Athene cunicularia	burrowing owl	–	SSC		Nesting habitat includes open areas with mammal burrows, including rolling hills, grasslands, fallow fields, sparsely vegetated desert scrub, vacant lots and human disturbed lands. Soils must be friable for burrows (Bates 2006).	Yes	P	**May affect.** Suitable habitat present; however, focused surveys have not found owls.
Charadrius alexandrinus nivosus	western snowy plover	FT	SSC		Barren to sparsely vegetated sand beaches, dry salt flats in lagoons, dredge spoils deposited on beach or dune habitat, levees and flats at salt-evaporation ponds, river bars, along alkaline or saline lakes, reservoirs, and ponds (Cornell 2013).	No	A	**No effect.** Suitable habitat not present.
Empidonax traillii extimus	southwestern willow flycatcher	FE	SE		Dense riparian forest and scrub habitats associated with rivers, swamps, wetlands, lakes and reservoirs (USFWS 2002b).	Yes	A	**No effect**. Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Lanius ludovicianus	loggerhead shrike	–	SSC		Breed in shrublands or open woodlands with a fair amount of grass cover and areas of bare ground. Require tall shrubs, trees, fences, or power lines for hunting perches; open areas for hunting; and large shrubs or trees for nests. Also need impaling sites for prey manipulation (Shuford and Gardali 2008).	Yes	P	**May affect.** Suitable habitat present.
Polioptila californica californica	coastal California gnatcatcher	FT	SSC		Scrub-dominated plant communities strongly associated with sage scrub. Distribution ranges from southern Ventura County down through Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties (USFWS 1997).	Yes	P	**May affect**. Riversidean sage scrub in PSA provides suitable habitat. Critical habitat adjacent to PSA.
Mammals								
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	–	SSC		Sandy herbaceous areas in coastal scrub, chaparral, sagebrush, desert scrub and washes, and annual grassland (CDFW 2013c).	Yes	P	**May affect**. Suitable habitat present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	MSHCP Covered Species	Habitat Present/ Absent	Rationale
Dipodomys stephensi	Stephens' kangaroo rat	FE	ST		Often found in transition areas between grassland and coastal sage scrub habitat where perennial vegetation is covering less than 50% of the ground, including disturbed areas. Deep, friable soil is needed for burrowing. Plants commonly associated with suitable habitat are chamise, buckwheat, brome grass, and filaree (RCHCA 2003).	Yes	P	**May affect.** Suitable habitat present.
Eumops perotis californicus	western mastiff bat	–	SSC		Occurs in open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban. Crevices in cliff faces, high buildings, trees, and tunnels are required for roosting (CDFW 2013c).	No	A	**No effect.** Suitable roosting sites not present.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	–	SSC		Herbaceous and desert-shrub areas and open, early stages of forest and chaparral habitats (CDFW 2013c).	Yes	P	**May affect**. Suitable habitat present.

Key	
Federal & State Status	**CNPS Rare Plant Rank**
(FE) Federal Endangered	*Rareness Ranks*
(FT) Federal Threatened	(1A) Presumed Extinct in California
(FC) Federal Candidate	(1B) Rare, Threatened, or Endangered in California and Elsewhere
(FD) Federally Delisted	(2B) Rare, Threatened, or Endangered in California, But More Common Elsewhere
(SE) State Endangered	*Threat Ranks*
(ST) State Threatened	(0.1) Seriously threatened in California
(SSC) State Species of Special Concern	(0.2) Fairly threatened in California
(FP) Fully Protected	(0.3) Not very threatened in California

Special-Status Plant Species

Based on database search results, three special-status plant species have the potential to occur in the PSA. Each special-status plant species that is considered in the impact analysis is described below based on the data obtained from the CNPS Inventory of Rare, Threatened, and Endangered Plants of California (2013).

Bottle Liverwort (*Sphaerocarpos drewei*)

Bottle liverwort is an ephemeral liverwort with a CNPS rare plant rank of 1B.1 and no federal or state listing. This species is found growing on soil in chaparral and coastal scrub openings at elevations ranging from 295 to 1,969 feet (90–600 meters). Much of the species' historic habitat has been lost to urbanization.

Bottle liverwort is known through one CNDDB occurrence in the last 20 years. This occurrence is approximately 5 miles south of the PSA. From aerial photo analysis, it appears this occurrence was observed in significantly different habitat than what is present in the PSA (Google Earth 2013). The area appears to be more mesic, have flat terrain, and have much denser shrub and tree cover than the PSA. However, the lack of occurrence data for this species results in the determination that there is some potential for this species to be impacted by project-related activities due to the presence of suitable habitat.

Parry's Spineflower (*Chorizanthe parryi* var. *parryi*)

Parry's spineflower is an annual herb endemic to California. It has a CNPS rare plant rank of 1B.1 and no federal or state listing. This species blooms from April to June and can be found at elevations ranging from 907.5 to 4,026 feet (275–1,220 meters) above mean sea level (amsl). Parry's spineflower is associated with sandy or rocky soils and is found in a variety of habitats, including chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. This species is threatened by altered flood regimes, development, mining, non-native plants, and vehicles

This species was documented on the hillsides of the PSA in 2006 (CNDDB; Occurrence #52). There are a total of eight CNDDB occurrences of this species within 5 miles of the PSA. The presence of suitable habitat and previous documentation of this species being present within the PSA results in the potential for this species to be impacted by project-related activities. Parry's spineflower is covered under the MSHCP.

White Rabbit-Tobacco (*Pseudognaphalium leucocephalum*)

White rabbit-tobacco is a perennial herb with a CNPS rank of 2.2 and no state or federal listing. This species blooms from July to December and can be found at elevations ranging from sea level to 6,890 feet (0–2,100 meters) amsl. White rabbit-tobacco is associated with sandy, gravelly substrate and is found in a variety of habitats, including chaparral, cismontane woodland, coastal scrub, and riparian woodland.

There is one CNDDB record of this species within 5 miles of the PSA. The ephemeral drainages in the southern portion of the PSA may provide suitable habitat for this species. The remainder of the PSA lacks the preferred sand-gravel substrate. As a result, implementation of project-related activities may result in adverse impacts to this species.

Special-Status Wildlife Species

Based on database search results, eight special-status wildlife species have the potential to occur in the PSA. Each species that is considered in the impact analysis is described below based on the data obtained from CDFW's California Wildlife Habitat Relationships System Life History Accounts and Range Maps (2013d) as well as other published data sources, as cited.

Burrowing Owl (*Athene cunicularia*)

The burrowing owl is a California species of special concern and is federally protected under the Migratory Bird and Treaty Act and as a bird of prey under the Raptor Recovery Act. Burrowing owls prefer nesting in mammal burrows in open areas of dry, open, rolling hills, grasslands, fallow fields, sparsely vegetated desert scrub with gullies, washes, and arroyos, and along the edges of human-disturbed lands. This species can also be found inhabiting golf courses, airports, cemeteries, vacant lots, and road embankments with friable soils for nesting. The elevation range for this species extends from 200 feet (60 meters) below mean sea level to 12,000 feet (3,636 meters) amsl at the Dana Plateau in Yosemite (Bates 2006).

Focused surveys for this species were conducted by Principe and Associates in April and May of 2013 (**Appendix 3.3**). No burrowing owls or their sign were observed during these surveys; however, the presence of suitable habitat and the presence of six CNDDB records within 5 miles of the PSA results in the potential for this species to be impacted by project-related activities should they become established in the future. This species is covered under the MSHCP.

Coast Horned Lizard (*Phrynosoma blainvillii*)

The coast horned lizard is a California species of special concern. Typical vegetative associations include valley-foothill hardwood, conifer, and riparian habitat as well as pine-cypress, juniper, and annual grassland. The current known distribution is in the Sierra Nevada foothills from Butte County south to Kern County and throughout the Central and Southern California coast. This species is typically found below 2,000 feet (606 meters) amsl in the north and 3,000 feet amsl in the south; however, the range may extend up to 4,000 feet (1,212 meters) amsl in the Sierra Nevada foothills and 6,000 feet (1,818 meters) amsl in the Southern California mountain ranges.

There are 11 CNDDB records of this species within 5 miles of the PSA. Due to the presence of suitable habitat for this species in portions of the PSA, there is the potential for this species to be affected by project-related activities. This species is covered under the MSHCP.

Coastal California Gnatcatcher (*Polioptila californica californica*)

The coastal California gnatcatcher is a non-migratory California species of special concern and is federally listed as threatened. Coastal California gnatcatchers are strongly associated with sage scrub habitats. This species is distributed from Ventura County to Baja California and limited to lower elevations (below 1,640 feet amsl) south and west of the Transverse and Peninsular ranges (Mock 2004).

There are five CNDDB records of this species within 1 mile of the PSA and a total of 30 occurrences within 5 miles. One of these occurrences was documented in the PSA in 2001. In addition, a pair of gnatcatchers was observed and songs were heard during focused surveys for burrowing owl in 2013 (Principe and Associates 2013b). The presence of suitable habitat and the on-site documentation of this species in 2001 and 2013 results in the potential for coastal

California gnatcatcher to be impacted by project-related activities. This species is covered under the MSHCP.

Loggerhead Shrike (*Lanius ludovicianus*)

The loggerhead shrike is a California species of special concern. This species can be either a yearlong resident or a winter visitor in California. Loggerhead shrikes frequent open habitats in lowlands and foothills throughout California. The highest densities of this species occur in open-canopied valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree habitats. Suitable habitat is open with sparse trees or shrubs or other suitable perches and low or sparse herbaceous cover. Nests are built in shrubs or trees with dense foliage.

There is one CNDDB record of this species within 5 miles of the PSA. The Riversidean sage scrub in the PSA provides marginal habitat for this species. Though it is unlikely this species occurs in the PSA, there is still the potential for loggerhead shrike to be impacted by project-related activities. This species is covered under the MSHCP.

Northwestern San Diego Pocket Mouse (*Chaetodipus fallax fallax*)

The northwestern San Diego pocket mouse is a California species of special concern and a common resident of herbaceous areas, often in association with rocks or coarse gravel. This species is typically associated with coastal scrub, chamise-redshank chaparral, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon-juniper, and annual grassland habitats. This species is distributed throughout San Diego County and in parts of Riverside and San Bernardino counties. It can be found at elevations ranging from sea level to 4,500 feet (1,350 meters) amsl.

The Riversidean sage scrub within the PSA provides suitable habitat for northwestern San Diego pocket mouse. The presence of suitable habitat and the two CNDDB records within 5 miles of the PSA result in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Orange-Throated Whiptail (*Aspidoscelis hyperythra*)

The orange-throated whiptail is a California species of special concern and a common resident of Orange, Riverside, and San Diego counties west of the crest of the Peninsular Ranges, as well as in southwestern San Bernardino County. It is typically associated with low-elevation coastal scrub, chamise-redshank chaparral, mixed chaparral, and valley-foothill hardwood habitats. This species is found at elevations ranging from near sea level to 3,410 feet (1,040 meters) amsl. Preferred habitat is characterized by washes and other sandy areas with patches of brush and rocks.

There are 11 CNDDB records within 5 miles of the PSA, one of which is within a 1-mile radius. The Riversidean sage scrub provides suitable habitat for this species. The presence of suitable habitat and the 11 CNDB occurrences within 5 miles of the PSA result in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

San Diego Black-Tailed Jackrabbit (*Lepus californicus bennettii*)

The San Diego black-tailed jackrabbit is a California species of special concern. It occurs in open habitats, including grassland, desert scrub, Riversidean sage scrub, chaparral, Great Basin

sagebrush, and juniper and oak woodlands. This species is typically not found in dense brush or high grass. San Diego black-tailed jackrabbits use shrubs for cover and will sometimes use large burrows to escape predators (Riverside County 2003). There are six CNDDB records of this species within 5 miles of the PSA. The presence of suitable habitat and the occurrences in the vicinity of the PSA result in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Stephens' Kangaroo Rat (*Dipodomys stephensi*)

Stephens' kangaroo rat is federally listed as endangered and state listed as threatened. This species ranges from the City of Riverside in Riverside County to the vicinity of the City of Vista in San Diego County. Stephens' kangaroo rat is typically associated with areas characterized by sparse perennial vegetation with firm soil in grassland, coastal scrub, sagebrush, and disturbed habitats. This species is often found in transition areas between grassland and coastal sage scrub where perennial vegetation cover is less than 50 percent (RCHCA 2003). Preferred plant associates include buckwheat, chamise, brome grass, and filaree. This species usually nests in pocket gopher burrows; however, they have been known to excavate their own burrows in suitable conditions.

There are 12 CNDDB records of this species within 5 miles of the PSA. The Riversidean sage scrub and the disturbed areas, and especially the intergrade between them, provide suitable habitat for Stephens' kangaroo rat. The presence of suitable habitat and the 12 CNDDB records within 5 miles of the PSA result in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP; furthermore, the project is in the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663).

3.3.2 REGULATORY FRAMEWORK

This section identifies environmental review and consultation requirements, as well as permits and approvals that must be obtained from local, state, and federal agencies before implementation of the project.

FEDERAL

Endangered Species Act

The Endangered Species Act of 1973 (ESA), as amended, provides protective measures for federally listed threatened and endangered species, including their habitats, from unlawful take (16 United States Code (USC) Sections 1531–1544). The ESA defines "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Title 50, Part 222, of the Code of Federal Regulations (50 CFR Section 222) further defines "harm" to include "an act which actually kills or injures fish or wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures fish or wildlife by significantly impairing essential behavioral patterns including feeding, spawning, rearing, migrating, feeding, or sheltering."

ESA Section 7(a)(1) requires federal agencies to utilize their authority to further the conservation of listed species. ESA Section 7(a)(2) requires consultation with the USFWS or the National Marine Fisheries Service (NMFS) if a federal agency undertakes, funds, permits, or authorizes (termed the federal nexus) any action that may affect endangered or threatened species, or designated critical habitat. For projects that may result in the incidental "take" of threatened or endangered species, or critical habitat, and that lack a federal nexus, a Section 10(a)(1)(b) incidental take permit can be obtained from the USFWS and/or the NMFS.

Clean Water Act

The basis of the Clean Water Act (CWA) was established in 1948; however, it was referred to as the Federal Water Pollution Control Act. The act was reorganized and expanded in 1972 (33 USC Section 1251), and at that time the Clean Water Act became the act's commonly used name. The basis of the CWA is the regulation of pollutant discharges into waters of the United States, as well as the establishment of surface water quality standards.

Section 404

CWA Section 404 (33 USC Section 1344) established the program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Under this regulation, certain activities proposed within waters of the United States require the obtainment of a permit prior to initiation. These activities include, but are not limited to, placement of fill for the purposes of development, water resource projects (e.g., dams and levees), infrastructure development (e.g., highways and bridges), and mining operations.

The primary objective of this program is to ensure that the discharge of dredged or fill material is not permitted if a practicable alternative to the proposed activities exists that results in less impact to waters of the United States or the proposed activity would result in significant adverse impacts to these waters. To comply with these objectives, a permittee must document the measures taken to avoid and minimize impacts to waters of the United States and provide compensatory mitigation for any unavoidable impacts.

The US Environmental Protection Agency (EPA) and the USFWS are assigned roles and responsibilities in the administration of this program; however, the USACE is the lead agency in the administration of day-to-day activities, including issuance of permits. The agencies will typically assert jurisdiction over the following waters: (1) traditional navigable waters (TNW); (2) wetlands adjacent to TNWs; (3) relatively permanent waters (RPW) that are non-navigable tributaries to TNWs and have relatively permanent flow or seasonally continuous flow (typically three months); and (4) wetlands that directly abut RPWs. Case-by-case investigations are usually conducted by the agencies to ascertain their jurisdiction over waters that are non-navigable tributaries and do not contain relatively permanent or seasonal flow, wetlands adjacent to the aforementioned features, and wetlands adjacent to but not directly abutting RPWs (USACE 2007). Jurisdiction is not generally asserted over swales or erosional features (e.g., gullies or small washes characterized by low-volume/short-duration flow events) or ditches constructed wholly within and draining only uplands that do not have relatively permanent flows.

The extent of jurisdiction within waters of the United States that lack adjacent wetlands/ is determined by the ordinary high water mark, which is defined in 33 CFR Section 328.3(e) as the "line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas." Wetlands are further defined under 33 CFR Section 328.3 and 40 CFR Section 230.3 as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" and typically include "swamps, marshes, bogs, and similar areas." The *Corps of Engineers Wetland Delineation Manual* (1987 Manual) sets forth a standardized methodology for delineating the extent of wetlands under federal jurisdiction (USACE 1987).

The 1987 Manual outlines three parameters that all wetlands, under normal circumstances, must contain positive indicators for to be considered jurisdictional. These parameters include (1) wetland hydrology, (2) hydrophytic vegetation, and (3) hydric soils (USACE 1987). In 2006, the USACE issued a series of regional supplements to address regional differences that are important to the functioning and identification of wetlands. The supplements present "wetland indicators, delineation guidance, and other information" that is specific to the region. The USACE requires that wetland delineations submitted after June 5, 2007, be conducted in accordance with both the 1987 Manual and the applicable supplement.

Section 401

Under CWA Section 401 (33 USC Section 1341), federal agencies are not authorized to issue a permit and/or license for any activity that may result in discharges to waters of the United States, unless a state or tribe where the discharge originates either grants or waives CWA Section 401 certification. CWA Section 401 provides states or tribes with the ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit/license to be issued and remain consistent with any conditions set forth in the CWA Section 401 certification. Denial of the certification prohibits the issuance of the federal license or permit, and waiver allows the permit/license to be issued without state or tribal comment. Decisions made by states or tribes are based on the proposed project's compliance with EPA water quality standards as well as applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and any other appropriate requirements of state or tribal law. In California, the State Water Resources Control Board is the primary regulatory authority for CWA Section 401 requirements (additional details below).

Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC Sections 703–711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Section 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR Section 21). The majority of birds found in the project vicinity would be protected under the MBTA.

Bald and Golden Eagle Protection Act

The bald eagle and golden eagle are federally protected under the Bald and Golden Eagle Protection Act (16 USC Sections 668–668c). Under the act, it is illegal to take, possess, sell, purchase, barter, offer to sell or purchase or barter, transport, export, or import at any time or in any manner a bald or golden eagle, alive or dead; or any part, nest or egg of these eagles unless authorized by the Secretary of the Interior. Violations are subject to fines and/or imprisonment for up to one year. Active nest sites are also protected from disturbance during the breeding season.

Executive Order 13112 – Invasive Species

This executive order directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. As part of the proposed action, the USFWS and the USACE would issue permits and therefore would be responsible for ensuring that the proposed action complies with Executive Order 13112 and does not contribute to the spread of invasive species.

Fish and Wildlife Coordination Act of 1958 (16 USC 661 et seq.)

The Fish and Wildlife Coordination Act requires that whenever any body of water is proposed or authorized to be impounded, diverted, or otherwise controlled or modified, the lead federal agency must consult with the USFWS, the state agency responsible for fish and wildlife management, and the National Marine Fisheries Service. Section 662(b) of the act requires the lead federal agency to consider the recommendations of the USFWS and other agencies. The recommendations may include proposed measures to mitigate or compensate for potential damages to wildlife and fisheries associated with a modification of a waterway.

Executive Order 11990 Protection of Wetlands (42 FR 26961, May 25, 1977)

Executive Order 11990 requires federal agencies to provide leadership and take action to minimize destruction, loss, or degradation of wetlands and to preserve and enhance the natural qualities of these lands. Federal agencies are required to avoid undertaking or providing support for new construction located in wetlands unless (1) no practicable alternative exists and (2) all practical measures have been taken to minimize harm to wetlands.

STATE

California Endangered Species Act

Under the California Endangered Species Act (CESA), the CDFW has the responsibility for maintaining a list of endangered and threatened species (FGC Section 2070). The CDFW also maintains a list of "candidate species," which are species formally noticed as being under review for potential addition to the list of endangered or threatened species, and a list of "species of special concern," which serve as a species "watch lists."

Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFW would be in the form of an incidental take permit.

California Fish and Game Code

Streambed Alteration Agreement (FGC Sections 1600–1607)

State and local public agencies are subject to FGC Section 1602, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated as waters of the state by the CDFW. Under FGC Section 1602, a discretionary Streambed Alteration Agreement must be issued by the CDFW to the project proponent prior to the initiation of construction activities on lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

Native Plant Protection Act

The Native Plant Protection Act (FGC Sections 1900–1913) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFW). An exception in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give that state agency at least 10 days to retrieve the plants before they are plowed under or otherwise destroyed (FGC Section 1913). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

Birds of Prey

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

"Fully Protected" Species

California statutes also afford "fully protected" status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be "taken," even with an incidental take permit. FGC Section 3505 makes it unlawful to take "any aigrette or egret, osprey, bird of paradise, goura, numidi, or any part of such a bird. FGC Section 3511 protects from take the following fully protected birds: (a) American peregrine falcon (*Falco peregrinus anatum*); (b) brown pelican (*Pelecanus occidentalis*); (c) California black rail (*Laterallus jamaicensis coturniculus*); (d) California clapper rail (*Rallus longirostris obsoletus*); (e) California condor (*Gymnogyps californianus*); (f) California least tern (*Sterna albifrons browni*); (g) golden eagle; (h) greater sandhill crane (*Grus canadensis tabida*); (i) light-footed clapper rail (*Rallus longirostris levipes*); (j) southern bald eagle (*Haliaeetus leucocephalus leucocephalus*); (k) trumpeter swan (*Cygnus buccinator*); (l) white-tailed kite (*Elanus leucurus*); and (m) Yuma clapper rail (*Rallus longirostris yumanensis*).

FGC Section 4700 identifies the following fully protected mammals that cannot be taken: (a) Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*); (b) bighorn sheep (*Ovis canadensis*), except Nelson bighorn sheep (subspecies *Ovis canadensis nelsoni*); (d) Guadalupe fur seal (*Arctocephalus townsendi*); (e) ring-tailed cat (genus *Bassariscus*); (f) Pacific right whale (*Eubalaena sieboldi*); (g) salt-marsh harvest mouse (*Reithrodontomys raviventris*); (h) southern sea otter (*Enhydra lutris nereis*); and (i) wolverine (*Gulo gulo*).

FGC Section 5050 protects from take the following fully protected reptiles and amphibians: (a) blunt-nosed leopard lizard (*Crotaphytus wislizenii silus*); (b) San Francisco garter snake (*Thamnophis sirtalis tetrataenia*); (c) Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); (d) limestone salamander (*Hydromantes brunus*); and (e) black toad (*Bufo boreas exsul*).

FGC Section 5515 identifies certain fully protected fish that cannot lawfully be taken, even with an incidental take permit. The following species are protected in this fashion: (a) Colorado River squawfish (*Ptychocheilus lucius*); (b) thicktail chub (*Gila crassicauda*); (c) Mohave chub (*Gila mohavensis*); (d) Lost River sucker (*Catostomus luxatus*); (e) Modoc sucker (*Catostomus microps*); (f) shortnose sucker (*Chasmistes brevirostris*); (g) humpback sucker (*Xyrauchen texanus*); (h) Owens River pupfish (*Cyprinoden radiosus*); (i) unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*); and (j) rough sculpin (*Cottus asperrimus*).

California Wetlands and Other Waters Policies

The California Resources Agency and its various departments do not authorize or approve projects that fill or otherwise harm or destroy coastal, estuarine, or inland wetlands. Exceptions may be granted if all of the following conditions are met:

- The project is water-dependent.
- No other feasible alternative is available.
- The public trust is not adversely affected.
- Adequate compensation is proposed as part of the project.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1966 (California Water Code Section 13000 et seq.; CCR Title 23, Chapter 3, Subchapter 15) is the primary state regulation that addresses water quality. The requirements of the act are implemented at the state level by the State Water Resources Control Board and at the local level by the Regional Water Quality Control Board (RWQCB). The RWQCB carries out planning, permitting, and enforcement activities related to water quality in California. The act provides for waste discharge requirements and a permitting system for discharges to land or water. Certification is required by the RWQCB for activities that can affect water quality.

Clean Water Act, Section 401 Water Quality Certification

CWA Section 401 (33 USC Section 1341) requires that any applicant for a federal license or permit, which may result in a pollutant discharge to waters of the United States, obtain a certification that the discharge will comply with EPA water quality standards. The state or tribal agency responsible for issuance of the Section 401 certification may also require compliance with additional effluent limitations and water quality standards set forth in state/tribal laws. In California, the RWQCB is the primary regulatory authority for CWA Section 401 requirements.

The Santa Ana and San Diego RWQCBs are responsible for enforcing water quality criteria and protecting water resources in the PSA. In addition, both Regional Water Quality Control Boards are responsible for controlling discharges to surface waters of the state by issuing waste discharge requirements (WDR) or commonly by issuing conditional waivers to WDRs. The RWQCB requires that a project proponent obtain a CWA Section 401 water quality certification for CWA Section 404 permits issued by the USACE. A request for water quality certification (including WDRs) by the RWQCB and an application for a General Permit for Storm Water Discharges Associated with Construction Activities are prepared and submitted following completion of the CEQA environmental document and submittal of the wetland delineation to the USACE.

Delegated Permit Authority

California has been delegated permit authority for the National Pollutant Discharge Elimination System (NPDES) permit program, including stormwater permits for all areas except tribal lands. Issuance of CWA Section 404 dredge and fill permits remains the responsibility of the USACE; however, the state actively uses its CWA Section 401 certification authority to ensure CWA Section 404 permits are in compliance with state water quality standards.

State Definition of Covered Waters

Under California state law, waters of the state means "any surface water or groundwater, including saline waters, within the boundaries of the state." Therefore, water quality laws apply to both surface water and groundwater. After the US Supreme Court decision in *Solid Waste Agency of Northern Cook County v. US Army Corps of Engineers*, the Office of Chief Counsel of the State Water Resources Control Board released a legal memorandum confirming the state's jurisdiction over isolated wetlands. The memorandum stated that under the California Porter-Cologne Water Quality Control Act (Porter-Cologne), discharges to wetlands and other waters of the state are subject to state regulation, and this includes isolated wetlands. In general, the Board regulates discharges to isolated waters in much the same way as they do for waters of the United States, using Porter-Cologne rather than Clean Water Act authority.

NONGOVERNMENTAL AGENCY

California Native Plant Society

The California Native Plant Society is a nongovernmental agency that classifies native plant species according to current population distribution and threat level in regard to extinction. These data are utilized by the CNPS to create/maintain a list of native California plants that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2013). Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

The following identifies the definitions of the CNPS listings:

List 1A: Plants believed to be extinct

List 1B: Plants that are rare, threatened, or endangered in California and elsewhere

List 2: Plants that are rare, threatened, or endangered in California, but are more numerous elsewhere

All of the plant species on List 1 and 2 meet the requirements of the Native Plant Protection Act Section 1901, Chapter 10, or FGC Section 2062 and Section 2067 and are eligible for state listing. Plants appearing on List 1 or 2 are considered to meet the criteria of CEQA Section 15380, and effects on these species are considered "significant." Classifications for plants on List 3 (plants about which we need more information and/or List 4 (plants of limited distribution), as defined by the CNPS, are not currently protected under state or federal law. Therefore, no detailed descriptions or impact analysis was performed on species with these classifications.

LOCAL

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive, multijurisdictional habitat conservation plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. This plan is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities to better control

local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts. The MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act (16 USC 1531 et seq.), as well as a natural community conservation plan (NCCP) under the NCCP Act of 2001 (Fish and Game Code, Section 2800 et seq.). The MSHCP allows the participating jurisdictions to authorize "take" of plant and wildlife species identified within the plan area. The USFWS and the CDFW have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted "take authorization" for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area. The MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, within the MSHCP Plan Area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks.

City of Wildomar

General Plan

The General Plan includes the following policies to address effects of prospective development on biological resources. The policies directly or indirectly address the direct mortality of individuals of listed, proposed, or candidate species or loss of habitat occupied by such species.

Open Space Policy 5.1: Substantially alter floodways or implement other channelization only as a "last resort," and limit the alteration to: (a) that necessary for the protection of public health and safety only after all other options are exhausted; (b) essential public service projects where or other feasible construction method or alternative project location exists; or (c) projects where primary function is improvement of fish and wildlife habitat.

Open Space Policy 5.2: If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors: (a) stream scour; (b) erosion protection and sedimentation; (c) wildlife habitat and linkages; (d) groundwater recharge capability; (e) adjacent property; (f) design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site-specific hydrologic study may be required.

Open Space Policy 5.3: Based upon site-specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

a) Public safety;

b) Erosion;

c) Riparian or wetland buffer;

d) Wildlife movement corridor or linkage; and

e) Slopes.

Open Space Policy 5.5: Development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.

Open Space Policy 5.6: Identify and, to the maximum extent feasible, conserve remaining upland habitat adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with those wetland and riparian areas.

Open Space Policy 5.7: Where land is prohibited from development due to its retention as natural floodways, floodplains and water courses, incentives should be available to the owner of such the land including density transfer and other mechanisms as may be adopted. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on the owner of properties following these policies.

Open Space Policy 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Open Space Policy 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate.

Open Space Policy 8.1: Cooperate with federal and state agencies to achieve the sustainable conservation of forest land as a means of providing open space and protecting natural resources and habitat lands included in the MSHCPs.

Open Space Policy 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

Open Space Policy 17.1: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of development applications.

Open Space Policy 17.2: Enforce the provisions of applicable MSHCPs, if adopted, when developing transportation or infrastructure projects that have been designated as covered activities in the applicable MSHCPs.

Open Space Policy 17.3: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of possible general plan amendments and/or zoning changes.

Open Space Policy 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs, if adopted.

Open Space Policy 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the County beyond the preservation and/or conservation required to mitigate project impacts.

3.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance:

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS.

3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

7) Reduce the number or restrict the range of an endangered, rare, or threatened plant or animal species or biotic community, thereby causing the species or community to drop below self-sustaining levels.

METHODOLOGY

The impact assessment below discusses impacts from implementation of project activities. The impact assessment was based on the project description (Section 2.0), the report produced by Principe and Associates (2013a) (see **Appendix 3.3**), information described in the environmental setting, and the standards of significance described above. In addition, the impact analysis is organized by the significance criteria noted above: special-status plant and wildlife species, sensitive vegetation communities, federally protected wetlands, wildlife movement corridors, and compliance with local plans and policies or existing habitat conservation plans. Each impact category includes a description of the specific potential impacts as well as avoidance, minimization, and mitigation measures that can potentially reduce and mitigate potentially significant impacts. The reader is referred to Section 2.0, Project Description, for specific details on the project.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Candidate, Sensitive, or Special-Status Species (Standards of Significance 1 and 7)

Impact 3.3.1 Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status plant species, which would be considered a **potentially significant** impact.

Suitable habitat for Parry's spineflower, white rabbit-tobacco, and bottle liverwort occur within the PSA. Parry's spineflower is covered under the MSHCP; therefore, project compliance with the MSHCP will ensure that direct, indirect, and cumulative impacts to this species are less than significant. White rabbit-tobacco and bottle liverwort are not covered by the MSHCP. In order to reduce potential impacts to a **less than significant** level, implementation of mitigation measure **MM 3.3.1** is recommended.

Mitigation Measures

MM 3.3.1 Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct a preliminary evaluation to determine if suitable habitat for white rabbit-tobacco and/or bottle liver occurs within the disturbance footprint. If suitable habitat is identified, focused surveys shall be conducted to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern.

If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.

If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold. Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., one acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may

include undisturbed areas of the site that will be preserved and managed in perpetuity, offsite mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted.

A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval.

Timing/Implementation: *Prior to approval of grading permits*

Enforcement/Monitoring: *City of Wildomar Planning Department*

Impact 3.3.2 Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status wildlife species, which would be considered a **potentially significant** impact.

Suitable habitat for orangethroat whiptail, coast horned lizard, burrowing owl, loggerheaded shrike, coastal California gnatcatcher, northwestern San Diego pocket mouse, Stephen's kangaroo rat, and San Diego black-tailed jackrabbit exists within the PSA. All of these species are covered under the MSHCP. The MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans fully mitigates impacts for these covered species. Furthermore, with the project's consistency with the MHSCP, with coverage afforded by the MSHCP, and with the mitigation measures specified herein, direct, indirect, and cumulative impacts to biological resources will be **less than significant**.

To ensure compliance with the requirements of the MSHCP, additional surveys are required for burrowing owl and coastal California gnatcatcher. Therefore, mitigation measures **MM 3.3.2a** through **MM 3.3.2c** shall be implemented to ensure MSHCP compliance.

The PSA may also provide nesting and/or foraging habitat for migratory birds not identified in **Table 3.3-1**. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the MBTA. Vegetation clearing within undisturbed portions of the PSA, during the nesting season, could result in direct impacts to nesting birds should they be present. Furthermore, noise and other human activity may result in nest abandonment if nesting birds are present within 200 feet of a work site. Due to the presence of suitable habitat for these species, implementation of project-related activities may result in adverse impacts should they be present in areas proposed for disturbance. In order to reduce potential impacts to a **less than significant** level, mitigation measure **MM 3.3.2d** shall be implemented.

MM 3.3.2a Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

Timing/Implementation: *Within 30 days prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

MM 3.3.2b If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 250-foot (75-meter) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season. A qualified biologist must verify through noninvasive methods that the burrow is no longer occupied.

If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.
- The location of the proposed relocation site.
- The number of owls involved and the time of year when the relocation is proposed to take place.
- The name and credentials of the biologist who will be retained to supervise the relocation.
- The proposed method of capture and transport for the owls to the new site.
- A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).
- A description of efforts and funding support proposed to monitor the relocation.

If paired owls are present within 160 feet (50 meters) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout

construction to identify losses from nest abandonment and/or loss of reproductive effort. Any identified loss shall be reported to the CDFW.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

MM 3.3.2c Prior to any construction occurring in Riversidean sage scrub (**Figure 3.3-1)** during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS *Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines* dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing.

If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15).

Timing/Implementation: *Within 30 days prior to any vegetation removal or ground-disturbing activities affecting Riversidean sage scrub*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

MM 3.3.2d **Migratory Bird Surveys.** If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (March 15 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 14 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.

Timing/Implementation: *Prior to the initiation of construction activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Department*

Impacts to Sensitive Biological Communities, Including Riparian Habitat (Standard of Significance 2)

Impact 3.3.3 Implementation of the proposed project could result in impacts to sensitive biological communities, including riparian habitat. This would be a **potentially significant** impact.

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the FGC, and Section 404 of the CWA. Four ephemeral drainages were identified by Principe and Associated in the southern portion of the PSA. One ephemeral drainage appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the PSA. As a result, project grading may result in the loss of riparian habitat from proposed vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the CDFG may be required for the proposed project. This agreement would include measures to minimize impacts and restore riparian habitat.

Mitigation Measures

MM 3.3.3 The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFW, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Timing/Implementation: *Prior to project vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

Impacts to Jurisdictional Wetlands (Standard of Significance 3)

Impact 3.3.4 Implementation of the proposed project may result in the loss of any jurisdictional waters of the United States, including wetlands. This would be a **potentially significant** impact.

The southern portion of the PSA contains four ephemeral drainages. One ephemeral drainage appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the PSA. A jurisdictional delineation has not been conducted to date; therefore, the extent of USACE jurisdiction over the ephemeral drainages in unknown. The onsite ephemeral drainages do appear to be hydrologically connected to Murrieta Creek, which is subject to USACE jurisdiction; as a result, the onsite drainages may meet the definition of waters of the US. In order to ensure that project-related activities do not result in the loss of federally protected wetlands, mitigation measure **MM 3.3.4a** and **MM 3.3.4b** shall be implemented.

Mitigation Measures

MM 3.3.4a Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present.

If potentially jurisdictional features are identified, the project applicant shall submit a preliminary jurisdictional determination to the USACE for verification. The verified delineation will be submitted to the City for its records.

Timing/Implementation: *Prior to approval of grading permits.*

Enforcement/Monitoring: *City of Wildomar Planning Department*

MM 3.3.4b Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project.

Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.

Timing/Implementation: *Prior to approval of grading permits*

Enforcement/Monitoring: *City of Wildomar Planning Department*

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (Standard of Significance 4)

Impact 3.3.5 Implementation of the proposed project could interfere with the movement of native resident or migratory fish or wildlife species. This is considered a **less than significant** impact.

The Riversidean sage scrub habitat on the east side of the PSA (**Figure 3.3-1**) may provide a wildlife movement corridor for migrations, foraging, and movement along the lower foothills of the Sedco Hills. As proposed, the project will avoid the majority of the Riversidean sage scrub community. The only planned development within the Riversidean sage scrub habitat is adjacent to the existing campus and includes an upper parking lot and a stormwater basin, totaling approximately 3.5 acres. This will leave approximately 42 acres if Riversidean sage scrub untouched in the PSA. Thus, interference with wildlife movement will be minimal, and this impact will be **less than significant**.

Mitigation Measures

None required.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Standard of Significance 5)

Impact 3.3.6 Implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. There would be **no impact**.

Upon city incorporation, the City of Wildomar adopted County Ordinance 559, as amended, regulating the removal of trees. The ordinance regulates tree removal above 5,000-foot elevation. The project site is site below 1,640 feet. Therefore, the proposed project would not

conflict with any local policies or ordinances protecting biological resources, including the City of Wildomar General Plan. As such, **no impact** is anticipated.

Mitigation Measures

None required.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (Standard of Significance 5)

Impact 3.3.7 Implementation of the proposed project could conflict with the provisions of the Western Riverside County MSHCP. This would be considered a **potentially significant** impact.

The MSHCP protects and preserves certain habitats and species in the region. The MSHCP delineates particular areas of concern through the identification of specific areas known as Criteria Cells. Areas identified as Criteria Cells typically contain certain restrictions on development and land alterations. The PSA is not within a Criteria Cell or any other special conservation area. A full analysis of the proposed project's consistency with the MSHCP can be found in **Appendix 3.3**.

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (**Appendix 3.3**).

A final component of the MSHCP is Mitigation Fee Areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization to certain endemic species. The proposed project is located within the MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2) and the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663). A standard condition for the proposed project includes the payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

As demonstrated in the analysis by Principe and Associates (2013a) (see **Appendix 3.3**), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures **MM 3.3.2a** and **MM 3.3.2b** included above will result in the project having **no impact** with regard to the MSHCP.

Standard Conditions and Requirements

The project applicant shall submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee and the Stephens' Kangaroo Rat Mitigation Fee.

Mitigation Measures

Implement mitigation measures **MM 3.3.2a** and **MM 3.3.2b**.

3.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the project site as well as the still-undeveloped areas surrounding the proposed project site where the impacts of urbanization and threats to biological diversity and sensitive biological resources are considered most serious. The impacts on biological resources are primarily the result of urbanization of the area, habitat fragmentation, water pollution, and conversion of natural land to residential, commercial, and recreational use.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Biological Resources

Impact 3.3.8 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in the MSHCP. The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures **MM 3.3.2.a** and **MM 3.3.2b,** ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measures **MM 3.3.2c** and **MM 3.3.2d** ensures that impacts to coastal California gnatcatchers and other nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

Mitigation Measures

Implement mitigation measures **MM 3.3.2a** through **MM 3.3.2d**.

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3.4 Climate Change and Greenhouse Gases

This section includes a description of the proposed project's contribution of greenhouse gas (GHG) emissions and the associated effects of climate change. The reader is referred to Section 3.2, Air Quality, for a discussion of project impacts associated with air quality. This section is based on the analysis and the associated modeling conducted by Urban Crossroads in 2013 (see **Appendix 3.4**).

3.4.1 EXISTING SETTING

INTRODUCTION TO GLOBAL CLIMATE CHANGE

Global climate change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. GCC is currently one of the most controversial environmental issues in the United States. Some data suggests that GCC has occurred in the past over the course of thousands or millions of years. These historical changes to the earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of GHG emissions resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project cannot generate enough GHG emissions to effect a discernible change in global climate. However, the proposed project may participate in the potential for GCC by its incremental contribution of GHG emissions combined with the cumulative increase of all other sources of GHG emissions, which when taken together constitute potential influences on global climate change.

EXISTING CLIMATE SETTING

Global

Worldwide anthropogenic (man-made) GHG emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2009. Man-made GHG emissions data for Non-Annex I nations are available through 2007. For the year 2009, the sum of these emissions totaled approximately 40,084 million metric tons of carbon dioxide equivalents (MMT CO_2e). Emissions from the top five countries and the European Union accounted for approximately 65 percent of the total global GHG emissions, according to the most recently available data (see **Table 3.4-1**).

TABLE 3.4-1
TOP GHG PRODUCER COUNTRIES AND EUROPEAN UNION

Emitting Countries	GHG Emissions (MMT CO_2e)
China	6,703
United States	6,608
European Union	8,338
Russia Federation	2,159
India	1,410
Japan	1,209
Total	**26,427**

Source: Urban Crossroads 2013

United States

As noted in **Table 3.4-1**, the United States was the number two producer of GHG emissions in 2009. The primary greenhouse gas emitted by human activities in the United States was CO_2, representing approximately 83 percent of total GHG emissions. CO_2 from fossil fuel combustion, the largest source of US greenhouse gas emissions, accounted for approximately 78 percent of the GHG emissions.

State of California

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2008 GHG inventory data (i.e., the latest year for which data is available) for the 2000–2008 GHG emissions inventory, California emitted 474 MMT CO_2e including emissions resulting from imported electrical power in 2008. Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMT CO_2e excluding emissions related to imported power.

GREENHOUSE GASES

For the purposes of this analysis, emissions of CO_2, CH_4, and N_2O 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 GCC, sources of fluorinated gases are not well defined, and no accepted emissions factors or methodology exist to accurately calculate these gases. GHG emissions have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. CO_2 is utilized as the reference gas for global warming potential and thus has a GWP of 1. **Table 3.4-2** shows the GWPs for different greenhouse gases for a 100-year time horizon.

TABLE 3.4-2
GLOBAL WARMING POTENTIALS AND ATMOSPHERIC LIFETIME OF SELECT GREENHOUSE GASES

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon dioxide	50–200	1
Methane	12 ± 3	21
Nitrous oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: tetrafluoromethane (CH_4)	50,000	6,500
PFC: hexafluroethane (C_2F_6)	10,000	9,200
Sulfur hexafluoride (SF_6)	3,200	23,900

Source: Urban Crossroads 2013

Carbon Dioxide

CO_2 is an odorless and colorless GHG. Outdoor levels of CO_2 are not high enough to result in negative health effects. CO_2 is emitted from natural and man-made 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. CO_2 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 CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.

Methane

CH_4 is an extremely effective absorber of radiation, though its atmospheric concentration is less than CO_2 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. CH_4 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 CH_4. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

N_2O, also known as laughing gas, is a colorless GHG. N_2O 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 N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). N_2O 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, e.g., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. Nitrous oxide is used in rocket engines and in race cars. N_2O can be transported into the stratosphere, deposited on the earth's surface, and converted to other compounds by chemical reaction.

EFFECTS OF GLOBAL CLIMATE CHANGE

The California Environmental Protection Agency (CalEPA) published a report entitled *Scenarios of Climate Change in California: An Overview* (climate scenarios report) in February 2006 (California Climate Change Center 2006) that, while not adequate for a California Environmental Quality Act (CEQA) project-specific or cumulative analysis, is generally instructive about the statewide impacts of global warming (Urban Crossroads 2013).

The climate scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the twenty-first century: lower warming range (3.0–5.5°F), medium warming range (5.5–8.0°F), and higher warming range (8.0–10.5°F). The climate scenarios report then presents an analysis of future climate in California under each warming range that while uncertain, presents a picture of the impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the California Natural Resources Agency released a public review draft of its California Climate Adaptation Strategy report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts, and precipitation changes. This report responds to 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 on actual future emissions of GHGs and associated warming. Under the emissions scenarios of the climate scenarios report, the impacts of global warming in California have the potential to include, but are not limited to, those discussed below.

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25–35 percent under the lower warming range to 75–85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become difficult 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 above 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from Northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If GHG emissions continue unabated, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. The amount of snowpack that could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The state's water supplies are also at risk from rising sea levels. An influx of salt water could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water in the southern edge of the Sacramento/San Joaquin River Delta, a major supply of fresh water.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry, reducing the quantity and quality of agricultural products statewide. California farmers could possibly lose as much as 25 percent of the water supply they need. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued global climate change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species, while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued global climate change could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in Northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued global climate change has the potential to alter natural ecosystems and biological diversity in 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.

3.4.2 REGULATORY FRAMEWORK

The adoption of recent legislation has provided a clear mandate that climate change must be included in an environmental review for a project subject to CEQA. Several GHG emission–related laws and regulations are provided below.

STATE REGULATION

California has adopted various administrative initiatives and also enacted a variety of legislation relating to climate change, much of which sets aggressive goals for GHG emissions reductions within the state. However, none of this legislation provides definitive direction regarding the treatment of climate change in the environmental review documents prepared under CEQA. In particular, the amendments to the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or thresholds of significance and do not specify greenhouse gas reduction mitigation measures. Instead, the CEQA amendments continue to rely on lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. In addition, no state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating any significant effects in CEQA documents. Thus, lead agencies exercise their discretion determining how to analyze greenhouse gases.

The discussion below provides a brief overview of CARB and Office of Planning and Research (OPR) documents and of the primary legislation relating to climate change that may affect the emissions associated with the proposed project. It begins with an overview of the primary regulatory acts that have driven GHG regulation and analysis in California.

Executive Order S-3-05 (Statewide GHG Targets)

California Executive Order S-03-05 (June 1, 2005) mandates a reduction of GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Although the 2020 target has been incorporated into legislation (AB 32), the 2050 target remains only a goal of the Executive Order.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006 (AB 32) 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020 (1990 levels have been estimated to equate to 15 percent below 2005 emission levels). Based on CARB's calculation of 1990 baseline emissions levels, California must reduce GHG emissions by approximately 29 percent below "business-as-usual" predictions of year 2020 GHG emissions to achieve this goal.

The bill required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB accomplished the key milestones set forth in AB 32, including the following:

- June 30, 2007. Identification of discrete early action GHG emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures. These were later supplemented by adding six other discrete early action measures.

- January 1, 2008. Identification of the 1990 baseline GHG emissions level, approval of a statewide limit equivalent to that level, and adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.

- January 1, 2009. Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), discussed in more detail below.

- January 1, 2010. Adoption and enforcement of regulations to implement the "discrete" actions. Several early action measures have been adopted and became effective on January 1, 2010.

- January 1, 2011. Adoption of GHG emissions limits and reduction measures by regulation. On October 28, 2010, CARB released its proposed cap-and-trade regulations, which would cover sources of approximately 85 percent of California's GHG emissions (CARB 2010). CARB's board ordered CARB's executive director to prepare a final regulatory package for cap and trade on December 16, 2010.

- January 1, 2012. GHG emissions limits and reduction measures adopted in 2011 became enforceable.

AB 32 Scoping Plan

As noted above, on December 11, 2008, CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business as usual"). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations will occur through the end of year 2013. The key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent.
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions.
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, heavy-duty truck measures, and the Low Carbon Fuel Standard.
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In 2009, a coalition of special interest groups brought a challenge to the Scoping Plan alleging that it violated AB 32 and that the environmental review document (called a "Functional Equivalent Document") violated CEQA by failing to appropriately analyze alternatives to the proposed cap-and-trade program. On May 20, 2011, the San Francisco Superior Court entered a final judgment ordering that CARB take no further action with respect to cap-and-trade rulemaking until it complies with CEQA. While CARB disagreed with the trial court finding and appealed the decision on May 23, 2011, in order to remove any doubt about the matter and in keeping with CARB's interest in public participation and informed decision-making, CARB revisited the alternatives. The revised analysis includes the five alternatives included in the original environmental analysis: a "no project" alternative (that is, taking no action at all); a plan relying on a cap-and-trade program for the sectors included in a cap; a plan relying more on source-specific regulatory requirements with no cap-and-trade component; a plan relying on a carbon fee or tax; and a plan relying on a variety of proposed strategies and measures. The public hearing to consider approval of the AB 32 Scoping Plan Functional Equivalent Document and the AB 32 Scoping Plan was held on August 24, 2011. On this date, CARB re-approved the Scoping Plan.

In August 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relies on emissions projections updated in light of current economic forecasts which account for the economic downturn since 2008 as well as reduction measures already approved and put in place. This reduced the projected 2020 emissions from 596 million metric tons (MMT) CO_2e to 545 MMT CO_2e. The reduction in projected 2020 emissions means that the revised business-as-usual (BAU) reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now only 21 percent.

Assembly Bill 1493

AB 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. Further, the legislature 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 (CCR 13 1900) and 1961 (CCR 13 1961) and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks in 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.

California Building Energy Efficiency Standards

Energy conservation standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (Title 24, Part 6 of the California Code of Regulations [CCR]). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations). Part 11 establishes voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Some of these standards have become mandatory in the 2013 edition of the Part 11 code. Current mandatory standards include:

- Twenty (20) percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35, and 40 percent reductions
- Separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects

- Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies

- Low-pollutant-emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard

The California Energy Commission has opened a public process and rulemaking proceeding for the adoption of changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1 (collectively referred to here as the standards). The proposed amended standards will be adopted in 2014. The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction. The standards, which took effect on January 1, 2014, will offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

LOCAL

South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, South Coast Air Management District (SCAQMD) staff is convening an ongoing GHG CEQA Significance Threshold Working Group. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that provide input to SCAQMD staff on developing the significance thresholds. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. These thresholds have not been finalized and continue to be developed through the working group.

On September 28, 2010, SCAQMD Working Group Meeting #15 considered use of the 6.6 metric tons per service population metric as a threshold for plan-level analysis, though it has not adopted any thresholds for the land use sector to date. Thus, it is only a concept that has been discussed at the staff level and is not a SCAQMD recommendation at this time. Furthermore, SCAQMD's staff concept (as indicated in the September 28, 2010, working group presentation) is that the service population metric is only employed for significance determination after considering whether a CEQA plan or project is consistent with a climate action plan.

As of SCAQMD staff's meeting on September 28, 2010, the draft tiered threshold provides the following guidance:

Tier 1: Is the project exempt from CEQA? If yes, the project is not significant and no further analysis is required.

Tier 2: Is the project consistent with an approved regional climate action plan? If yes, the project is not significant and no further analysis is required.

Tier 3: Would the project result in emissions below the screening level criteria? If yes, the project is not significant and no further analysis is required.

- Propose 10,000 metric tons (MT) per year CO_2e per year industrial project threshold for use by all lead agencies.

- Propose 3,000 MT per year CO_2e for all residential and commercial land use types.
- Threshold value by land use type acceptable if used consistently.
- Residential: 3,500 MT per year CO_2e
- Commercial: 1,400 MT per year CO_2e
- Mixed use: 3,000 MT per year CO_2e
- Both options based on review of the Office of Planning Research (OPR) database (711 CEQA projects) using the 90 percent capture rate approach

Tier 4: Would the project comply with certain performance-based standards? If yes, the project is not significant and no further analysis is required.

- Option #1: Percent Emission Reduction Target
- No recommendation at this time.
- Option #2: Early Implementation of Applicable AB 32 Scoping Plan Measures
- Incorporated in Option #3.
- Option #3: SCAQMD Efficiency Target
- 2020 Targets – 4.8 MT/year CO_2e per service population for project-level threshold (land use employment only)
- 2035 Targets – 3.0 MT/year CO_2e per service population for project-level threshold

The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable only to boilers and process heaters, forestry, and manure management projects.

3.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix F and G of the CEQA Guidelines, impacts related to climate change are considered significant if implementation of the proposed project would:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

3) Inefficient, wasteful, and unnecessary consumption of energy from project energy requirements for project construction and operation/maintenance, including the effects of the project on local and regional energy supplies and on requirements for additional capacity, as well as the effects of the project on energy resources and transportation energy use.

In order to assess the significance of a proposed project's environmental impacts, it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. As discussed above, while project-related GHG emissions can be estimated, the direct impacts of such emissions on climate change and global warming cannot be determined on the basis of available science. There is no evidence at this time which would indicate that the emissions from a project the size of the proposed project would directly affect global climate change. The SCAQMD and other air quality agencies concur that GHG and climate change should be evaluated as a potentially significant cumulative rather than project-specific impact.

AB 32 states, in part, that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions and GHGs are emitted by innumerable sources worldwide, global climate change is considered to be a significant cumulative impact. GHG emissions from the project would contribute to cumulative GHG emissions in California and to the potential adverse environmental impacts of climate change.

Based on the information set forth above, for the purposes of this analysis, implementation of the proposed project may have a significant adverse impact on GHG emissions if it would exceed the SCAQMD's interim threshold of 3,000 MT CO_2e per year and/or is shown to be inconsistent with AB 32's Scoping Plan and related measures.

METHODOLOGY

CEQA Guidelines 15064.4(b)(1) states that a lead agency may use a model or methodology to quantify GHGs emissions associated with a project. On July 26, 2013, the SCAQMD in conjunction with the California Air Pollution Control Officers Association released the latest version of the California Emissions Estimator Model (CalEEMod) v2013.2. The purpose of this model is to more accurately calculate GHG emissions from direct and indirect sources and quantify applicable GHG reductions achieved from mitigation measures. As such, the July 2013 CalEEMod was used by Urban Crossroads for this project (see **Appendix 3.4**). The CalEEMod model includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, and water.

IMPACTS AND MITIGATION MEASURES

Generate Greenhouse Gas Emissions That May Have a Significant Impact on the Environment (Standard of Significance 1)

Impact 3.4.1 Implementation of the proposed project will result in greenhouse gas emissions that would further contribute to significant impacts on the environment. This is considered a **less than cumulatively considerable** impact.

Construction GHG Emissions

The proposed project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in **Table 3.4-3.**

TABLE 3.4-3
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS – METRIC TONS PER YEAR

Construction	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	CO_2e
Construction	536	0.09	0.00	538

*Source: Urban Crossroads 2013 (see **Appendix 3.4**)*

As shown, project construction would result in the generation of approximately 538 MT CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

Operational GHG Emissions

As shown in **Table 3.4-4**, the unmitigated long-term operations of the proposed project would produce 997.47 metric tons of CO_2e annually.

TABLE 3.4-4
UNMITIGATED PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION (METRIC TONS PER YEAR)

Emissions Source	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	CO_2e
Construction Amortized over 30 Years	17.87	0.003	--	17.94
Energy	218.55	8.61e-3	2.55e-3	219.53
Mobile	664.86	0.02	--	665.34
Waste	36.13	2.14	--	80.96
Water	12.51	0.04	1.06e-3	13.70
Total	**949.92**	**2.20**	**3.61e-3**	**997.47**
SCAQMD Significance Threshold (MT CO_2e Annually)				3,000
Significant?	**No**			

*Source: Urban Crossroads 2013 (see **Appendix 3.4**)*

As shown in **Table 3.4-4**, the proposed project would not surpass the project threshold of 3,000 MT CO_2e annually. As a result, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

Conflict with Applicable Plan Adopted to Reduce GHG Emissions (Standard of Significance 2)

Impact 3.4.2 Implementation of the proposed project could conflict with an applicable plan adopted for the purpose of reducing the emissions of greenhouse gases. This impact is **less than cumulatively considerable.**

AB 32 requires California to reduce its GHG emissions by approximately 29 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the

CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 29 percent reduction below business as usual required by AB 32.

The proposed project would generate GHG emissions from a variety of sources such as vehicles. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the proposed project.

Table 3.4-4 presents the 39 Recommended Actions (qualitative measures) identified by CARB in its Climate Change Proposed Scoping Plan. Of the 39 Recommended Actions identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to transportation, electricity and natural gas use, green building design, and industrial uses. Consistency of the proposed project with these Recommended Actions is evaluated by each source-type measure below. **Table 3.4-4** identifies which CARB-Recommended Actions apply to the project and of those, whether the project is consistent therewith.

TABLE 3.4-4
RECOMMENDED ACTIONS FOR CLIMATE CHANGE PROPOSED SCOPING PLAN

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	Yes	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	Yes	No
T-3	Transportation	Regional Transportation-Related GHG Targets	Yes	No
T-4	Transportation	Vehicle Efficiency Measures	Yes	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium- and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewables Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	No	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action; adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

A detailed discussion of the applicability of each measure and whether the project conflicts with its implementation follows.

Transportation

CARB's Scoping Plan identifies nine transportation-related Recommended Actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed project. Vehicles traveling to the proposed project would be subject to the Pavley standards, as applicable, and would be consistent with and not conflict with this Recommended Action.

Action T-2 concerns implementation of a low carbon fuel standard. To reduce the carbon intensity of transportation fuels, CARB has developed a Low Carbon Fuel Standard (LCFS), which is estimated to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The LCFS incorporates compliance mechanisms that provide flexibility to fuel providers in how they meet the requirements to reduce GHG emissions. While implementation of such a standard is not within the purview of a development project, a land use such as the proposed project would result in the consumption of fuels by the congregants it serves. Projects such as the proposed project would be required to participate with the use of low carbon fuels as they are made available through purchase of fuels. Therefore, the proposed project would not conflict with measures concerning the use of low carbon fuels.

Action T-3 addresses regional transportation targets for reducing GHG emissions. Senate Bill (SB) 375 requires CARB to develop, in consultation with metropolitan planning organizations (MPOs), passenger vehicle GHG emissions reduction targets for 2020 and 2035. It sets forth a collaborative process to establish these targets, including the appointment by CARB of a Regional Targets Advisory Committee to recommend factors to be considered, and methodologies for setting GHG emissions reduction targets. SB 375 also provides incentives—relief from certain CEQA requirements for development projects that are consistent with regional plans that achieve the targets. For the Southern California Association of Governments (SCAG) region in which the project is located, the targets are set at 8 percent below 2005 per capita emissions levels by 2020 and 13 percent below 2005 per capita emissions levels by 2035.

On April 4, 2012, the SCAG Regional Council adopted the 2012-–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emission reduction targets. The proposed project is not regionally significant per CEQA Guidelines Section 15206 and as such is not expected to conflict with the SCAG RTP/SCS and associated SB 375 targets, since those targets were established and are applicable on a regional level.

Action T-4 is concerned with vehicle efficiency measures. The California Department of Resources Recycling and Recovery (CalRecycle) with various partners continues to conduct a public awareness campaign to promote sustainable tire practices. CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, the California Energy Commission (CEC) in consultation with CalRecycle is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and lastly on the development of consumer information requirements for replacing tires. CARB is also pursuing ways to reduce engine load via lower friction oil and reducing the need for air conditioner use. CARB is actively engaged in the regulatory development process for the tire inflation component of this measure. While implementation of such a standard is not within the purview of a development project, a land use such as that proposed would generate vehicle miles traveled (VMT) and be subject to any applicable adopted standards and would therefore not conflict with the Recommended Action.

Action T-5 addresses electrification of ships at ports and is not applicable to the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-6 also primarily addresses port operations and is not applicable to the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology. Implementation of such a standard is not within the purview of the proposed project since various trucks may access the site. Therefore, the proposed project would not conflict with this measure.

Action T-8 focuses on hybridization of medium- and heavy-duty vehicles. The implementation approach to Action T-8 is to adopt a regulation and/or incentive program that reduces GHG emissions by encouraging hybrid technology as applied to vocational applications that have significant urban, stop-and-go driving, idling, and power take-off operations in their duty cycle. Such applications include parcel delivery trucks and vans. Implementation of such a standard is not within the purview of the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-9 concerns implementation of a high-speed rail system. A high-speed rail system is part of the statewide strategy to provide more mobility choice and reduce GHG emissions. This measure supports implementation of plans to construct and operate a HSR system between Northern and Southern California. As planned, the HSR is a 700-mile-long rail system capable of speeds in excess of 200 miles per hour on dedicated, fully grade-separated tracks with state-of-the-art safety, signaling, and automated rail control systems. The system would serve the major metropolitan centers of California in 2030 and is projected to displace between 86 and 117 million riders from other travel modes in 2030. The proposed project would not conflict with implementation of a high-speed rail system.

Electricity and Natural Gas

Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of utility energy programs and adoption of more stringent building and appliance standards. Elements of this action include encouraging construction of zero net energy buildings and implementation of passive solar design. In addition to employing on-site electricity generation, a zero net energy building must either replace natural gas with renewable energy for space and water heating or compensate for natural gas use by generating surplus electricity for sale on the state's electricity grid. The proposed project is required to comply with

the most recent Title 24 Energy Efficiency Standards and applicable green building standards. Therefore, the proposed project would not conflict with this measure.

Action E-2 encourages an increase in the use of combined heat and power use, or cogeneration, facilities. California has supported combined heat and power for many years, but market and other barriers continue to keep combined heat and power from reaching its full market potential. Increasing the deployment of efficient combined heat and power will require a multi-pronged approach that includes addressing significant barriers and instituting incentives or mandates where appropriate. Implementation of such a standard is not within the purview of the proposed project; therefore, the proposed project would not conflict with this measure.

Action E-3 concerns Renewables Portfolio Standards for utilities and does not apply directly to development projects. Therefore, the proposed project would not conflict with this Recommended Action.

Action E-4 strives to promote solar-generated electricity. The Million Solar Roofs initiative is not within the purview of any one individual project. Therefore, the proposed project would not conflict with this Recommended Action.

Water Use

Implementation of all but two of the Recommended Actions listed in **Table 3.4-4** above are related to water use and are not within the purview of the proposed project. The two that apply to the proposed project include W-1 (Water Use Efficiency) and W-3 (Water System Energy Efficiency). The project will be required to comply with the City's landscape ordinance that implements policy W-1 and W-3 which ensures that the project will not obstruct the implementation of the Recommended Actions.

Industrial Use

The proposed project is not an industrial use; therefore, these measures do not apply to the project.

Conclusion

The proposed project is consistent with or otherwise not in conflict with the CARB Scoping Plan Recommended Actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are **less than cumulatively considerable**.

Mitigation Measures

None required.

Result in the inefficient, wasteful or unnecessary consumption of energy. (Standard of Significance 3)

Impact 3.4.3 Implementation of the proposed project could result in the inefficient, wasteful, and unnecessary consumption of energy during construction and operation. This impact is **less than cumulatively considerable.**

Electricity

In 2008, California used over 285,574 gigawatts of electricity (CEC 2009)[1]. California's electricity generation system currently generates over 290,000 gigawatt hours of electricity each year, which is transported over California's 32,000 miles of transmission lines (CEC 2007). By 2020, electricity consumption in the state is projected to reach almost 320,000 gigawatts (CEC 2009). In 2008, this electricity was produced from power plants fueled by natural gas (45.7 percent), hydrologic sources (11.0 percent), coal (18.2 percent), nuclear (14.4 percent), and renewable methods (10.6 percent). Approximately 68.1 percent of the electricity was generated within California, with the balance imported from other states, Canada, and Mexico (CEC 2009). Overall electricity use in California is projected to grow by 1.2 percent annually (CEC 2009). However, peak demand is growing at a rate of 1.30 percent (850 megawatts) per year (CEC 2009). This increase in peak demand is the result of a population that is moving inland to the warmer areas of the state, prompting higher demand for electricity for air conditioning.

Electric service within Wildomar is provided by Southern California Edison. (SCE). According to their website, SCE provides electric service to approximately 14 million people throughout a 50,000-square-mile service area in central, coastal and Southern California. Electricity purchased from SCE by local customers in Jackson is generated and transmitted to the area by a statewide network of power plants and transmission lines. Various transmission and distribution lines traverse Amador County, serving to carry electrical power from power plants both inside and outside the county to electrical substations where power is converted to voltages suitable for distribution to end users.

Natural Gas

As a state, California is the second largest natural gas consumer in the United States, representing more than 10 percent of national natural gas consumption. Customers in the residential and commercial sectors, referred to as "core" customers, accounted for 29 percent of the state's natural gas demand in 2008 (CEC 2009). Large consumers such as electricity generators and the industrial sector, referred to as "noncore" customers, accounted for about 71 percent of demand in the same year. California remains heavily dependent on natural gas to generate electricity, which accounted for more than 40 percent of natural gas demand in 2008 (CEC 2009). Approximately 13.5 percent of the natural gas produced in 2006 was within California, with the balance imported via pipeline from other states and Canada (CEC 2007). California is at the farthest end of those pipelines, forcing it to compete with other states that are located closer to generation plants in Canada for supplies.

Natural gas is provided within the City of Wildomar by the Southern Caliornia Gas Company (SCG). According to their website, SCG is the nation's largest natural gas distribution utility, providing safe and reliable energy to 20.9 million consumers through 5.8 million meters in more than 500 communities. The company's service territory encompasses approximately 20,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border.

[1] Energy usage is typically quantified using the British thermal unit (BTU). As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWhr) of electricity are 124,884 BTUs, 1,000 BTUs, and 3,400 BTUs, respectively.

Construction

Implementation of the proposed project would involve construction activities that would require the use of gasoline, diesel fuel, and other fuels in order to be completed. Energy usage during construction typically involves the use of motor vehicles both for transportation of workers and equipment and for direct construction actions such as the use of cranes or lifts. Additional energy usage would occur as power for tools and equipment used on-site, including but not limited to gas generators, air compressors, air handlers and filters, and other typical direct construction energy uses.

The proposed project would use gasoline, diesel and natural gas as a short-term consequence of project construction. Construction of the proposed improvements would be similar in the consumption level of gas as any project of this size. However, this energy demand would not result in the need for new or altered facilities given the temporary nature of construction. Furthermore, construction activities involve known techniques of grading, trenching and paving and are not anticipated to result in an inefficient use of energy. As construction contractors would purchase their own gasoline and diesel fuel from local suppliers they have an incentive to make the most efficient use of supplies to minimize costs to the project.

Operations

Energy consumption, in therms for natural gas and kWh for electricity, resulting from operations of the proposed project were calculated using the CalEEMod Model and are summarized in **Table 3.4-5**.

TABLE 3.4-5
PROPOSED PROJECT ENERGY CONSUMPTION

Average Year Scenario	
Natural Gas Consumption	1,005,716 kBTU
Electricity Consumption	576,185 kWh

*Source: Urban Crossroads, 2014. See **Appendix 3.4***

While the proposed project would require more energy, it is unlikely that these providers would need to increase their power supplies to serve the project. In 2012, SCE sold 75,597 gigawatt-hours (GWh) of electricity (75,591,000,000 kWh) (CPUC February 2014). The Southern California Gas Company's net flow purchase of natural gas from September 2012 through August 2013 was 1,938,981,487 kBTU (CPUC, March 2014).

The proposed project would increase electricity and natural gas consumption, but not at a level that would be considered substantial in relation to regional energy supplies. The projected increase in the electricity demand for the project would be approximately 0.001 percent of SCE's total electricity annual usage, and the projected natural gas demand of the project would be approximately 0.052 percent of the Southern California Gas Company's total natural gas demand. As such, the project would not result in energy demands that would require the development of new energy sources or affect service to existing customers.

The proposed project will be constructed to meet the standards of the 2013 CBC that includes energy conservation measures in the form of insulation, fixture types and windows. Compliance with the building code for all structures will ensure that the energy usage will be typical for a preschool, administrative office and maintenance building. The parking lot lighting and sports

field lighting will similarly be designed to be efficient in order to reduce the cost(s) of operating the facility. Overall, Impacts associated with the potential for inefficient, wasteful, and unnecessary consumption of energy are considered **less than cumulatively considerable**.

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3.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section considers and evaluates the potential impacts of the proposed project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, or religious reasons. Paleontological resources include fossil remains, as well as fossil localities and formations that have produced fossil material. This section is based on a technical report provided by Jean Keller, PhD, for the project site in 2014 and is contained in **Appendix 3.5**.

CONCEPTS AND TERMINOLOGY FOR EVALUATION OF CULTURAL RESOURCES

For analysis purposes, cultural resources may be categorized into four groups: archaeological resources (prehistoric and historical); historic properties, buildings, and districts; areas of importance to Native Americans; and paleontological resources (fossilized remains of plants and animals). Cultural resource impacts include those to existing historic resources (i.e., historic districts, landmarks, etc.) and to archaeological and paleontological resources.

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

Cultural resources is the term used to describe several different types of properties: prehistoric and historic archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.

Historic properties is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property.

Historical resource as described in CEQA includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR) or a local register of historical resources. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Paleontological resource is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

3.5.1 EXISTING SETTING

The following summary of the history and ethnographic setting of the project area is taken from the *Phase I Cultural Resources Assessment of Public Use Permit 778, Revised Permit No. 5,* prepared for Cornerstone Community Church. Text citations to these source documents are not included in individual paragraphs. The report may be viewed at Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, during normal business hours.

PREHISTORY

On the basis of currently available archeological research, occupation of Southern California by human populations is believed to have begun at least 10,000 years ago. The earliest established tradition in Southern California is accepted to be the San Dieguito Tradition. The San Dieguito

people were nomadic large-game hunters whose tool assemblage included large domed scrapers, leaf-sharpened knives and projectile points, stemmed projectile points, chipped stone crescentics, and hammerstones.

Throughout southwestern California, the La Jolla Complex followed the San Dieguito Tradition. The La Jolla Complex is recognized primarily by the presence of millingstone assemblages in shell middens. Characteristic cultural resources of the La Jolla Complex include basined millingstones, unshaped manos, flaked stone tools, shell middens, and a few Pinto-like projectile points. Flexed inhumations under stone cairns, with heads pointing north, are also present. The La Jolla Complex existed from 5500 to 1000 BC.

The Pauma Tradition may be an inland variant of the La Jolla Complex, exhibiting a shift to a hunting and gathering economy, rather than one based on shellfish gathering. Implications of this shift are an increase in the number and variety of stone tools and a decrease in the amount of shell.

The late period is represented by the San Luis Rey Complex, divided into two periods: San Luis Rey I (AD 1400–1750) and San Luis Rey II (AD 1750–1850). The San Luis Rey I type component includes cremations, bedrock mortars, millingstones, small triangular projectile points with concave bases, bone awls, stone pendants, *Olivella* shell beads, and quartz crystals. The San Luis Rey II assemblage is the same as San Luis Rey I, but with the addition of pottery vessels, cremation urns, tubular pipes, stone knives, steatite arrow straighteners, red and black pictographs, and such non-aboriginal items as metal knives and glass beads. Inferred San Luis Rey subsistence activities include hunting and gathering with an emphasis on acorn harvesting.

ETHNOGRAPHY

The project area was included in the known territory of the Shoshonean-speaking Luiseño Indians during both prehistoric and historic times. The name Luiseño is Spanish in origin and was used in reference to those aboriginal inhabitants of Southern California associated with the Mission San Luis Rey.

The territory of the Luiseño was extensive, encompassing over 1,500 square miles of coastal and inland Southern California. Known territorial boundaries extended on the coast from Aliso Creek on the north to Agua Hedionda Creek on the south, then inland to Santiago Peak, across to the eastern side of the Elsinore Valley, southward to the east of Palomar Mountain, and finally, around the southern slope of the Valley of San Jose. Their habitat included every ecological zone from sea level to 6,000 feet above sea level.

Territorial boundaries of the Luiseño were shared with the Gabrieliño and Serrano to the north, the Cahuilla to the east, and the Cupeño and Ipai to the south. With the exception of the Ipai, these tribes shared similar cultural and language traditions. Although the social structure and philosophy of the Luiseño were similar to that of the neighboring tribes, they had a greater population density and correspondingly, a more rigid social structure.

HISTORIC CONTEXT

In the general project area, the Colonial Spanish-Mission Period (AD 1769–1830) first represents historical occupation. Although earlier European explorers had traveled throughout Southern California, it was not until the 1769 "Sacred Expedition" of Captain Gaspar dé Portola and Franciscan Father Junipero Serra that there was actual contact with aboriginal inhabitants of the region ("Indians"). The intent of the expedition, which began in San Blas, Baja California, was

to establish missions and presidios along the California coast, thereby serving the dual purpose of converting Indians to Christianity and expanding Spain's military presence in the "New World."

In addition, historian Phillip Rush credits Captain Juan Pablo Grijalva and his party with the first European discovery of the region in 1795. The first Europeans of record to enter the region were Father Juan Norberto de Santiago and Captain Pedro Lisalde. In 1797 their expedition party, comprising seven soldiers and five Indians (probably Juaneños from the Mission San Juan Capistrano), stopped briefly near Temecula on their journey to find another mission site. Upon leaving the valley, Fr. Santiago remarked in his journal that the expedition had encountered an Indian village called Temecula.

In 1798 on the site Santiago had selected, the Mission San Luis Rey de Francia was founded, and all aboriginals living within the mission's realm of influence became known as the Luiseño. Within a 20-year period, under the guidance of Fr. Antonio Peyro, the mission prospered to a degree that it was often referred to as the "King of the Missions." During this period, the Mission San Luis Rey de Francia claimed the entire region that is now western Riverside County and northern San Diego County as a cattle ranch, although records of the Mission San Juan Capistrano show this region as part of their holdings.

By 1818, the greater Temecula Valley had become the Mission San Luis Rey's principle producer of grain and was considered one of the mission's most important holdings. It was at approximately this time that a granary, chapel, and majordomo's home were built in Temecula. These were the first structures built by Europeans within the boundaries of Riverside County. The buildings were constructed at the original Indian village of Temecula on a high bluff at the southern side of Temecula Creek where it joins Murrieta Creek to form the Santa Margarita River. This entire area continued to be an abundant producer of grain, as well as horses and cattle, for the thriving Mission San Luis Rey until the region became part of Mexico on April 11, 1822. Following this event, the Spanish missions and mission ranches began a slow decline.

During the Mexican Ranch-Pastoral/Landless Indian period (AD 1830–1860), the first of the Mexican ranchos were established following the enactment of the Secularization Act of 1833 by the Mexican government. Mexican governors were empowered to grant vacant land to "contractors (*empresarios*), families, or private citizens, whether Mexicans or foreigners, who may ask for them for the purpose of cultivating or inhabiting them." Mexican governors granted approximately 500 ranchos during this period.

Throughout the 1840s and 1850s, thousands of settlers and prospectors traveled through the project area on the Emigrant Trail en route to various destinations in the West. The southern portion of the trail ran from the Colorado River to Warner's Ranch and then westward to Aguanga, where it split into two roads. The main road continued westward past Aguanga and into the valley north of the Santa Ana Mountains. This road was alternately called the Colorado Road, Old Temescal Road, or Fort Yuma Road, and what is now State Route 79 generally follows its alignment. The second road, known as the San Bernardino Road, split off northward from Aguanga and ran along the base of the San Jacinto Mountains.

In the final period of historic occupation, the American Developmental/Indian Reservation Era (AD 1860–current), the first major changes in the project area took place as a result of the land issues addressed in the previous decade. Settlement of the region began in earnest as a direct result of the Homestead Act of 1862, although many of the settlers actually obtained their land through other avenues. This region was considered especially desirable by settlers due to the abundance of flat land with good soil, relatively dependable sources of water, and the proximity to major transportation corridors.

On March 17, 1882, the California Southern Railroad (San Bernardino and Temecula Line) was opened, extending from National City near the Mexican border in San Diego County, northerly through Temecula and Murrieta, across the Perris valley, down Box Springs Grade, and on to the city of San Bernardino. As a result, the entire region anticipated a boom in industry and population. L. Menifee Wilson, a 20-year-old man from Kentucky, came to the area and located what appears to be the first gold quartz mine in this part of Southern California.

As news of his find spread, miners flocked to the region to try their luck. Hundreds of gold mining claims were subsequently filed in the region around Menifee's mine, and this area became known as Menifee and the Menifee Valley. Gold quartz discoveries in the Wildomar, Winchester, Perris, Lakeview, and Murrieta areas further fueled the belief that the entire region was one of unsurpassed mineral wealth.

Wilson was one the major proponents of this belief and in addition to his original mine, he claimed several others in the general area. From the time of Wilson's first gold discovery in the early 1880s, gold production through hard rock mining in western Riverside County increased considerably, reaching its peak in 1895. At that time the value of gold produced was reported in the *Mining and Scientific Press* (Vol. 85) as being $285,106. Although the gold value was still relatively high in 1896 ($262,800), from that point on production decreased substantially every year, until in 1917, the value of gold produced was reported as being zero.

On September 24, 1883, approximately 18 months after the opening of the California Southern Railroad, Franklin H. Herald, Donald M. Graham, and William Collier purchased the 12,832-acre La Laguna Rancho for $12,000. It was renamed Elsinore and subdivided into town lots and small acreages for sale. However, in 1885 the partnership was dissolved and the unsold land within the rancho was divided. Collier and Graham took as their share the land that lay southeasterly of Corydon Street and platted a town site with the name "Wildon" on the land. In November of 1886, a second plat for the new town was recorded with the name "Wildomar." This final name comprised letters of each partner's first name, plus letters from the first name of Margaret Collier, who was Graham's sister and Collier's wife.

On April 16, 1886, Wildomar's first post office was established, and when Riverside County incorporated in 1893, Wildomar was designated as one of the original 40 election precincts and the Wildomar school district as one of the original 52 accepted school districts. As the aforementioned gold boom began to subside in the late 1890s, the local economy's emphasis on mining began to give way to a far greater emphasis on the agricultural potential of the region. This shift in industry led to a less dramatic population growth for the region and allowed for the rural setting of western Riverside County to persist until the late twentieth century.

KNOWN CULTURAL RESOURCES IN THE PROJECT AREA

The records search indicated no previously recorded cultural resources within the project area. However, the records search also indicated that the project area had not been included in any previous cultural resources study and that no sites of either prehistoric or historic origin had been recorded within its boundaries.

KNOWN PALEONTOLOGICAL RESOURCES IN THE PROJECT AREA

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations that have produced fossil material. Such locations and specimens are important

nonrenewable resources. CEQA offers protection for these sensitive resources and requires that they be addressed during the environmental impact report process.

3.5.2 REGULATORY FRAMEWORK

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires that the federal government list significant historic resources on the National Register of Historic Places, which is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the NRHP as significant historic resources. However, properties under 50 years of age that are of exceptional importance or are contributors to a historic district can also be included in the NRHP.[1] The criteria for listing in the NRHP include resources that:

a) Are associated with events that have made a significant contribution to the broad patterns of history;

b) Are associated with the lives of persons significant in our past;

c) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Have yielded or may likely yield information important in prehistory or history.

STATE

California Register of Historical Resources

The State Historical Resources Commission has designed the California Register of Historic Resources for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archeological resources. This program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under CEQA.

[1] A [historic] district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development (National Park Service 2013).

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (PRC Section 21084.1; determining significant impacts to historical and archaeological resources is described in CEQA Guidelines Section 15064.5[a], [b]). Under CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (PRC Section 5024.1), including the following:

   a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

   b) Is associated with the lives of persons important in our past;

   c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

   d) Has yielded, or may be likely to yield, information important in prehistory or history.

4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Historic resources are usually 45 years old or older and must meet at least one of the criteria for listing in the CRHR, described above (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations (CCR), Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) shall be considered as mitigating impacts to a less than significant level.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states:

> *"Unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> - *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.*
> - *Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
> - *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

Treatment options under PRC Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered, as follows:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.*

CEQA Guidelines Section 15064.5(e) requires that excavation activities stop whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5(f), these provisions should include "an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."

Paleontological resources are classified as non-renewable scientific resources. PRC Section 5097.5 et seq. makes it a misdemeanor for anyone to knowingly disturb any archaeological, paleontological, or historical features situated on public lands. No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth-moving on state or private land in a project site.

LOCAL

The Open Space Element of the City of Wildomar General Plan includes the following policies that are applicable to the proposed project regarding the protection of cultural and paleontological resources:

- OS 19.2: Review all proposed development for the possibility of archaeological sensitivity.
- OS 19.3: Employ procedures to protect the confidentiality and prevent inappropriate public exposure of sensitive archaeological resources when soliciting the assistance of public and volunteer organizations.
- OS 19.4: Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.
- OS 19.8: Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.
- OS 19.9: This policy requires that when existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological resources that are found during the course of site grading.

The Open Space Element also includes additional policies regarding the protection and identification of historical (OS 19.5, 19.6, and 19.7) and paleontological (OS 19.10) resources, which do not specifically apply to the proposed project because the City does not classify it as a major project.

3.5.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Following Public Resources Code Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the CEQA Guidelines, cultural resource impacts are considered to be significant if implementation of the project considered would result in any of the following:

1) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5.

3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4) Disturb any human remains, including those interred outside of formal cemeteries.

State CEQA Guidelines Section 15064.5 defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.

CEQA Guidelines Section 15064.5(b)(2) defines "materially impaired" for purposes of the definition of substantial adverse change as follows:

> *The significance of an historical resource is materially impaired when a project:*
>
> *(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or*
>
> *(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*
>
> *(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.*

CEQA requires that if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource or would cause significant effects on a unique archaeological resource, then alternative plans or mitigation measures must be considered. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources and unique archaeological resources;
- Evaluate the eligibility of historical resources; and
- Evaluate the effects of the project on eligible historical resources.

METHODOLOGY

Prior to commencement of the Phase I Cultural Resources Assessment field survey, a records search was conducted by staff at the California Archaeological Inventory/California Historical Resources Information System, Eastern Information Center, located at the University of California, Riverside. The research included a review of all site maps, site records, survey reports, and mitigation reports relevant to the study area. A request for a Sacred Lands File search was submitted to the Native American Heritage Commission, and project scoping letters were sent to 13 tribal representatives listed as being interested in project development in the Temecula area.

Following the records and Sacred Lands File searches, a literature search of available published references to the study area was undertaken. Reference material included all available photographs, maps, books, journals, historical newspapers, registers, and directories at the Riverside Public Library Local History Collection and at the libraries of the University of California, Riverside. Cartographic research was conducted at the Science Library Map Collection of the University of California, Riverside. Archival research relating to the original ownership of the subject property was conducted using the General Land Office records currently maintained by the California Office of the Bureau of Land Management. The following maps were consulted:

- 1854–1880, General Land Office Plats of Township No. 6 South, Range No. 4 West, San Bernardino Meridian
- 1901 Elsinore, California, 30-minute USGS Topographic Map
- 1942 Murrieta, California, 15-minute U.S. Army Corps of Engineers Topographic Map
- 1959 Santa Ana, California, 1:250,000 USGS Topographic Map
- 1953 Wildomar, California, 7.5-minute USGS Topographic Map
- 1973 Wildomar, California, 7.5-minute USGS Topographic Map
- 1980 Santa Ana, California, 1:250,000 USGS Topographic Map
- 1988 (photorevised) Wildomar, California, 7.5-minute USGS Topographic Map

Subsequent to the literature, archival, and cartographic research, Jean Keller conducted a comprehensive on-foot field survey of the subject property on February 8 and 15, 2014. The survey was accomplished by first generally dividing the property into developed and undeveloped sections of land, with roughly 20 acres of developed land in the western portion of the property and 44 acres of undeveloped land in the eastern portion. The western portion of

the property was surveyed, beginning at its northwestern corner, in parallel transects at 15-meter intervals when possible. It proceeded in a generally north-south, south-north direction following the existing land contours. Since Cornerstone Community Church occupies most of this part of the subject property, the majority of the land is covered by existing structures, paving, landscaping, material storage, and vehicles, leaving little actual land accessible for survey. The two areas proposed for parking lots were, however, generally clear and could be surveyed using standard survey methods. Ground surface visibility of accessible land in the western portion of PUP 788, Rev. 5 was approximately 80 percent. The eastern portion of the subject property was surveyed, beginning at its northeastern corner, in parallel transects at 15 meter intervals when possible. The survey proceeded in a generally east-west, west-east direction following the existing land contours. In areas with extremely steep topography, the transects sometimes varied in spacing and direction to allow for safe traversal, but still maintained an average interval of 15 meters. Special attention was given to bedrock outcrops for evidence of milling features, rock art, and shelter opportunities. Ground surface visibility in the undeveloped portion of the property ranged from 25 percent where ground cover was most dense, to 100 percent on numerous roads and trails, with an average ground surface visibility of approximately 65 percent.

The impact analysis provided below is based primarily on the cultural resources assessment survey conducted by Jean Keller in 2004 and 2009 (**Appendix 3.5**). The potential impacts of the proposed project on cultural resources have been evaluated by considering both construction activities and operational impacts of the proposed project, and mitigation has been identified for each significant impact in this section. The City of Wildomar also works with the Pechanga Tribe to develop the wording and approach for mitigation.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Historical Resources (Standard of Significance 1)

Impact 3.5.1 Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource. Therefore, **no impact** would occur.

The Phase I Cultural Resources Assessments (Keller 2004, 2009) performed for the proposed project (included in **Appendix 3.5**) did not identify any historic structures within the project site. Additionally, results of the records search conducted by staff at the Eastern Information Center indicated that the subject property had not been included in any previous cultural resources studies and that no sites of either prehistoric or historic origin had been recorded within its boundaries. Therefore, the proposed project will have **no impact** on any historical resource.

Mitigation Measures

None required.

Impacts to Archeological Resources (Standard of Significance 2)

Impact 3.5.2 Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features). This impact is considered **potentially significant**.

Because the project site is already developed, it is unlikely that any potential archaeological resources at the project site would currently be buried. As a result, the project site has not been

investigated by a professional archaeologist. However, excavations could occur in association with development of the proposed project that could affect archaeological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown archaeological resources within project boundaries. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect archaeological resources.

Mitigation Measures

MM 3.5.2a If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified 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 CUL-2.

This mitigation measure shall be incorporated in all construction contract documentation.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

MM 3.5.2b At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.2c 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.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.2d 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.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

Following implementation of mitigation measures **MM 3.5.2a and MM 3.5.2d**, impacts will be **less than significant**.

Impacts to Paleontological Resources (Standard of Significance 3)

Impact 3.5.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site. This impact is considered **potentially significant**.

Because the project site is already developed, it is unlikely that any potential paleontological resources at the project site would currently be buried. Therefore, the project site has not been investigated by a professional paleontologist. However, excavations could occur in association with development of the proposed project that could affect paleontological resources buried

within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Mitigation measure **MM 3.5.3a** requires the City to retain a qualified paleontologist to prepare a standard Paleontological Resources Impact Mitigation Program (PRIMP). This program would include excavation monitoring and specimen recovery, including screen washing, preparation, identification, and curation of collected specimens into a museum repository. A final report would provide details of monitoring and curation methods, fossil identification, and discussion, cataloging, and repository arrangements.

Mitigation Measures

MM 3.5.3a Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required.

If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.3b 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, as well as where over-excavation of surficial alluvial sediments will encounter these formations

in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.3c Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.3d Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.3e A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Timing/Implementation: *Following ground-disturbing activities, and implemented prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

Implementation of mitigation measures **MM 3.5.3a** through **MM 3.5.3e** would ensure that any paleontological resources inadvertently discovered during project construction activities would be protected consistent with the recommendations of a qualified paleontologist. Impacts would be reduced to a **less than significant** level.

Impacts to Human Remains (Standard of Significance 4)

Impact 3.5.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains. Therefore, this impact is considered to be **potentially significant**.

Although no human remains have been identified within the project site, implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission, which will in turn notify the person identified as the most likely descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a **less than significant** level.

Mitigation Measures

MM 3.5.4a If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.4b All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure 3.5.2b, 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.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.5.4c All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

With implementation of mitigation measure **MM 3.5.4a through MM 3.5.4c,** the provisions of state law regarding the accidental discovery of human remains will be followed, ensuring that impacts are reduced to a **less than significant** level.

3.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting associated with the proposed project includes approved, proposed, planned, and other reasonably foreseeable projects and development in Wildomar. Developments and planned land uses, including the proposed project, would cumulatively contribute to impacts to known and unknown cultural resources and paleontological resources in the area. The Existing Setting subsection provides an overview of cultural resources and the history of the region.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Cultural and Paleontological Resources

Impact 3.5.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features). This contribution would be considered **less than cumulatively considerable.**

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding development, mitigation proposed in this section, and existing federal and state laws, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

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Wildomar, City of. 2008. *City of Wildomar General Plan – Open Space Element.*

3.6 GEOLOGY AND SOILS

This section describes the current geologic and soil conditions of the proposed Cornerstone Community Church project site and general vicinity and analyzes issues such as potential exposure of people and property to seismic and geologic hazards such as ground rupture, settlement, and landslides. The types of soils that have been identified on the project site and their properties as they relate to the proposed project are also discussed. Impacts associated with erosion during construction and operation of the proposed project are discussed in Section 3.7, Hydrology and Water Quality, of this Draft EIR**.** This section is based on the geotechnical feasibility study prepared by EnGEN Corporation (2006) for the Cornerstone Community Church, included as **Appendix 3.6.**

3.6.1 EXISTING SETTING

REGIONAL GEOLOGY

Wildomar is located regionally within the Peninsular Ranges Geomorphic Province of California. Characterized by steep, elongated valleys that trend west to northwest, the topography of the northwest-trending Peninsular Ranges is controlled by the Elsinore fault zone, which extends from the San Gabriel River Valley southeasterly to the United States-Mexico border.

The mountainous regions of the Peninsular Ranges Geomorphic Province are underlain by Pre-Cretaceous, metasedimentary and metavolcanic rocks, and Cretaceous plutonic rocks of the Southern California Batholith. Tertiary and Quaternary rocks generally comprise non-marine sediments consisting of sandstone, mudstones, conglomerates, and occasionally volcanic units.

Local Geologic Setting

The site is located in the Northern Peninsular Range on the southern sector of the structural unit known as the Perris Block. It is bounded on the northeast by the San Jacinto fault zone, on the southwest by the Elsinore fault zone, and on the north by the Cucamonga fault zone. The southern boundary of the Perris Block is not as distinct but is believed to coincide with a complex group of faults trending southeast from the Murrieta area (EnGEN 2006). The Peninsular Range is characterized by large Mesozoic age intrusive rock masses flanked by volcanic metasedimentary and sedimentary rocks. Various thicknesses of alluvial and colluvial sediments derived from the erosion of elevated portions of the region fill the low-lying areas.

Topography

Topography on the project site area ranges from 1,390-feet to 1,490-feet above mean sea level (AMSL). The project site has been substantially altered and graded to support the construction of the existing church, parking lots, playing field and access roadways.

SOILS

The earth materials on the site are primarily composed of Quaternary alluvium and granodiorite. The location of each of these underlying geologic types is included in **Appendix 3.6,** and a general description of the soil and bedrock materials observed on the site follows.

- **Quaternary Alluvium (map symbol Qal):** Quaternary alluvium was encountered in the drainage channels throughout the site. This alluvial unit consists predominantly of brown to red brown silty sand to poorly graded sand. This unit is generally moist and loose to medium dense in condition.

- **Granodiorite (map symbol Kgd):** Cretaceous age intrusive igneous rock similar to granite, but contains more plagioclase than potassium feldspar. This rock unit underlies the other units at varying depths. The exposed portion of the bedrock (in the cut slopes of the existing parking lot) was found to be massive, with no discernible joint pattern. It is moderately to intensely weathered, consisting of silty coarse-grained sand.

Collapsible and Expansive Soils

Soil permeability is the property of the soil to transmit water and air. The more permeable the soil, the greater the seepage (FAO 2013), resulting in higher rates of infiltration. Pore size and number of pores closely relate to soil texture and structure, and also influence permeability (FAO 2013). Soils that transmit water faster (such as sandy soils) and have higher permeability will have less shrink-swell potential because less water retention occurs with these types of soils.

Conversely, soils that transmit water at a slower rate (such as soils with high clay content) have lower permeability and therefore higher shrink-swell potential and the potential for significant expansion. Expansive clay minerals include smectite, bentonite, montmorillonite, beidellite, vermiculite, attapulgite, nontronite, illite, and chlorite. When structures are located on expansive soils, foundations have the tendency to rise during the wet season and shrink during the dry season. This movement can create new stresses on various sections of the foundation and connected utilities and can lead to structural failure and damage to infrastructure. Cracked foundations, floors, and basement walls are typical types of damage done by swelling soils. Damage to the upper floors of the building can occur when motion in the structure is significant. According to the Preliminary Expansion Index testing, the project site has very low expansion potential (EnGEN 2006).

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes. According to the City's existing General Plan, Wildomar is located in a susceptible subsidence zone.

FAULTING AND SEISMICITY

Earthquakes are the result of an abrupt release of energy stored in the earth. This energy is generated from the forces that cause the continents to change their relative position on the earth's surface, a process called "continental drift." The earth's outer shell is composed of a number of relatively rigid plates that move slowly over the comparatively fluid molten layer below. The boundaries between plates are where the more active geologic processes take place. Earthquakes are an incidental product of these processes.

Ground Shaking

In populated areas, the greatest potential for loss of life and property damage could come as a result of ground shaking from a nearby earthquake. The degree of damage depends on many interrelated factors. Among these are the Richter magnitude, focal depth, distance from the causative fault, source mechanism, duration of shaking, high rock accelerations, type of surficial deposits or bedrock, degree of consolidation of surficial deposits, presence of high groundwater, topography, and design, type, and quality of building construction.

Ground shaking is the byproduct of an earthquake and is the energy created as rocks break and slip along a fault (Christenson 1994). The amount of ground shaking that an area may be subject to during an earthquake is related to the proximity of the area to the fault, the depth of the

hypocenter (focal depth), location of the epicenter, and the size (magnitude) of the earthquake. Soil type also plays a role in the intensity of shaking. Bedrock or other dense or consolidated materials are less prone to intense ground shaking than soils formed from alluvial deposition.

The strength of an earthquake is generally expressed in two ways: magnitude and intensity. The magnitude is a measure that depends on the seismic energy radiated by the earthquake as recorded on seismographs. The intensity at a specific location is a measure that depends on the effects of the earthquake on people or buildings and is used to express the severity of ground shaking. Although there is only one magnitude for a specific earthquake, there may be many values of intensity (damage) for that earthquake at different sites.

The most commonly used magnitude scale today is the moment magnitude (Mw) scale. Moment magnitude is related to the physical size of fault rupture and the movement (displacement) across the fault, and it is therefore a more uniform measure of the strength of an earthquake. The seismic moment of an earthquake is determined by the resistance of rocks to faulting multiplied by the area of the fault that ruptures and by the average displacement that occurs across the fault during the earthquake. The seismic moment determines the energy that can be radiated by an earthquake and hence the seismogram recorded by a modern seismograph (CGS 2002).

The most commonly used scale to measure earthquake intensities (ground shaking and damage) is the Modified Mercalli Intensity Scale, which measures the intensity of an earthquake's effects in a given locality and is based on observations of earthquake effects at specific places. On the Modified Mercalli Intensity Scale, values range from I to XII (see **Table 3.6-1**). While an earthquake has only one magnitude, it can have various intensities, which decrease with distance from the epicenter (CGS 2002).

Table 3.6-1 provides descriptions of the effects of ground shaking intensities along with a general range of moment magnitudes that are often associated with those intensities. Additionally, corresponding averages for peak ground velocity and peak acceleration are also provided.

TABLE 3.6-1
MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES

Richter Magnitude Scale	Modified Mercalli Scale	Effects of Intensity	Average Peak Ground Velocity (centimeters/second)	Average Peak Acceleration [a]
0.1–0.9	I	Not felt except by a very few under especially favorable circumstances.	–	–
1.0–2.9	II	Felt by only a few persons at rest, especially on upper floors of buildings.	–	–
3.0–3.9	III	Felt quite noticeably in doors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing cars may rock slightly. Vibration like passing a truck.	–	0.0035–0.007 g
4.0–4.5	IV	During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like heavy truck striking building. Standing cars rocked noticeably.	1–3	0.015–0.035 g
4.6–4.9	V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.	3–7	0.035–0.07 g
5.0–5.5	VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.	7–20	0.07–0.15 g
5.6–6.4	VII	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.	20–60	0.15–0.35 g
6.5–6.9	VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.	60–200	0.35–0.7 g
7.0–7.4	IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.	200–500	0.7–1.2 g
7.5–7.9	X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.	≥ 500	>1.2 g
8.0–8.4	XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.	—	—
8.5+	XII	Damage total. Lines of sight and level are distorted. Objects thrown into the air.	—	—

Source: USGS 2012

[a] *Peak acceleration is expressed in "g" (the acceleration due to earth's gravity, equivalent to g-force).*

An "active" fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The 1994 Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Earthquake Study Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy.

The proposed project site is located in tectonically active Southern California and within proximity to the Glen Ivy North, Wildomar, and Elsinore faults. As such, the project site will likely experience some effects from earthquakes associated with these faults. The Elsinore and Wildomar faults are Alquist-Priolo faults, meaning that they pose a risk of surface ground rupture as evidenced by previous visible and documented surface fault ruptures along portions of the faults (CGS 1978a, 1978b, 1979). However, no faulting was observed during site reconnaissance conducted by EnGEN (2006). **Figure 3.6-1** illustrates faults in proximity to the project site.

Liquefaction

Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. Many of these phenomena are accompanied by settlement of the ground surface, usually in uneven patterns that damage buildings, roads, and pipelines (USGS 2009).

Three factors are required for liquefaction to occur: (1) loose, granular sediment (typically "made" land and beach and stream deposits that are young enough (late Holocene) to be loose); (2) saturation of the sediment by shallow groundwater (water fills the spaces between sand and silt grains); and (3) strong shaking. Liquefaction causes three types of ground failure: lateral spreads, flow failures, and loss of bearing strength. In addition, liquefaction enhances ground settlement and sometimes generates sand boils (fountains of water and sediment emanating from the pressurized liquefied zone). According to the geotechnical feasibility study conducted by EnGEN (2006), due to the dense nature of the underlying bedrock, the potential for liquefaction at the site is considered very low.

Landslides and Slope Failure

Landslides and other forms of slope failure form in response to the long-term geologic cycle of uplift, mass wasting, and disturbance of slopes. Mass wasting refers to a variety of erosional processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rockfall—processes that are commonly triggered by intense precipitation, which varies according to climatic shifts. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil.

Geologists classify landslides into several different types that reflect differences in the type of material and type of movement. The four most common types of landslides are translational, rotational, earth flow, and rockfall. Debris flows are another common type of landslide similar to earth flows, except that the soil and rock particles are coarser. Mudslide is a term that appears in nontechnical literature to describe a variety of shallow, rapidly moving earth flows.

Review of geologic literature and geologic mapping did not indicate the presence of landslides on or adjacent to the site. The potential for the existence of landslides is considered insignificant since the site is underlain by hard to very hard and dense granitic bedrock, which is generally not susceptible to landslides (EnGEN 2006).

Seiches and Tsunamis

There is no potential for seiche or tsunami at the proposed project site since no large surface water bodies (lakes, reservoirs, etc.) are located nearby. The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program designates the proposed project site within Zone X, which indicates minimal flooding potential. This subject is further discussed and analyzed in Section 3.6, Hydrology and Water Quality.

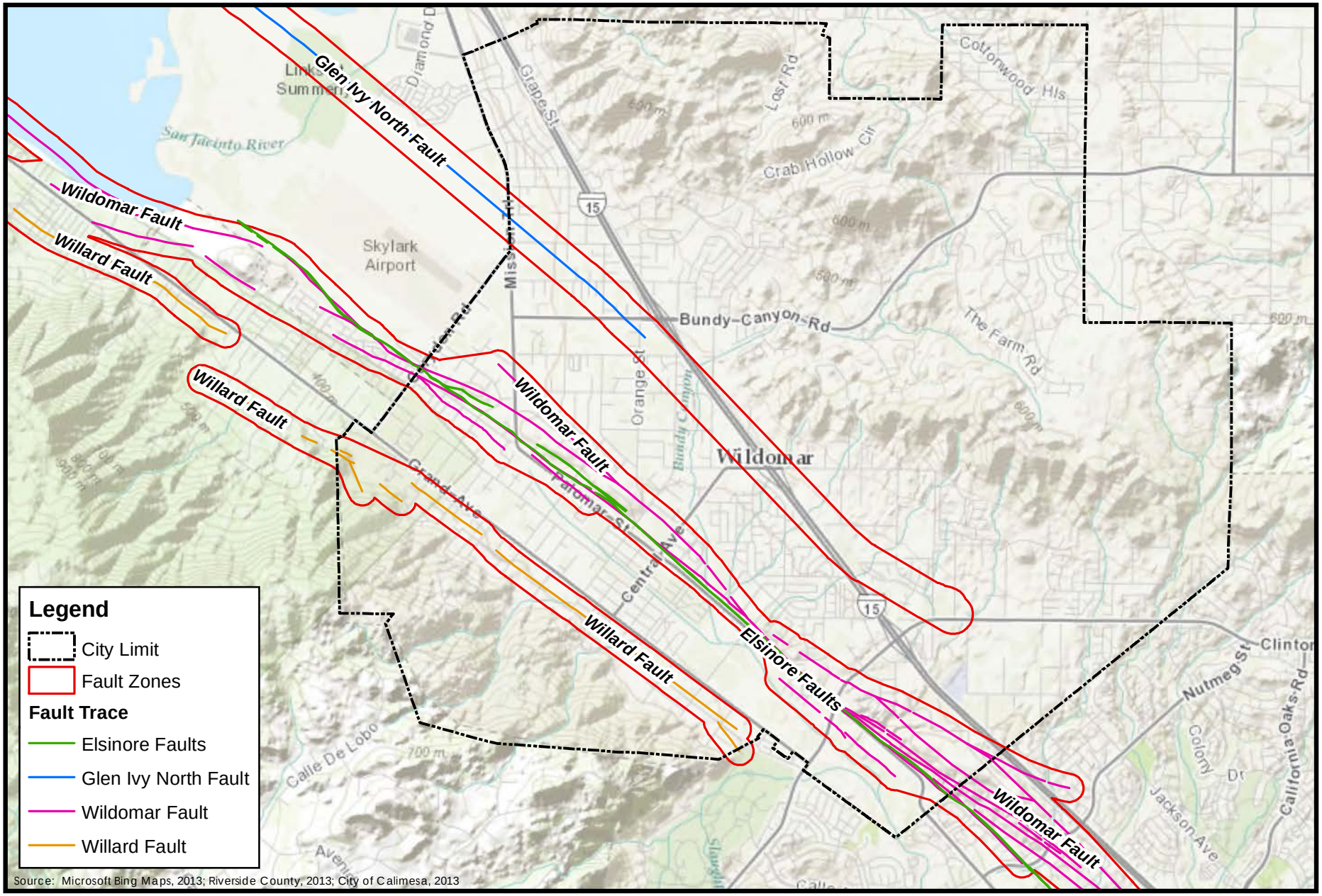


Figure 3.6-1

Fault Zones

PMC

1569

3.6.2 REGULATORY FRAMEWORK

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 (originally enacted as the Alquist-Priolo Special Studies Zones Act and renamed in 1994) and is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as earthquake fault zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. There are no earthquake fault zones subject to the Alquist-Priolo Earthquake Fault Zoning Act in the area of the project site (EnGEN 2006).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses nonsurface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Passed by the California legislature in 1990, this law was codified in the California Public Resources Code as Division 2, Chapter 7.8A, and became operative in April 1991. The Seismic Hazards Mapping Act resulted in a mapping program that is intended to reflect areas that have the potential for liquefaction, landslide, strong earth ground shaking, or other earthquake and geologic hazards. In Riverside County, only Murietta has an official seismic-hazard zone map. Wildomar is shown as a planned mapping area as of the date of the map in 2008 (DOC 2012b).

California Building Standards Code

The State of California provides minimum standards for building design through the California Building Code (CBC) (California Code of Regulations, Title 24). The CBC is based on the Uniform Building Code (UBC), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the UBC are reflected in the CBC requirements. Through the CBC, the State of California provides a minimum standard for building design and construction. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. Wildomar enforces the CBC through its Municipal Code. The City's Building Code (Wildomar Municipal Code, Title 8) incorporates the CBC, including recent changes.

LOCAL

City of Wildomar General Plan

The Public Safety Element of the General Plan (2003) introduces safety considerations into the planning and decision-making processes of the City to reduce the risk of injury, loss of life, property damage, and economic and social dislocation resulting from natural and man-made hazards. Within the Public Safety Element, specific programs, objectives, and implementing policies address geology and seismic safety.

City of Wildomar Development Standards

The City requires that all grading conform to the California Building Code and to City of Wildomar Ordinance 457 governing grading in the city. The City also requires a grading permit before any grading can occur that involves 50 or more cubic yards. As part of the grading permit process, dust control measures are identified and incorporated into the permit requirements and monitored by the City Public Works Department. The grading permit also requires control-landscape plans for manufactured slopes greater than 3 feet in vertical height signed by a registered landscape architect and bonded per the requirements of Ordinance 457. The grading permit must be accompanied by a geotechnical soils reports to the City Engineer for review and approval prior to issuance.

Additionally, Chapter 15.76 codifies the report and application requirements of the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621, et seq.) and the adopted policies and criteria of the State Mining and Geology Board.

3.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a geology and soils impact is considered significant if project implementation would result in any of the following:

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:

    i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to California Geological Survey (formerly Division of Mines and Geology) Special Publication 42.

    ii) Strong seismic ground shaking.

    iii) Seismic-related ground failure, including liquefaction.

    iv) Landslides.

2) Result in substantial soil erosion or the loss of topsoil.

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Because the existing septic system will be removed as part of the project, impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems will not affect the project site. Therefore, Standard of Significance 5 from the above list will not be addressed in the Draft EIR.

METHODOLOGY

The analysis in this section is based on review of the geotechnical feasibility study (EnGEN 2006). The purpose of the investigation was to evaluate the pertinent geotechnical conditions at the site and to provide geotechnical design criteria for, but not limited to, grading, construction, foundation design, retaining walls, pavement design, and other relevant aspects relative to the proposed development of the site. For the initial report done by EnGEN in 2006, no subsurface exploration was conducted.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts Associated with Fault Rupture (Standards of Significance 1a)

Impact 3.6.1 The potential for the project site to be exposed to hazards associated with fault rupture is considered unlikely. Therefore, this impact is considered **less than significant**.

Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. As discussed in the Existing Setting subsection above, there are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site (EnGEN 2006). As a result, the potential for fault surface rupture on the site is very unlikely (EnGEN 2006). Therefore, impacts would be **less than significant**.

Mitigation Measures

None required.

Impacts Associated with Strong Seismic Ground Shaking (Standard of Significance 1b)

Impact 3.6.2 The project site is located in an area that may be subject to strong seismic ground shaking. This impact is considered **potentially significant**.

Southern California has numerous active seismic faults subjecting people to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for people and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

According to the geotechnical study (EnGEN 2006), the project site is located in a seismically active area and could experience ground shaking associated with an earthquake along the faults within proximity to the proposed project site. The type or severity of seismic hazards affecting the site is mainly dependent upon the distance to the causative fault, the intensity of the seismic event, and the soil characteristics. The seismic hazard may either be primary or secondary, as described above. Although some structural damage is typically not avoidable during a large earthquake, the proposed project components would be constructed to meet existing construction ordinances and the CBC in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures intended to maximize structural stability in the event of an earthquake.

A *Geotechnical Feasibility Study: Cornerstone Community Church – Parking Lot and Ball Fields*, was prepared for a similar construction project on this site in 2006 (**Appendix 3.6**). This study included recommendations such as the installation and maintenance of drainage devices to prevent slope failure and planting vegetation on slopes to minimize or prevent erosion. Other recommendations included that the project be designed with seismic design parameters due to the proximity of the project site to the Elsinore Fault; building foundation guidelines; and parking lot design. The proposed project is currently designed to meet the recommended parameters through the grading features directing flow around the slope shown on Figure 2.0-3d and landscaping shown on **Figure 2.0-6b**. The City will also require compliance with the CBC. The previous study covered the area of the proposed project, including the upper parking area and the ball fields; however, the current geotechnical report is not specific to the design of the project as proposed and does not reflect changes to the CBC that have occurred since 2006. As some of the proposed project features, such as construction of the upper parking lot, will involve cutting into the hillside, an update to the geotechnical report is necessary to ensure that the best management practices for slope stabilization are considered. The details of construction, soil stabilization methods, building footing sizes and construction materials are unique to each construction project and are often not known until the final building or grading plans are submitted to the City for review and approval. The City considers the previous report adequate to determine that construction of the proposed project is feasible, but will need to approve an update to the geotechnical report prior to issuance of a grading or building permit. The update will be specific to the design of the project as proposed. Mitigation measure **MM 3.6.2** requires an update to the 2006 geotechnical report.

Mitigation Measures

MM 3.6.2 Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: *Prior to grading and building activities*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

Implementation of mitigation measure **MM 3.6.2** will ensure that the design and construction of the project, including the upper parking lot, is consistent with the requirements of the CBC and best practices for slope and soil stability, reducing this impact to **less than significant**.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (Standards of Significance 1c and 1d)

Impact 3.6.3 The project site does not include soils that may be subject to seismic-related ground failure, including liquefaction and landslide. This impact is considered **less than significant**.

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. As stated in Subsection 3.1, Existing Setting, due to the dense nature of the underlying bedrock, the potential for liquefaction to occur at the project site is very low (EnGEN 2006).

A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. As noted in the geotechnical feasibility study (EnGEN 2006) (see **Appendix 3.6**), the proposed project is underlain by very hard granitic bedrock, which is generally not susceptible to landslides. As such, the potential for liquefaction or landslide is considered **less than significant**.

Mitigation Measures

None required.

Soil Erosion or Loss of Topsoil (Standard of Significance 2)

Impact 3.6.4 The proposed project could result in substantial soil erosion or the loss of topsoil. Therefore, impacts are **potentially significant**.

The proposed project site is currently partially developed. The site of the proposed preschool is an existing paved parking lot located at the westernmost boundary of the project site. Minimal grading will be required for the preschool construction; however, the existing asphalt will need to be removed and foundations constructed for the new building. In addition, landscaping and stormwater basin areas will also be excavated. Similarly, paving the lower parking lot will not require significant grading. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project. The former home and outbuildings located south of the existing paved parking lot east of Via Carnaghi Lane will be demolished and a new maintenance building will be constructed (see **Figures 2.0-3C** and **2.0-5**). The building will be located at the east end of a new paved parking area with access to Via Carnaghi Lane. The preliminary grading plan is shown in **Figure 2.0-3D.**

The administration building will be constructed in the existing landscape and slope area south of the main sanctuary, courtyard, and classroom buildings. Construction of the new building will eliminate approximately 43 parking spaces along the drive that leads around the existing buildings. While the administration building will be three stories tall, because of the existing slope, it will allow ground-level access from both the drive and the courtyard. Additionally, as a result of this project, a new sewer line will extend from the northern (egress) driveway to an existing manhole approximately 1,900 feet north on Monte Vista Drive. On-site trenching will occur to connect the existing buildings to the new sewer line. Via Carnaghi Lane, a dirt roadway extending from Monte Vista Drive, will be paved to local road standard. Some level of grading will be required to achieve this.

Grading and excavation activities associated with the proposed project would expose soils to potential short-term erosion by wind and water. Some slope areas on the project site do not have exposed granodiorite bedrock and therefore could result in soil erosion. All demolition and construction activities related to the proposed project would be subject to compliance with the CBC. Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the NPDES Storm Water General Construction Permit for construction activities (discussed in further detail in Section 3.7, Hydrology and Water Quality, of this DEIR). Compliance with the CBC and the NPDES would minimize effects from erosion and ensure consistency with the Water Quality Control Plans of the San Diego Regional Water Quality Control Board (1994) and the Santa Ana Regional Water Quality Control Board (1995). As part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Chapter 13.12, Stormwater and Drainage System Protection, of the City of Wildomar Municipal Code (see Section 3.7, Hydrology and Water Quality, for a discussion of this chapter of the Municipal Code).

Further, a Storm Water Pollution Prevention Plan (SWPPP) would be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Water quality features intended to reduce construction-related erosion impacts will be clearly denoted on the grading plans for implementation by the construction contractor. Finally, implementation of mitigation measures **MM 3.6.4a** and **MM 3.6.4b** would require the construction of a keyway at natural grades of 5:1 (horizontal to vertical) or steeper to help further prevent any potential project related erosion.

Mitigation Measures

MM 3.6.4a A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of 2 feet deep and 15 feet wide (equipment width) and tilted a minimum of 2 percent into the hillside. Keyways for transition slopes should tilt a minimum of 5 percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill.

Timing/Implementation: *During grading and building activities*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

MM 3.6.4b All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse structural features or significant amounts of soil may be considered unstable. Unstable cut slopes may require flattening or buttressing. Additionally, the final grading

plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study.

Timing/Implementation: *During grading and building activities*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

The implementation of mitigation measures **MM 3.6.4a** and **MM 3.6.4b**, compliance with Wildomar Municipal Code Chapter 13.12 and NPDES requirements, and the implementation of a SWPPP would help to reduce soil erosion associated with the proposed project. As such, a **less than significant impact** would result with regard to this issue area.

Unstable Soils (Standard of Significance 3)

Impact 3.6.5 The proposed project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts are considered **potentially significant**.

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. As discussed in the Existing Setting subsection above, Wildomar is located in a susceptible subsidence zone. However, any potential future development associated with the proposed project would be designed in accordance with CBC requirements. Additionally, as discussed in the Existing Settings subsection above, existing literature and mapping indicate that soils in Wildomar generally have low shrink-swell potential because they are generally sandy. However, soils developed on older alluvium have varying amounts of silt and clay. Soils with higher clay content and density could have more shrink-swell potential. According to the Preliminary Expansion Index testing conducted by EnGEN Corporation (2006), the project site has very low expansion potential (EnGEN 2006). Further, the proposed project site is located in an area of shallow alluvium underlain by hard to very hard and dense granitic bedrock, which is generally not susceptible to landslides (EnGEN 2006). The earth materials on the site are composed of Quaternary alluvium and granodiorite. According to the geotechnical study conducted by EnGEN, the areas of alluvium and artificial fill on the project site are not suitable to support the structures of the proposed project. As such, mitigation measure **MM 3.6.5** would require over excavation to expose more stable substrate that is more suitable to support structures.

Mitigation Measures

MM 3.6.5 All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium should be removed from the areas to be graded to competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of

any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project.

Timing/Implementation: *During grading and building activities*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

Adherence to CBC requirements addressing structural seismic safety and the implementation of mitigation measure **MM 3.6.5** which requires exposing more stable substrate will reduce this impact to **less than significant**.

Expansive Soils (Standard of Significance 4)

Impact 3.6.6 Soils testing indicates that the soils within the proposed project site are non-expansive. However, import soils or soils used near finish grade may have a different expansion index than what was tested. As such, impacts associated with this issue area are **potentially significant**.

Soils tested on-site are classified to have very low expansion potential (Expansion Potential yield of 3). However, import soils or soils used near finish grade may have a different Expansion Index (EI). Therefore, soils with higher expansion potential could be present on-site. As such, mitigation measures **MM 3.6.6a and MM 3.6.6b** which includes requirements for development consistent with the soil conditions found on the project site and are based upon a very low expansion potential for the supporting material as determined by Chapter 18 of the CBC. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. Additionally, the City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis.

Further, in addition to requirements outlined in mitigation measures **MM 3.6.6a** and **MM 3.6.6b**, numerous other methods may also be applied after consultation with the City and soils engineers. The precise method will be determined based on building and soils type and approved by the City as part of the building permit process. Compliance with development requirements specific to soil conditions found on site, as detailed in mitigation measures **MM 3.6.6a** and **MM 3.6.6b** and further consultation with the City and soils engineers will result in a **less than significant** impact regarding expansive soils.

Mitigation Measures

MM 3.6.6a **Slab on Grade**. To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high

water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at completion of grading could cause a change in the slab-on-grade recommendations.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

MM 3.6.6b **Exterior Slabs.** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

3.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Geotechnical impacts are site-specific rather than cumulative in nature. For example, seismic events may damage or destroy a building on the project site, but the construction of a development project on one site would not cause any adjacent parcels to become more susceptible to seismic events, nor can a project affect local geology in such a manner as to increase risks regionally. As a result the cumulative setting for this project is the project boundaries, including the paving of Via Carnaghi Lane, and the administration building.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Soil Stability and Seismic Impacts

Impact 3.6.7 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts. The proposed project's incremental contribution would be **less than cumulatively considerable**.

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property to result in new parking areas. The resulting project site will be visually and topographically different from existing development surrounding the proposed project site. While some grading occurred for surrounding homes, much of the prior development occurred

with minimal or building-pad-specific grading only. As shown in **Figure 2.0-3a**, the site of the proposed parking lot will generally be higher than existing development. The proposed project will graded to be similar to existing adjacent natural topography to avoid erosion. With compliance with existing codes and standards, including the California Building Code and implementation of mitigation measures outlined in **Impacts 3.6.1** through **3.6.6,** the proposed project's contribution to cumulative impacts related to the area's geology would be **less than cumulatively considerable.**

Mitigation Measures

None required.

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3.7 HYDROLOGY AND WATER QUALITY

This section describes surface water and groundwater features for the proposed project site and relevant surrounding areas and addresses potential issues associated with drainage, erosion, and flooding associated with increased stormwater runoff and water quality. Draft EIR Section 3.9, Public Services and Utilities, discusses impacts related to water supplies and the provision of water service. Information in this section is based on the Preliminary Hydrology and Hydraulic Study (**Appendix 3.7**) and Preliminary Water Quality Management Plan (WQMP) (**Appendix 3.7**) for the Cornerstone Community Church of Wildomar (JLC 2014a).

3.7.1 EXISTING SETTING

CLIMATE AND PRECIPITATION

The climate of Wildomar is dry-subtropical or Mediterranean, characterized by mild winters and hot, dry summers as defined on the Koppen climate classification system. Mild sea breezes carry pollutants from urbanized Los Angeles to inland areas such as Riverside County. Temperature inversion is the prime factor that allows contaminants to accumulate in the South Coast Air Basin. An inversion occurs when warm air masses lie over cool moist marine layer, often forming a cap, preventing pollutants from escaping upward. Temperature inversions are stronger in the summer than in winter due to calm wind conditions. Rainfall in the project area averages from 11 to 15 inches per year, with approximately 75 percent of the precipitation occurring during the four-month period from December through March (Riverside County 2006).

REGIONAL HYDROLOGY

The proposed project site is located in the Santa Margarita Watershed, which covers approximately 746 square miles, split into a mountainous highland (upper drainage basin) and a broad, flat-topped sea terrace (coastal drainage basin). The boundary between the upper drainage basin and the coastal drainage basin transitions at the county line between Riverside and San Diego counties.

The upper drainage basin is formed almost solely by Murrieta Creek, which has a drainage area of 222 square miles and is a major tributary of the greater 750-square-mile Santa Margarita Watershed. This watershed consists of three major portions: the Murrieta Creek subwatershed to the north, the Temecula Creek subwatershed to the southeast, and the Santa Margarita River to the southwest. The watershed currently contains three major water storage reservoirs: Lake Skinner and the recently completed Diamond Valley Reservoir, which are part of the Murrieta Creek subwatershed, and Vail Lake, which is part of the Temecula Creek subwatershed. These reservoirs control over 50 percent of the Santa Margarita Watershed. Runoff entering the reservoirs is initially stored, and excess flows (depending on available storage

The following terms may be useful when reading this section of the EIR:

Back Basin: The geographic area east of Lake Elsinore that represents the historical extent of the lake (MWD 2007).

Best Management Practices: Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States (CFR 2013).

Bioretention: A best management practice (BMP) that utilizes soils and both woody and herbaceous plants to remove pollutants from stormwater runoff (EPA 1999).

Detention Basin: An area where excess stormwater is stored or held temporarily and then slowly drains when water levels in the receiving channel recede (HCFCD 2013).

Cubic Foot (ft^3): A "cube" 12 inches on each side and containing 7.48 gallons of water.

Cubic Foot per Second (cfs): A method of expressing water flow in multiples of cubic feet.

Impervious: Not allowing fluid to pass through.

Retention Basin: An area that stores stormwater indefinitely allowing the captured stormwater to be absorbed into the soils or to evaporate (HCFCD 2013).

volume) are discharged downstream. The combined reservoirs have a substantial storage capacity capable of significantly reducing downstream flows from the natural condition.

Temecula and Murrieta creeks join along the Elsinore fault zone at the head of Temecula Canyon to form the Santa Margarita River. Temecula Canyon is approximately 5 miles long and is a steep, narrow, and rocky canyon. The San Diego-Riverside county line crosses Temecula Canyon. From here, the river runs 27 miles to the Pacific Ocean (Riverside County 2006).

PROJECT SITE HYDROLOGY

The proposed project site will include approximately 19.75 acres of a 63.51-acre property. The undisturbed 43.76 acres adjacent to the project site are currently undeveloped, consisting of steeply sloping hills that drain through several southwest-draining channels (EnGEN 2006). The approximate 19.75 acres of the property that will include the proposed project contain the hydrologic soil group "C" (**Appendix 3.7**) (JLC 2014a). Hydrologic soil group C includes soils that have moderately high runoff potential when thoroughly wet and which somewhat restrict the transmission of water (USDA 2007).

The preliminary hydrology and hydraulic also describes and analyzes the proposed project as three drainage areas (**Figure 3.7-1**). The three areas of the proposed project site and their current hydrology are as follows:

- **Drainage Area A** consists of the area occupied by the existing church buildings and the existing north parking area. The proposed preschool and proposed administration building will be built in Area A, which may be approximately identified by APN 367-210-008. Area A is currently 100 percent impervious, and it is tributary to an existing basin south of Area A that connects to an existing 36-inch storm drain crossing Monte Vista Drive and Interstate 15.

- **Drainage Area B** includes the proposed maintenance area parking lot. The proposed maintenance building and the proposed maintenance building parking area will be built in Area B, which may be approximately identified by APNs 367-210-018, 367-210-039, and 367-210-043. Area B is tributary to an existing 48-inch storm drain crossing Monte Vista Drive and Interstate 15.

- **Drainage Area C** consists of the area that will include the proposed lower parking area and the proposed access road from the proposed lower parking area to proposed upper parking area. Area C may be approximately identified by APN 367-210-041 within the proposed access road occurring in APN 367-210-018. Area C is tributary to an existing storm drain located south of Via Carnaghi Lane that crosses Monte Vista Drive and Interstate 15.

Ultimately all three areas of the proposed project are tributary to the six receiving waters listed in **Table 3.7-1**.

FLOODING

According to Flood Insurance Rate Map (FIRM) Panel 06065C2682G, published by the Federal Emergency Management Agency (FEMA), for Riverside County dated August 28, 2008, the project site is designated as Zone X (FEMA 2014). Zone X is defined by FEMA as an area of minimum flood hazard, usually outside the limits of the 100-year and 500-year floods. FIRM panels are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile.

GROUNDWATER

While the proposed project is outside of any groundwater basin area, to the north of the proposed project site, the Elsinore Groundwater Basin underlies the Elsinore Valley in western Riverside County. The Elsinore Groundwater Basin is bounded on the southwest by the Santa Ana and Elsinore mountains along the Willard fault, a splay of the active Elsinore fault zone. The basin adjoins the Temecula Valley Groundwater Basin on the southeast at a low surface drainage divide. The basin is bounded on the northwest by the Temescal Subbasin of the Upper Santa Ana River Valley Groundwater Basin at a constriction in Temescal Wash. The basin is bounded on the northeast by non-water-bearing rocks of the Peninsular Ranges along the Glen Ivy fault. Average annual precipitation ranges from 12 to 14 inches.

Groundwater Recharge

The principal recharge of the Elsinore Groundwater Basin is from infiltration of stream flow through alluvial fan deposits near the edges of the basin and through gravel deposits along the course of the San Jacinto River. Other contributing sources include infiltration from unlined channels overlying the basin, underflow from saturated alluvium and fractures in the surrounding bedrock mountains and hills, and spreading of water in recharge basins (DWR 2006).

Groundwater Levels

Groundwater levels in the Elsinore Groundwater Basin declined more than 100 feet between 1927 and 1950 (DWR 2006). A hydrograph from one well shows that the water level declined about 110 feet in the southern part of the basin from 1967 through 1985. However, a hydrograph from a well in the northern part of the basin shows a rise in water level of about 65 feet from 1963 through 1980. Under natural conditions, groundwater should flow generally toward Lake Elsinore; however, because faults cutting the sediments impede groundwater movement, groundwater flow is predominantly contained within fault blocks in the basin (DWR 2006).

WATER QUALITY

Surface Water

Section 303(d) of the federal Clean Water Act (CWA) requires states to identify the waters of the State that do not meet the designated beneficial uses and to develop total maximum daily loads (TMDLs) for such waters, with oversight by the US Environmental Protection Agency (EPA). These waters are commonly referred to as impaired. A TMDL is a quantifiable assessment of potential water quality issues, contributing sources, and load reductions or control actions needed to restore or protect bodies of water. Total maximum daily loads are discussed further in the Regulatory Framework subsection below. Four of the five receiving waters for the proposed project are included on the 2010 Clean Water Act Section 303(d) List of Water Quality Limited Segments requiring TMDL. These four receiving waters are Murrieta Creek, Upper Santa Margarita River, Lower Santa Margarita River, and the Santa Margarita Lagoon. **Table 3.7-1** details the pollutants that are impairing the water bodies, status of the TMDLs and the distance of the water body from the proposed project site.

TABLE 3.7-1
RECEIVING WATERS FOR URBAN RUNOFF FROM PROPOSED PROJECT – SANTA MARGARITA WATERSHED

Receiving Water	303(d) List Impairments	TMDL Status	Distance from Site
Murrieta Creek	Chlorpyrifos	TMDL needed	2.01 miles
	Copper, Iron, Manganese	TMDL needed	
	Nitrogen	TMDL needed	
	Phosphorus	TMDL needed	
	Toxicity	TMDL needed	
Santa Margarita River (Upper)	Phosphorus	TMDL needed	12.12 miles
	Toxicity	TMDL needed	
Santa Margarita River (Lower)	Enterococcus, Fecal Coliform	TMDL needed	15.97 miles
	Phosphorus, Nitrogen	TMDL needed	
Santa Margarita Lagoon	Eutrophic	TMDL needed	28.07 miles
Pacific Ocean	None	TMDL needed	28.72 miles

Source: SWRCB 2010

Groundwater Quality

The groundwater in the Elsinore Groundwater Basin is generally of good to fair quality, with total dissolved solids concentrations ranging from 250 milligrams per liter (mg/L) in the Back Basin area east of Lake Elsinore to about 600 mg/L in the northwest part of the basin (MWD 2007). Contaminants of concern for the Elsinore Basin are summarized in **Table 3.7-2**. As shown in the table, total dissolved solids (TDS), nitrate, and arsenic are present in the basin.

TABLE 3.7-2
SUMMARY OF CONSTITUENTS OF CONCERN IN THE ELSINORE GROUNDWATER BASIN

Constituent	Units	Range	Description
Total Dissolved Solids MCL[1] = 500	mg/L	250 to >600 Ambient: 460	TDS concentrations range from about 250 mg/L in the Back Basin area to above 600 mg/L northwest of Lake Elsinore.
Nitrate Primary MCL = 10	mg/L	Not detectable to 8 Ambient: 2.4	Nitrate concentrations range from non-detect in the Back Basin area to as much as 8 mg/L along the southern margin of the basin. Nitrate concentrations in areas where septic tanks exist are currently increasing.
Volatile Organic Compounds (VOCs): Trichloroethylene (TCE) and **Perchloroethylene (PCE)** Primary MCL for TCE = 5 Primary MCL for PCE = 5	µg/L	PCE: Not detectable TCE: Not detectable	TCE and PCE have not been detected in the Elsinore Basin.
Perchlorate Notification level = 6	µg/L	Not detectable	Perchlorate has not been detected in the Elsinore Basin.

Constituent	Units	Range	Description
Arsenic Primary MCL = 10	µg/L	Not detectable to 35	Concentrations of arsenic range from non-detect in the northwestern portions of the basin to as much as 35 mg/L in the Back Basin area and exceed the primary MCL for arsenic. The highest concentrations of arsenic are found in the deeper zones of the basin.

Source: MWD 2007
[1] MCL = maximum contaminant level

3.7.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The federal Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) are the agencies with the primary responsibility for implementing federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The project site is located in a portion of the state that is regulated by the San Diego Regional Water Quality Control Board (SDRWQCB), and the water quality standards for the project site are contained in the Water Quality Control Plan for the San Diego Basin (Basin Plan) (SDRWQCB 1994).

Sections 401 and 404 of the Clean Water Act

Sections 401 and 404 of the federal Clean Water Act are administered through the Regulatory Program of the US Army Corps of Engineers (USACE) and regulate the water quality of all discharges of fill or dredged material into waters of the United States, including wetlands and intermittent stream channels. Section 401, Title 33, Section 1341 of the Clean Water Act sets forth water quality certification requirements for any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities that may result in any discharge into the navigable waters.

Section 404, Title 33, Section 1344 of the CWA in part authorizes the USACE to:

- Set requirements and standards pertaining to such discharges: subparagraph (e);
- Issue permits "for the discharge of dredged or fill material into the navigable waters at specified disposal sites:" subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if "the discharge of such materials into such area would have an unacceptable, adverse effect on municipal water supplies and fishery areas:" subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);

- Provide for individual state or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such state or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain federal or state projects from regulation under this section: subparagraph (r); and
- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).

National Pollutant Discharge Elimination System

As authorized by Section 402(p) of the CWA, the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues NPDES permits to cities and counties through the RWQCBs, and it is the responsibility of the RWQCBs to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements. Waste discharge requirements for discharges to surface waters also serve as NPDES permits.

General Construction Activity Storm Water Permits and Stormwater Pollution Prevention Plans

In accordance with NPDES regulations, the SWRCB has issued a Statewide General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ) for construction activities in the state. The Construction General Permit (General Permit) is implemented and enforced by the RWQCBs. The General Permit applies to any construction activity affecting 1 acre or more and requires those activities to minimize the potential effects of construction runoff on receiving water quality. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ.

General Permit applicants are required to submit to the appropriate regional board Permit Registration Documents for the project, which include a Notice of Intent, a risk assessment, a site map, a signed certification statement, an annual fee, and a stormwater pollution prevention plan (SWPPP). The permit program is risk based wherein a project's risk is based on the project's potential to cause sedimentation and the risk of such sedimentation on the receiving waters. A project's risk determines its water quality control requirements, ranging from Risk Level 1, which consists of only narrative effluent standards, implementation of best management practices (BMPs), and visual monitoring, to Risk Level 3, which consists of numeric effluent limitations, additional sediment control measures, and receiving water monitoring. Additional requirements include compliance with post-construction standards focusing on low impact development (LID), preparation of rain event action plans, increased reporting requirements, and specific certification requirements for certain project personnel.

The SWPPP must include implementing best management practices to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction best management practices included in SWPPPs include, but are not limited to:

- Using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils;
- Storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water;
- Developing and implementing a spill prevention and cleanup plan; and
- Installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

Total Maximum Daily Loads

Under CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act of 1969, the State of California is required to establish beneficial uses of state waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes the total maximum daily load (TMDL) process to assist in guiding the application of state water quality standards, requiring the states to identify waters whose water quality is "impaired" (affected by the presence of pollutants or contaminants) and to establish a TMDL, or the maximum quantity of a particular contaminant that a water body can assimilate without experiencing adverse effects on the beneficial use identified. The establishment of TMDLs is generally a stakeholder-driven process that involves investigation of sources and their loading (pollution input), estimation of load allocations, and identification of an implementation plan and schedule. Where stakeholder processes are not effective, total maximum daily loads can be established by the RWQCBs or the EPA. TMDLs are adopted as amendments to the Basin Plan.

As discussed in the Existing Setting subsection above and shown in **Table 3.7-1,** the project site would discharge into four Section 303(d) listed impaired waterways**.** TMDLs have not been established for any of the waterways.

STATE

Porter-Cologne Water Quality Control Act

In 1969, the California legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The CWA and the Porter-Cologne Water Quality Control Act are similar in many ways, with the fundamental purpose of both laws being to protect the beneficial uses of water. An important distinction between the two is that the Porter-Cologne Water Quality Control Act addresses both groundwater and surface water, while the CWA addresses surface water only.

The Porter-Cologne Water Quality Control Act established the SWRCB and the nine RWQCBs as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning, including groundwater and surface water management programs and control and use of recycled water.

State Water Resources Control Board

The five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters (SWRCB 2012). The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through Regional Water Quality Control Boards.

REGIONAL

The project site is within the jurisdictional boundary of the San Diego RWQCB. As a result, the proposed project site is regulated by the SDRWQCB and is required to comply with the SDRWQCB MS4 Permit (NPDES No. CA S0108766, Order No. R9-2010-0016) and the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District (NPDES No. CAS 618033, Order No. R8-2010-0033).

San Diego Regional Water Quality Control Board

The San Diego Regional Water Quality Control Board (SDRWQCB) has responsibility for controlling water quality in San Diego County, Imperial County, and parts of Riverside County. As previously stated, the water quality standards for water bodies in the San Diego region are contained in the Water Quality Control Plan for the San Diego Region Basin (SDRWQCB 1994).

Water Quality Control Plan for the San Diego Basin (Basin Plan)

The Water Quality Control Plan for the San Diego Basin designates beneficial uses for water bodies in the San Diego region and establishes water quality objectives and implementation plans to protect those beneficial uses. Specifically, the Basin Plan (1) designates beneficial uses for surface water and groundwater; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The SDRWQCB issues permits, called waste discharge requirements and master reclamation permits, which require that waste and reclaimed water not be discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan. The SDRWQCB enforces these permits through a variety of administrative means. **Table 3.6-4** lists beneficial uses of the receiving waters, located in the Santa Margarita Watershed, for the proposed project.

TABLE 3.7-3
BENEFICIAL USES FOR THE RECEIVING INLAND SURFACE WATERS FOR THE SANTA MARGARITA WATERSHED

Water Body	Beneficial Uses														
	MUN	GWR	AGR	IND	PROC	REC-1	REC-2	WARM	COLD	EST	WILD	RARE	MAR	MIGR	SPWN
Murrieta Creek	X		X	X	X	P	X	X			X				
Santa Margarita River	X		X	X		X	X	X	X		X	X			
Santa Margarita Lagoon						X	X			X	X	X	X	X	X

Source: SDRWQCB 1994

Notes: (X) Existing Beneficial Use; (P) Potential Beneficial Use

As listed in **Table 3.7-3**, beneficial uses include the following:

- Municipal and Domestic Supply (MUN) – Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

- Groundwater Recharge (GWR) – Uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting saltwater intrusion into freshwater aquifers.

- Agricultural Supply (AGR) – Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.

- Industrial Service Supply (IND) – Uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.

- Industrial Process Supply (PROC) – Includes uses of water for industrial activities that depend primarily on water quality.

- Water Contact Recreation (REC-1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.

- Non-Contact Water Recreation (REC-2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

- Warm Freshwater Habitat (WARM) – Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

- Cold Freshwater Habitat (COLD) – Includes uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

- Estuarine Habitat (EST) – Includes uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).

- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

- Rare, Threatened or Endangered Species (RARE) – Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.

- Marine Habitat (MAR) – Includes uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds).

- Migration of Aquatic Organisms (MIGR) – Includes uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.

- Spawning, Reproduction, and/or Early Development (SPWN) – Includes uses of water that support high quality habitats suitable for reproduction, early development, and sustenance of marine fish and/or cold freshwater fish.

Waste Discharge Requirements for Riverside County MS4s

Waste Discharge Requirements for Discharges from the MS4s (Order No. R9-2010-0016)

The SDRWQCB issued a municipal stormwater permit, Order No. 90-46, in July 1990 to the co-permittees for their municipal separate storm sewer system (MS4) discharges. NPDES No. CAS0108766, Order No. R9-R9-2010-0016 (Waste Discharge Requirements for Discharges from the MS4s Draining the County of Riverside, the Incorporated Cities of Riverside County, and the Riverside County Flood Control and Water Conservation District within the San Diego Region) is the fourth iteration of the stormwater permit for MS4s in the Riverside County portion of the SDRWQCB.

Order 90-46 specifies requirements necessary for the co-permittees to reduce the discharge of pollutants in stormwater to the maximum extent practicable and to achieve water quality standards. Some of the requirements, such as the revised Watershed Water Quality Workplan (Watershed Workplan) section, are designed to specifically address high priority water quality problems. Other requirements, such as for unpaved roads, are a result of the SDRWQCB's identification of water quality problems through investigations and complaints during the previous permit period. Other requirements address program deficiencies that have been noted during audits, report reviews, and other SDRWQCB compliance assessment activities. Potential development projects resulting from the proposed project would be required to comply with all applicable provisions of this order.

National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements (Order No. R8-2010-0033)

Similar to the waste discharge requirements described above for the Riverside County portion of the San Diego Regional Water Quality Control Board, NPDES No. CAS618033, Order No. R8-2010-0033 (NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riversides within the Santa Ana Region) regulates co-permittees for their MS4 stormwater discharges into receiving waters in the Santa Ana region.

LOCAL

City of Wildomar Municipal Code

The City of Wildomar Municipal Code establishes the following requirements that pertain to hydrology and water quality:

- Title 13, Chapter 13.12, Stormwater/Urban Runoff Management and Discharge Controls Ordinance, establishes requirements for stormwater and non-stormwater quality discharge and control. The chapter prohibits discharges of pollutants or waters containing any pollutants that cause or contribute to a violation of applicable water quality standards. The chapter codifies various federal and state requirements for stormwater pollution prevention and requires compliance with these statutes and regulations. The purpose of this chapter is to reduce pollutants in stormwater discharges to the maximum extent practicable, regulate illicit connections and discharges to the storm drain system, and regulate non-stormwater discharges to the storm drain system. The chapter requires new development projects to control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water via best management practices (BMPs) that may, among other things, require new developments or redevelopments to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse.

- Title 15, Chapter 15.96 prohibits any development within floodways and also establishes requirements for construction in floodplains. This chapter codifies federal requirements for development within floodplains and requires compliance with those regulations.

3.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. The thresholds in italics do not apply to the proposed project but have been included for consistency with Appendix G of the CEQA Guidelines. A project is considered to have significant impacts if implementation of the project will:

1) Violate any water quality standards or waste discharge requirements.

2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

4) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

5) Otherwise substantially degrade water quality.

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

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

8) Expose people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

9) Inundation by seiche, tsunami, or mudflow.

The proposed project site is not within a groundwater basin management area. No impact would occur, and this issue (Standard of Significance 2) will not be addressed further in this DEIR.

The proposed project does not include the construction of housing, and the project site is in the FEMA-designated flood hazard Zone X, which indicates that the site is subject to a minimal risk of being flooded (FEMA 2014). No impact will occur, and these issues (Standard of Significance 6 and 7) will not be addressed further in this Draft EIR.

Riverside County identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The county's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. According to Figure S-10, the project site is not in any dam inundation hazard zones. In addition, the project is not in the vicinity of any levees. Therefore, no impact would occur, and this issue (Standard of Significance 8) will not be addressed further in this Draft EIR.

Based on the elevation of the project site above sea level and the lack of nearby enclosed bodies of water, the potential for inundation by seiche, tsunami, or mudflow is nonexistent. Therefore, no impact would occur, and this issue (Standard of Significance 9) will not be addressed further in this Draft EIR.

METHODOLOGY

The primary sources for this section of the draft EIR include the Preliminary Hydrology and Hydraulic Study for Cornerstone Community Church of Wildomar (JLC 2013a), Preliminary Water Quality Management Plan for Cornerstone Community Church of Wildomar (JLC 2013b), City of Wildomar General Plan (2008), California's Groundwater Bulletin 118, Elsinore Groundwater Basin (DWR 2006), the SDRWQCB's Basin Plan (1994), NPDES No. CAS0108766, Order No. R9-2010-0016, and FEMA flood hazard mapping.

Drainage

JLC Engineering & Consulting, Inc., prepared the Preliminary Hydrology and Hydraulic Study for Cornerstone Community Church of Wildomar (2014a) (see **Appendix 3.7**). The study was prepared to determine anticipated changes to the existing drainage patterns on the site as well as the adequacy of the proposed drainage system in terms of capacity and water quality treatment. It should be noted that the existing condition hydrology analyses were performed for three drainage areas designated as Areas A, B, and C, which are referenced in **Tables 3.7-5** through **3.7-7** and **Tables 3.7-10** through **3.7-13**. Areas A, B, and C are shown on **Figure 3.7-1**.

Water Quality

The project's preliminary hydrology and hydraulic study (JLC 2014a) and preliminary water quality management plan (JLC 2014b) were reviewed to determine potential sources and types of pollutants that could be generated by project construction and/or operation. The SWRCB

statewide permit and SDRWQCB permit requirements were reviewed to determine whether water quality would be sufficiently protected or if further mitigation would be required.

IMPACTS AND MITIGATION MEASURES

Degrade Water Quality or Violate Water Quality Standards (Standards of Significance 1 and 5)

Impact 3.7.1 Construction and operation of the proposed project could result in erosion or a degradation of downstream surface water and groundwater resources. This impact would be **potentially significant**.

Urban runoff (both dry and wet weather) discharges into storm drains and, in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, chemical, and biological compounds from both point and nonpoint sources. In the urban environment, stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention, types and amounts of best management practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition (EPA 2005). Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria.

Urban runoff can be divided into two categories: dry and wet weather urban runoff.

- Dry weather urban runoff occurs when there is no precipitation-generated runoff. Typical sources include landscape irrigation runoff, driveway and sidewalk washing, noncommercial vehicle washing, groundwater seepage, fire flow, potable water line operations and maintenance discharges, and permitted or illegal non-stormwater discharges.

- Wet weather urban runoff refers collectively to nonpoint source discharges that result from precipitation events. Wet weather runoff includes stormwater runoff. Stormwater discharges are generated by runoff from land and impervious areas such as building rooftops and paved streets and parking lots.

Wet and dry weather runoff typically contains similar pollutants of concern. However, except for the first flush concentrations following a long period between rainfall events, the concentration levels found in wet weather flows are typically lower than levels found in dry weather flows because the larger wet weather flows dilute the amount of pollution in runoff waters. Most urban stormwater discharges are considered nonpoint sources and are regulated by an NPDES Municipal General Permit or Construction General Permit.

A net effect of development can be to increase pollutant export over naturally occurring conditions to adjacent streams and also on the downstream receiving waters. However, an important consideration in evaluating stormwater quality from the project is to assess whether it impairs the beneficial use of the receiving waters. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. For this evaluation, impacts to stormwater quality would be considered significant if the project did not attempt to address stormwater pollution to the maximum extent practicable.

Short-Term Construction

During construction activities, erosion potential and the possibility of water quality impacts are always present and occur when protective vegetative cover is removed and soils are disturbed. Construction activities can result in sediment runoff rates, which greatly exceed natural erosion rates of undisturbed lands, causing siltation and impairment of receiving waters. In addition to sediment, stormwater flowing over a construction site can carry various pollutants such as nutrients, bacteria and viruses, oil and grease, heavy metals, organics, pesticides, gross pollutants, and miscellaneous waste into receiving waters. These pollutants can originate from soil disturbances, construction equipment, building materials, and workers. To minimize the potential for contamination of stormwater during construction, a stormwater pollution prevention plan (SWPPP) is required as part of the grading permit submittal package. The SWPPP will have a series of specific measures that will be included in the construction process to address erosion, accidental spills and the quality of stormwater runoff.

The best management practices that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs and (2) non-stormwater management and materials management BMPs. Erosion and sediment control BMPs fall into four main subcategories:

- Erosion controls
- Sediment controls
- Wind erosion controls
- Tracking controls

Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Examples of erosion control BMPs are preserving existing vegetation, mulching, and hydroseeding. Sediment controls are practices to collect soil particles after they have migrated, but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and detention basins. Wind erosion controls prevent soil particles from leaving the site in the air. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site. Tracking controls prevent sediment from being tracked off site via vehicles leaving the site to the extent practicable. A stabilized construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include:

- Good housekeeping activities such as storing of materials covered and elevated off the ground, in a central location.
- Securely locating portable toilets away from the storm drainage system and performing routine maintenance.
- Providing a central location for concrete washout and performing routine maintenance.
- Providing several dumpsters and trash cans throughout the construction site for litter/floatable management.
- Covering and/or containing stockpiled materials and overall good housekeeping on the site.

The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for the BMPs and to determine the effectiveness of the BMPs that are being implemented. The SWPPP is a "living document" and as such can be modified as construction activities progress. Additional requirements include compliance with post-construction standards focusing on low impact development (LID) and preparation of rain event action plans.

The SWRCB has also issued a Statewide General Permit (Water Quality Order R5-2008-0081, NPDES No. CAG995001 and) for dewatering and other low-threat discharges to surface waters in the state. Should construction of a project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit. Mitigation measure **MM 3.7.1** requires preparation of a stormwater pollution prevention plan (SWPPP) and indicates the types of BMPs that are typically required as part of the permit.

Project Operation

The proposed project will construct two retention planters, two sand filter basins, a subsurface system, and porous pavers to treat for water quality treatment purposes and to mitigate flows of increased runoff. Additionally, the project site will utilize two existing septic systems to treat for water quality purposes. Collectively, these facilities will represent the operational BMPs of the proposed project. It should be noted, however, that flows within the south Via Carnaghi improvements do not require mitigation for increased runoff because these flows will be treated for water quality purposes using catch basin filter inserts, as no other means of treatment is feasible. Additionally, the adjacent properties are private properties and due to requirements for the street improvements, area within the right-of way cannot be used.

The capacities of the proposed BMPs that will protect surface water quality were determined using the Santa Margarita Watershed BMP Design Volume V_{BMP} spreadsheet. The 85th percentile, 24-hour rainfall depth of 0.70 inch was obtained from the Isohyetal Map included in **Appendix 3.7a**. To establish the capacities of the project BMPs, the impervious fraction values included in **Table 3.7-4** were used.

TABLE 3.7-4
IMPERVIOUS FRACTION VALUES

Developed Cover	Effective Impervious Fraction
Roofs	1.0
Asphalt/Concrete	1.0
Natural Soil "C"	0.3
Landscaping	0.1

Source: JLC 2014a

Conservatively, the area of the proposed preschool is assigned an effective impervious fraction of 1.0 for the building's roof. This is considered a conservative value since the area draining to the bioretention basins will include a landscaped area that has an effective impervious fraction of 0.1.

The area of the administration building was assigned an effective impervious fraction based on the building's roof and landscaped areas. The proposed upper, maintenance building, and lower parking areas were assigned asphalt/concrete, landscaping, and natural soil "C" for any minor off-site areas or non-landscaped areas that are tributary to the BMPs. Although the lower parking area will incorporate porous pavers, this parking area was analyzed as asphalt/concrete to be conservative, as the parking areas may utilize subsurface basins for treatment and mitigation. Comprehensive final impervious fraction calculations are included in **Appendix 3.7a.**

Based on the effective impervious fraction calculations, the required capacities of the project BMPs are included in **Table 3.7-5**.

TABLE 3.7-5
WATER QUALITY VOLUMES FOR PROPOSED BMPS

Area Designation	Location of Tributary Area	BMP Designation	Effective Impervious Fraction	Required BMP Capacity (ft^3)
A-1	East side of preschool	Bioretention Basin "A-1"	1.0	1,845
A-3	Administration Building	Bioretention Basins "A3-A" and "A3-B"	0.8	489
B-2A	Maintenance Building Parking	Porous Pavers/Subsurface Basin	0.39	848
B-2B	Upper Parking	Sand Filter Basin B-2B	0.64	4,265
B-2C	North Via Carnaghi	Sand Filter Basin B-2C	0.51	1,045
C-1	Lower Parking	Porous Pavers	0.34	710
C-2A	South Via Carnaghi (east side)	Catch Basin Filter C-2A	0.42	0.1
C-2B	South Via Carnaghi (west side)	Catch Basin Filter C-2B	1.0	0.1*

Source: JLC 2014a

**Although water quality spreadsheet calculated 0 cfs for the water quality volume, the catch basin filter insert will be sized for 0.1 cfs. The flow rate for this area is too low for the spreadsheet to round up. To be conservative, 0.1 cfs will be utilized.*

The preschool area will not require mitigation for increased runoff because the existing area is a parking lot with no pervious area. The preschool will increase the pervious area from 0 to 15 percent and therefore will decrease the stormwater flow rate. The pre-project flow rate for the 100-year rational method is 3.52 cubic feet per second, and the post-project flow rate is 3.40 cubic feet per second, which is a decrease of 0.12 cubic feet per second.

Additionally, the southern portion of Via Carnaghi will not require mitigation for increased runoff. Since these street improvements are not within the project boundary, the use of a downstream location for storage was not feasible for the entire Area C watershed. Therefore, the pre-project condition was performed for the entire watershed to the existing 24-inch pipe along Monte Vista south of Via Carnaghi (with the exception of the large off-site watershed in which there are no proposed improvements and is being left in its current condition). However, the post-project condition analyzed two unit hydrograph areas: Area C-1 tributary to the porous pavers within the south parking area, and Area C-2 tributary to Monte Vista and Via Carnaghi. Based on the unit hydrograph hydrology results, the project will store the entire flow rate and volume associated with Area C-1. Storing this entire area will allow for the flows from Area C-2 to run off without storage, while not increasing the flow rate downstream.

For the remainder of the project site, pre-project and post-project runoff volumes were then determined using the maximum delta volume of hydrograph analyses for the 2-year 24-hour, 10-year 24-hour, and 100-year 1-hour duration. The complete pre-project and post-project volumes are included in **Appendix 3.7a. Table 3.7-6** summarizes the difference in pre-project and post-project volumes.

TABLE 3.7-6
VOLUME DIFFERENCES BETWEEN PRE-PROJECT AND POST-PROJECT RUNOFF

Area	Description	Volume Differences Between Pre and Post-Project Volumes (ft^3)		
		2-yr 24-hr	10-yr 24-hr	100-yr 1-hr
A-2	Administration Building	414	632	61
B-2A	Maintenance Building Parking	1,473	1,460	18
B-2B	Upper Parking	17,555	21,859	1,556
B-2C	North Via Carnaghi	2,178	1,307	27
C-1*	Lower Parking	2,801	6,800	4,875

Source: JLC 2014a
**Values shown for Area C-1 are the total post-project volumes, since this area is required to store the entire volume generated by the tributary.*

Based on the unit hydrograph results, the largest increases vary between the 2-year, 24-hour and 10-year, 24-hour volumes. These volumes will be used in sizing the facilities for increased runoff mitigation.

The northern Via Carnaghi street improvements will be treated with Sand Filter Basin B-2C and mitigated for increased runoff within Subsurface System B-2C.

Table 3.7-7 summarizes the total required volumes and proposed design volumes for the BMPs and shows that all designs have sufficient volumes to treat runoff for water quality purposes and to mitigate for increased runoff.

TABLE 3.7-7
SUMMARY OF REQUIRED BMP TREATMENT CAPACITIES AND ACTUAL RUNOFF VOLUMES

Area	BMP	Required Water Quality Volume (based on effective impervious fraction) (ft^3)	Required Mitigation Volume (based on 10-yr 24-hr event) (ft^3)	Total Required Volume (ft^3)	Proposed Volume of BMP Feature (ft^3)
A-1	Westerly Septic System	1,845	N/A	1,845	5,386
A-3	Easterly Septic Systems and Retention Planters "A3-A & A3-B"	489	632	1,121	2,906
B-2A	Porous Pavers	848	1,473	2,321	4,472
B-2B	Sand Filter Basin B-2B	4,265	21,859	26,124	46,875
B-2C	Sand Filter Basin B-2C	1,045	N/A	1,045	1,117
B-2C	Subsurface Systems B-2C	N/A	2,182	2,182	3,294
C-1	Porous Pavers	710	6,800	7,510	8,223

Source: JLC 2014a

The volumes for the porous pavers were calculated assuming 40 percent void ratios for the gravel within the porous paver storage areas and also assuming a 2-foot gravel depth. Volumes are equal to the surface area multiplied by 2 feet and that quantity multiplied by 40 percent. The resulting surface areas shown in **Figure 3.7-1** are 5,590 ft^3 and 10,280 ft^3 for the north and south parking areas, respectively. The volume for the subsurface system utilized 48-inch pipe surrounded by gravel with 40 percent void ratios. The gravel surrounds each pipe 2 feet on the sides and 1 foot above. The storage volume spreadsheets for the retention planters, sand filter basin, porous pavers, and subsurface system are found in **Appendix G** of the Hydrology and Hydraulic Study (JLC 2014a) prepared for the proposed project site.

Following on-site treatment at the proposed project BMPs, runoff will drain to the Santa Margarita Watershed via existing permitted MS4 facilities. Within the watershed, the project site drains to four receiving waters, some of which are Section 303(d) listed impaired waterways as detailed in **Tables 3.7-1** and **3.7-2**. Pollutants that are typically associated with urban and suburban development that would contribute to the Section 303(d) impaired water bodies are shown in **Table 3.7-8**.

TABLE 3.7-8
EXPECTED URBAN RUNOFF POLLUTANTS AND 303(D) IMPAIRMENTS

Expected Pollutant	Expected or Potential Source	303(d) Listing
Sediment/Turbidity	Attached & Detached Residential Development, Streets	Yes
Nutrients	Attached & Detached Residential Development	Yes
Organic Compounds (Petroleum Hydrocarbons and Polychlorinated Biphenyls)	Automotive Repair Shops, Parking Lots, Streets	No
Trash and Debris	Attached & Detached Residential Development, Commercial Development, Parking Lots, Streets	No
Oxygen-Demanding Substances	Detached Residential Development, Restaurants	No

Expected Pollutant	Expected or Potential Source	303(d) Listing
Bacteria and Viruses	Detached Residential Development, Restaurants	Yes
Oil and Grease	Attached Residential Development, Commercial Development, Parking Lots, Streets	No
Pesticides	Attached & Detached Residential Development	Yes
Metals	Parking Lots, Streets	Yes

Source: JLC 2014b

As demonstrated by **Table 3.7-7**, the proposed BMPs will have sufficient volume to treat for water quality purposes and to mitigate flows for increased runoff. As discussed further under Impact 3.8.3 below, according to the preliminary hydrology and hydraulic study (JLC 2014a), the proposed extended detention basins have been designed to adequately treat the on-site flows for water quality purposes as well as to mitigate flows for increased runoff.

Water Quality

A Preliminary Water Quality Management Plan (WQMP) (JLC 2014b) was prepared for the proposed project (**Appendix 3.7b**). A subsequent final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. The WQMP identifies a series of specific best management practices to be incorporated into the design to achieve four goals: (1) minimize urban runoff; (2) minimize impervious footprint; (3) conserve natural areas; and (4) minimize directly connected impervious areas. Measures for design of the project in the preliminary WQMP include:

Site Design Concept 1 – Minimize Urban Runoff

- Maximize the permeable area.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems
- Where soil conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct on-site ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
- Other comparable and equally effective site design concepts as approved by the co-permittee.
- The project site utilizes several methods of water quality treatment that are consistent with Low-Impact Development, including porous pavers. Additionally, the project site will utilize existing septic systems and leach fields that are to be abandoned. Using these abandoned systems gives opportunities for infiltration for the preschool area and administration building area. The project minimizes impervious area, where feasible.

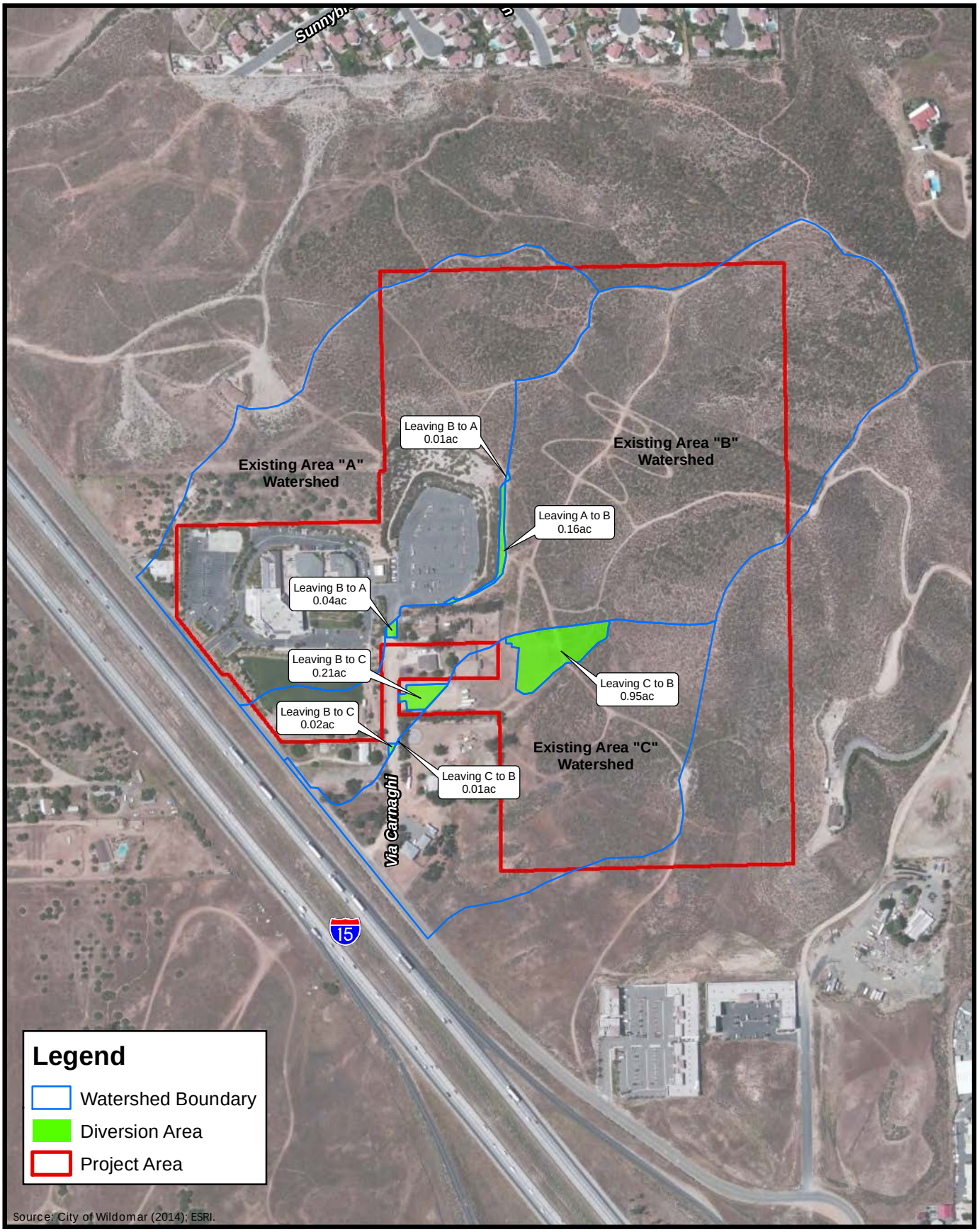


Figure 3.7-1
Project Site Drainage Areas

PMC

SITE DESIGN CONCEPT 2 – MINIMIZE IMPERVIOUS FOOTPRINT

- Maximize the permeable area.
- Construct walkways, trails, patios, overflow parking lots, alleys, driveways, low-traffic streets, and other low-traffic areas with open-jointed paving materials or permeable surfaces, such as pervious concrete, porous asphalt, unit pavers, and granular materials.
- Construct streets, sidewalks, and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of street where off-street parking is available.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.
- Other comparable and equally effective site design concepts as approved by the co-permittee. (As described under Site Design Concept 1.)

Site Design Concept 3 – Conserve Natural Areas

- Conserve natural areas.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.
- Other comparable and equally effective site design concepts as approved by the co-permittee. (As described under Site Design Concept 1.)

Site Design Concept 4 – Minimize Directly Connected Impervious Areas

- Residential and commercial sites must be designed to contain and infiltrate roof runoff or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
- Urban curb/swale system: street slopes to curb; periodic swale inlets drain to vegetated swale/biofilter.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.
- Overflow parking (parking stalls provided in excess of the co-permittee's minimum parking requirements) may be constructed with permeable paving.
- Other comparable and equally effective site design concepts as approved by the co-permittee. (As described under Site Design Concept 1.)

Non-Structural Source Control BMPs

- Education for property owners, tenants, and occupants
- Activity restrictions
- Irrigation system and landscape maintenance
- Common area litter control
- Drainage facility inspection and maintenance

Structural Source Control BMPs

- Landscape and irrigation system design
- Protect slopes and channels
- Properly design:
  - Trash storage areas
  - Loading docks
  - Maintenance bays
  - Outdoor material storage areas
  - Outdoor work areas or processing areas

The proposed project includes the following design features intended to achieve water quality standards:

- Use of City of Wildomar guidelines to determine the minimum pavement width for public streets, driveways, and minimum sidewalks, as well as evaluations of low impact development methods such as landscape buffers.
- The proposed project incorporates landscaped areas between the development and street areas.
- The proposed project uses the natural drainage systems where feasible for the off-site areas. The project uses the minimal amount of subsurface storm drain required for the project site.
- Education materials will be provided to property owners, occupants, operators, and employees at the time of purchase, occupancy, or hire.
- Activity restrictions, including prohibitions on power washing, dumping of oil, discharges of fertilizer, pesticides, or animal wastes, etc., will be enforced.

Additional BMPs will be incorporated into the project where feasible during final engineering. The project would also be required to implement BMPs to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse consistent with requirements of the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance.

Mitigation Measures

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

The project's proposed storm drain system, as well as implementation of the project's WQMP and applicable requirements, including implementation of appropriate BMPs, would remove sediment and pollutants from site runoff and minimize impacts to downstream surface water and groundwater resources. This impact would therefore be considered **less than significant** with the implementation of mitigation measure **MM 3.7.1**.

Alter Drainage Patterns/Increase Stormwater Runoff (Standards of Significance 3 and 4)

Impact 3.7.2 Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions. This impact is considered **less than significant**.

A preliminary hydrology and hydraulic study for the proposed project was performed by JLC Engineering (see **Appendix 3.7**). As previously described, the study divided the area of the proposed project (1.58 acres) into three drainage areas:

- Drainage Area A is 1.27 acres and consists of the area occupied by the existing church buildings and existing north parking area.
- Drainage Area B includes the existing maintenance building parking area.

- Drainage Area C includes Via Carnaghi Lane and the area that will include the proposed lower parking lot and the access road between the proposed lower parking lot and the proposed upper parking area.

Drainage Area A will include the proposed preschool and proposed administration building.

The construction of the proposed preschool will occur on an existing parking lot that is completely impervious. The preschool will decrease the impervious area of Drainage Area A by approximately 15 percent. The flows will be collected within the planters and conveyed to the existing septic systems. Therefore, the project will relocate the existing septic tanks near the preschool and use the leach field to treat for water quality purposes. Flows in excess of the required water quality volume will be conveyed via subsurface storm drain from the planer areas to an existing inlet in the southern portion of the parking area.

The proposed administration building will be constructed within existing landscaped and parking area immediately north of the existing football field. The flows from the proposed building will be collected in two retention planter areas. The planters will connect to the existing adjacent septic system, which will be abandoned. The septic system will be used to treat for water quality purposes, and the retention planters will be used to mitigate for increased runoff. Once flows have been treated and mitigated for increased runoff, the flows will discharge into the existing 30-inch corrugated steel pipe crossing at the football field.

Drainage Area A will be tributary to an existing 36-inch storm drain that crosses Monte Vista Drive and Interstate 15.

Drainage Area B will include the proposed maintenance building and upper parking lots, maintenance building, and north Via Carnaghi.

The proposed maintenance building parking area currently has existing buildings. The buildings will be removed, and the proposed maintenance building, parking area, landscaped area, and porous pavers will be constructed. The flows from the northerly access road connecting the existing parking are to the proposed east parking area will be collected via subsurface storm drain and conveyed to the porous pavers. The flows from the access road, maintenance building, and parking area will be treated for water quality purposes and mitigated for increase runoff within the porous pavers. Additional porous pavement will be provided so that the entire parking area is constructed with porous pavers, however, only a portion of the pavers will implement reservoir areas for the water quality volume and mitigation volume. This is in order to ensure that the project does not increase the impervious percentage of the project site by more than 50 percent.

The proposed upper parking area will sheet flow south to a proposed inlet that will collect the flows and discharge into a proposed sand filter basin. The flows will be treated for water quality purposes and mitigated for increased runoff. Offsite flows will be conveyed via v-ditches to a proposed offsite storm drain. This will prevent the offsite flows from the east from entering the sand filter basin or comingling with onsite flows. The flows from the sand filter basin will connect to the offsite storm drain and conveyed downstream.

The northern portion of Via Carnaghi improvements will be conveyed to a sand filter basin adjacent to the roadway for water quality treatment. Flows in excess of the water quality volume will be conveyed to a subsurface system for mitigation of increased runoff. The flows will ultimately discharge to the existing 48-inch storm drain.

Drainage Area B, which includes the proposed upper parking lot, proposed maintenance building parking lot, and easterly off-site area, will be tributary to an existing 48-inch storm drain that crosses Monte Vista Drive and Interstate 15 north of Via Carnaghi. A total of 0.96 acre of Drainage Area C will be diverted to Drainage Area B due to the construction of the sand filter basin. However, 0.23 acre of Drainage Area B will be diverted to Drainage Area C, and 0.05 acre of Drainage Area B will be diverted to Drainage Area A. Additionally, 0.16 acre of Drainage Area A will be diverted to Drainage Area B. The net resulting diversion will be 0.11 acre less for Drainage Area A, 0.87 acre more for Drainage Area B, and 0.73 acre less for Drainage Area C. These diversions will be less than the maximum 1 acre allowable diversion for each of the three main watersheds. **Figure 3.7-1** illustrates the diversions in the three identified watershed areas.

Drainage Area C will include the proposed lower parking lot and the access road between the lower parking lot and the upper parking lot and southern portion of Via Carnaghi Lane.

The lower parking area will collect flows from the parking area, proposed access road to the upper parking lot area, and a small portion of offsite flows. The offsite flows will be collected in a grassed swale that will run adjacent to the parking lot on the north side. Flows will then discharge into the parking area at the approximate ridgeline between Areas B and C. this will prevent excess area from being diverted to Area B. The remaining flows west of the ridge will continue to Via Carnaghi Lane. All flows tributary to the parking area will be treated within proposed porous paver area, as well as mitigated for increase runoff. Flows will then be discharged via subsurface pipe within Via Carnaghi Lane and connect to the existing 24-inch storm drain crossing Monte Vista Drive south of Via Carnaghi Lane.

The southern portion of Via Carnaghi Lane does not require mitigation for increased runoff, therefore catch basin filter inserts will be implemented for water quality.

Drainage Area C is tributary to an existing 24-inch storm drain that crosses Monte Vista Drive and Interstate 15 south of Via Carnaghi Lane.

In order to demonstrate that the flow rates will not increase for the proposed preschool area and Via Carnaghi street improvements, JLC Engineering performed a pre-project condition rational method hydrology analysis to complete the preliminary hydrology report for the proposed project. For the remainder of the project site, only post-project condition rational method calculations were performed for the 100-year storm event in order to determine whether the proposed storm drain infrastructure is adequately sized. In completing these analyses, the rainfall depths in **Table 3.7-9** were used.

TABLE 3.7-9
RAINFALL DEPTHS

Storm Event	Duration	
	1-Hour (inches)	24-Hour (inches)
2-Year	0.61	2.75
100-Year	1.48	7.75

Source: JLC 2014a

The on-site improvements for Drainage Areas A, B, and C were analyzed as asphalt/concrete and roofs, landscaped area, porous pavers, and natural area. The proposed north and south parking areas were analyzed as asphalt/concrete to allow a conservative assumption of stormwater volume. The existing conditions for the proposed improvements also utilized

asphalt/concrete and roofs, landscaped area (for existing landscaped areas onsite), and natural area. Tables **3.7-10, 3.7-11,** and **3.7-12** summarize the unit hydrograph hydrology results for the pre-project and post-project conditions.

TABLE 3.7-10
FLOW RATE COMPARISON

Area	Description	Pre-Project (cfs)			Post-Project (cfs)		
		2-yr 24-hr	10-yr 24-hr	100-yr 1-hr	2-yr 24-hr	10-yr 24-hr	100-yr 1-hr
A-3	Administration Building	0.07	0.17	1.26	0.09	0.18	1.43
B-2A	Maintenance Building Parking	0.10	0.51	4.05	0.15	0.51	4.43
B-2B	Upper Parking	0.14	1.54	11.35	0.81	1.91	13.09
B-2C	North Via Carnaghi	0.09	0.59	3.09	0.16	0.58	3.09
C-1	Lower Parking	N/A	N/A	N/A	0.11	0.45	4.12
C-2	South Via Carnaghi	N/A	N/A	N/A	0.38	1.73	12.27
C	Via Carnaghi & Monte Vista Drive	0.45	2.62	14.85	N/A	N/A	N/A

Source: JLC 2014a

TABLE 3.7-11
VOLUME COMPARISON

Area	Description	Pre-Project (cfs)			Post-Project (cfs)		
		2-yr 24-hr	10-yr 24-hr	100-yr 1-hr	2-yr 24-hr	10-yr 24-hr	100-yr 1-hr
A-3	Administration Building	0.04	0.08	0.04	0.05	0.10	0.04
B-2A	Maintenance Building Parking	0.06	0.17	0.12	0.09	0.20	0.12
B-2B	Upper Parking	0.09	0.44	0.38	0.49	0.94	0.41
B-2C	North Via Carnaghi	0.05	0.22	0.13	0.10	0.25	0.13
C-1	Lower Parking	N/A	N/A	N/A	0.06	0.16	0.11
C-2	South Via Carnaghi	N/A	N/A	N/A	0.23	0.69	0.38
C	Via Carnaghi & Monte Vista	0.22	1.00	0.56	N/A	N/A	N/A

Source: JLC 2014a

TABLE 3.7-12
100-YEAR 1-HOUR COMPARISON

Area	Description	Pre-Project		Post-Project (cfs)	
		Flow Rate (cfs)	Volume (ac-ft)	Flow Rate (cfs)	Volume (ac-ft)
A-3	Administration Building	1.26	0.04	1.431	0.0365
B-2A	Maintenance Building Parking	4.054	0.1226	4.43	0.12
B-2B	Upper Parking	11.352	0.3754	13.088	0.4111
B-2C	North Via Carnaghi	3.09	0.13	3.09	0.13
C-1	Lower Parking	N/A	N/A	4.12	0.11
C-2	South Via Carnaghi	N/A	N/A	12.27	0.38
C	Via Carnaghi & Monte Vista	14.85	0.56	N/A	N/A

Source: JLC 2014a

To determine the tributary flow rates to the proposed project boundaries from off-site areas, JLC Engineering determined a yield based on previous studies performed at the project site. These studies are listed in **Appendix 3.7**. Following the rational method hydrology summary, these yields for the 100-year flow rates are included in **Table 3.7-13**.

TABLE 3.7-13
TRIBUTARY FLOW RATES

Area	Description	Area (AC)	Flow Rate (cfs)	Yield (cfs per AC)
A	Area tributary to existing 36-inch CMP	15.05	35.04	2.32
B	Area tributary to existing 48-inch CMP	32.00	61.91	1.94
C	Area tributary to existing 24-inch CMP	11.77	29.24	2.48

Source: JLC 2014a

The yield rates listed in **Table 3.7-13** average 2.25 cubic feet per second per acre. A conservative value of 2.40 cubic feet per second per acre was used to determine the capacity of stormwater treatment facilities, resulting in a **less than significant** impact to existing drainage patterns and volumes.

Mitigation Measures

None required.

3.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for hydrology and water quality includes the Santa Margarita Watershed as described in detail in the Existing Setting subsection above.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Hydrology and Water Quality

Impact 3.7.3 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita Watershed, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds. This is considered a **less than cumulatively considerable** impact.

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita Watershed, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watershed. However, as discussed in Impacts 3.7.1 and 3.7.2, the proposed project's storm drain system and implementation of a water quality management plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary hydrology study completed for the project, the proposed project does not increase the flow rate for the post-project conditions. As such, the project is rendered noncontributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be **less than cumulatively considerable.**

Mitigation Measures

None required.

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3.8 Noise

This section discusses the existing noise setting, identifies potential noise impacts associated with implementation of the proposed project, and recommends mitigation measures to address potential impacts. Specifically, this section analyzes potential noise impacts due to development of the project area relative to the existing ambient noise environment and applicable noise criteria. Noise mitigation measures are recommended where the predicted noise levels would exceed applicable noise standards.

3.8.1 TECHNICAL BACKGROUND

ACOUSTIC FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency. Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower, and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA (EPA 1971). The most common sounds vary between 40 dBA (very quiet) and 100 dBA (very loud). Normal conversation at 3 feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA, which can cause serious discomfort. Common community noise sources and associated noise levels, in dBA, are depicted in **Figure 3.8-1**.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates at a rate between 3.0 and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (EPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the “line of sight” between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

NOISE DESCRIPTORS

Environmental noise descriptors are generally based on average, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. In addition, the hourly L_{eq} is the noise metric used to collect short-term noise level measurement samples and to estimate the 24-hour Community Noise Equivalent Level (CNEL). CNEL is the weighted average of the intensity of a sound with corrections for time of day and averaged over 24 hours. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure. The time of day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7 p.m. to 10 p.m. and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise-sensitive periods during the evening and night hours when sound is perceived to be louder. Common noise level descriptors are summarized in **Table 3.8-1**.

TABLE 3.8-1
COMMON ACOUSTICAL DESCRIPTORS

Descriptor	Definition
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Level (DNL or L_{dn})	The 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Level (CNEL)	The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn}.
Single Event Noise Level (SEL)	The level of sound accumulated over a given time interval or event. Technically, the sound exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of one second.
Percent Exceeded Noise Level (L_n)	The level exceeded for *n* percent of the time. For instance, L_{10} is the level exceeded for 10% of the time. The commonly used values of n for the n-percent exceeded level, L_n, are 2, 10, 50, and 90.

Source: Urban Crossroads 2013a

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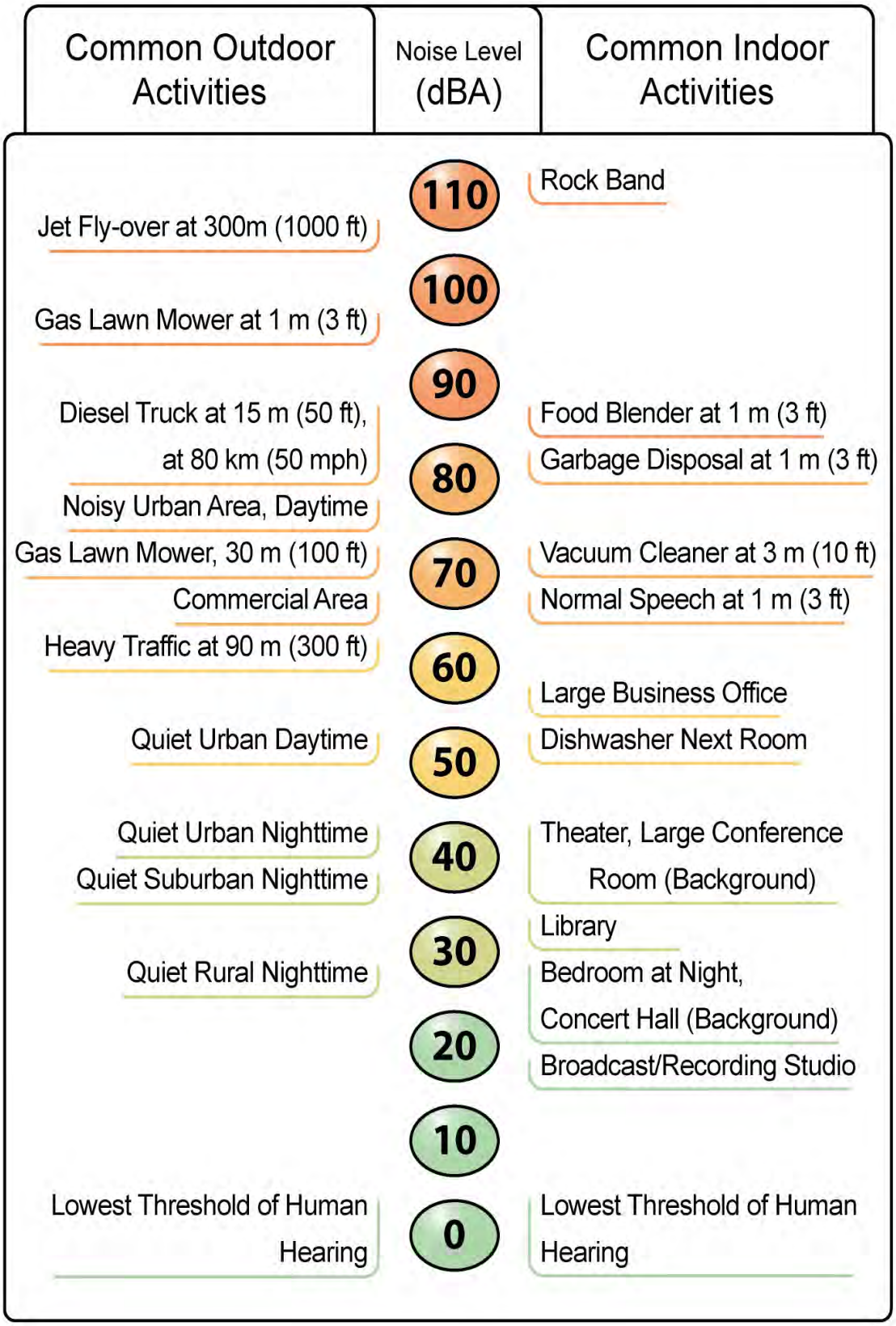


Figure 3.8-1
Common Noise Levels

PMC®

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A 10 dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

A limitation of using a single noise-level increase value to evaluate noise impacts, as discussed above, is that it fails to account for pre-development noise conditions. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL, L_{dn}). FICON-recommended noise evaluation criteria are summarized in **Table 3.8-2**.

TABLE 3.8-2
FICON-RECOMMENDED CRITERIA FOR
EVALUATION OF INCREASES IN AMBIENT NOISE LEVELS

Ambient Noise Level Without Project	Increase Required for Significant Impact
<60 dB	5.0 dB, or greater
60–65 dB	3.100 dB, or greater
>65 dB	1.5 dB, or greater

Source: FICON 2000

As depicted in **Table 3.8-2**, an increase in the noise level of 5.0, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. In areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance (FICON 2000).

EFFECTS OF NOISE ON HUMAN ACTIVITIES

The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and to increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. Noise-related effects on human activities are discussed in more detail below.

Speech Communication

For most noise-sensitive land uses, an interior noise level of 45 dB L_{eq} is typically identified for the protection of speech communication in order to provide for 100 percent intelligibility of speech sounds. Assuming an average 20 dB reduction in sound level between outdoors and indoors (which is an average amount of sound attenuation that assumes windows are closed), this interior noise level equates to an exterior noise level of 65 dBA L_{eq}. For outdoor voice communication, an exterior noise level of 60 dBA L_{eq} allows normal conversation at distances up to 2 meters with 95 percent sentence intelligibility (EPA 1971). Based on this information, speech interference begins to become a problem when steady noise levels reach approximately 60 to 65 dBA. Within interior noise environments, an average-hourly background noise level of 45 dBA L_{eq} is typically recommended for noise-sensitive land uses, such as educational facilities (Caltrans 2002).

Annoyance and Sleep Disruption

With regard to potential increases in annoyance, activity interference, and sleep disruption, land use compatibility determinations are typically based on the use of the cumulative noise exposure metrics (i.e., CNEL or L_{dn}). Perhaps the most comprehensive and widely accepted evaluation of the relationship between noise exposure and the extent of annoyance was one originally

developed by Theodore J. Schultz in 1978. Schultz's research findings provided support for L_{dn} as the descriptor for environmental noise. His research identified a correlation between the cumulative noise exposure metric and individuals who were highly annoyed by transportation noise. When expressed graphically, this relationship is typically referred to as the Schultz curve. The Schultz curve indicates that approximately 13 percent of the population is highly annoyed at a noise level of 65 dBA L_{dn}. It also indicates that the percentage of people describing themselves as being highly annoyed accelerates smoothly between 55 and 70 dBA L_{dn}. A noise level of 65 dBA L_{dn} is a commonly referenced dividing point between lower and higher rates of people describing themselves as being highly annoyed (Caltrans 2002).

The Schultz curve and associated research became the basis for many of the noise criteria subsequently established for federal, state, and local entities. Most federal and California regulations and policies related to transportation noise sources establish a noise level of 65 dBA CNEL/L_{dn} as the basic limit of acceptable noise exposure for residential and other noise-sensitive land uses. For instance, with respect to aircraft noise, both the Federal Aviation Administration (FAA) and the State of California have identified a noise level of 65 dBA L_{dn} as the dividing point between normally compatible and normally incompatible residential land use generally applied for determination of land use compatibility. For noise-sensitive land uses exposed to aircraft noise, noise levels in excess of 65 dBA CNEL/L_{dn} are typically considered to result in a potentially significant increase in levels of annoyance (Caltrans 2002).

Allowing for an average exterior-to-interior noise reduction of 20 dB, an exterior noise level of 65 dBA CNEL/L_{dn} would equate to an interior noise level of 45 dBA CNEL/L_{dn}. An interior noise level of 45 dB CNEL/L_{dn} is generally considered sufficient to protect against activity interference at most noise-sensitive land uses, including residential dwellings, and would also be sufficient to protect against sleep interference (EPA 1971). In California, the California Building Code establishes a noise level of 45 dBA CNEL as the maximum acceptable interior noise level for residential uses (other than detached single-family dwellings). Use of the 45 dBA CNEL threshold is further supported by recommendations provided in the State of California Office of Planning and Research's General Plan Guidelines, which recommend an interior noise level of 45 dB CNEL/L_{dn} as the maximum allowable interior noise level sufficient to permit "normal residential activity" (OPR 2003).

The cumulative noise exposure metric is currently the only noise metric for which there is a substantial body of research data and regulatory guidance defining the relationship between noise exposure, people's reactions, and land use compatibility. However, when evaluating environmental noise impacts involving intermittent noise events, such as aircraft overflights and train pass-bys, the use of cumulative noise metrics may not provide a thorough understanding of the resultant impact. The general public often finds it difficult to understand the relationship between intermittent noise events and cumulative noise exposure metrics. In such instances, supplemental use of other noise metrics, such as the L_{eq} or L_{max} descriptor, may be helpful as a means of increasing public understanding regarding the relationship between these metrics and the extent of the resultant noise impact (Caltrans 2002).

SOUND PROPAGATION AND ATTENUATION

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 decibels for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of

several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 decibels for each doubling of distance from a line source, depending on ground surface characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or a body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from the source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from a highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Noise Reduction

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in minimum 5 dB of noise reduction. Taller barriers provide increased noise reduction.

Noise reductions afforded by building construction can vary depending on construction materials and techniques. Standard construction practices typically provide approximately 15 dBA exterior-to-interior noise reductions for building façades, with windows open, and approximately 20 to 25 dBA with windows closed. With compliance with current Title 24 energy efficiency standards, which require increased building insulation and inclusion of an interior air ventilation system to allow windows on noise-impacted façades to remain closed, exterior-to-interior noise reductions typically average approximately 25 dBA. The absorptive characteristics of interior rooms, such as carpeted floors, draperies, and furniture, can result in further reductions in interior noise.

Additional noise control techniques commonly used for transportation noise sources include traffic control, such as prohibiting heavy-duty trucks and reducing speed limits along primarily affected corridors. However, an approximate 20 mile per hour reduction in speed would typically be required to achieve a noticeable decrease in noise levels. In some instances, the use of noise-reducing pavements, such as rubberized asphalt, has also been used to reduce traffic noise. However, when compared with hard site surfaces (i.e., asphalt, concrete, stone, and very hard packed earth), soft site surfaces or natural surfaces (i.e., earth and ground vegetation covers) are the most effective method used to reduce traffic-associated noise by resulting in a drop-off rate of 4.5 dBA per doubling of distance (Urban Crossroads 2013a) and thus are better at reflecting traffic-associated noise levels. Hard site surfaces typically result in a 3.0 dBA drop-off rate (Urban Crossroads 2013a).

3.8.2 EXISTING SETTING

EXISTING CHURCH OPERATIONS

The project site contains the Cornerstone Church and the Cornerstone Christian School, which is a pre-kindergarten through 12th grade school with approximately 240 students. School hours are typically 7:45 a.m. to 3:00 p.m. weekdays. In addition to the students, approximately 100 church and school employees are on-site on school days, including pastoral staff, church administrative staff, school office staff, teachers, coaches, and maintenance, landscaping, custodial, event, and production staff.

The church also has numerous other events that extend activities at the facilities until 9:00 p.m. on Monday through Thursday and up to 10:00 p.m. on Friday. Activities on Saturday and Sunday can start as early as 8:00 a.m. and are usually concluded by 8:30 p.m. With the exception of worship services on Saturday and Sunday, most of the activities have less than 250 people in attendance. The church holds two services on Saturday (5:00 p.m. and 6:30 p.m.) that typically draw up to 500 worshipers for each service. Three Sunday services are held (9:00 a.m., 10:20 a.m., and 11:40 a.m.) that typically draw a total of up to 1,000 worshipers for each service.

The church occasionally has sporting events that require lighting provided by portable task lighting with power generators; however, it is rare for the activities at the sports field to extend past 9:00 p.m. Generally the sports field activities follow the operational times of the church and school.

NOISE-SENSITIVE LAND USES

Noise-sensitive land uses adjacent to the project area consist of single-family homes located north and west of the project area, along Monte Vista Drive, and to the south and east, along Via Carnaghi Lane. One of the existing homes, located at 34620 Via Carnaghi Lane (APN 367-210-041), is located between the existing maintenance shed to the north and a gravel parking lot to the south. The owners of this home keep horses, with barns along the north and east property lines (see **Figure 2.0-2**). This is the closest home to the proposed construction and is less than 50 feet from the project boundaries.

EXISTING NOISE CONDITIONS

To assess the current ambient noise levels both within and around the proposed project site, the roadways surrounding the proposed project were evaluated. This evaluation included establishing noise level contour boundaries for the 55, 60, 65, and 70 dBA Community Noise Equivalent Levels (CNEL) for each of the surrounding roadway segments. **Table 3.8-3** presents these existing CNEL noise contour boundaries with existing traffic volumes for all roadway segments in proximity to Monte Vista Drive.

TABLE 3.8-3
EXISTING CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (Feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
I-15 Freeway	Between Bundy Canyon and Baxter Road	83.7	2,354	7,445	23,545	74,455
Monte Vista Drive	South of Bundy Canyon Road	57.1	RW	RW	RW	161
Monte Vista Drive	North of Driveway [2]	57.5	RW	RW	RW	180
Monte Vista Drive	North of Via Carnaghi	57.8	RW	RW	RW	189
Monte Vista Drive	North of Baxter Road	59.2	RW	RW	84	265
Bundy Canyon Road	West of I-15 Freeway SB Ramps	73.4	218	689	2,180	6,894
Bundy Canyon Road	I-15 Freeway Overpass	73.7	235	744	2,353	7,440
Bundy Canyon Road	East of I-15 Freeway NB Ramps	73.7	234	740	2,340	7,401
Bundy Canyon Road	West of Monte Vista Drive	73.6	229	724	2,291	7,245
Bundy Canyon Road	East of Monte Vista Drive	73.8	243	767	2,427	7,673
Baxter Road	West of I-15 Freeway SB Ramps	66.4	RW	137	434	1,372
Baxter Road	I-15 Freeway Overpass	65.2	RW	105	323	1,051
Baxter Road	East of I-15 Freeway NB Ramps	62.8	RW	RW	189	596
Baxter Road	East of Monte Vista Drive	61.7	RW	RW	147	464

Source: Urban Crossroads 2013a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

As shown in **Table 3.8-3**, several of the roadway segments exceed the 65 dBA CNEL standard at 100 feet from roadway centerlines.

3.8.3 REGULATORY FRAMEWORK

STATE

Government Code

Government Code Section 65302(f) requires that a noise element be included as part of all city and county general plans.

Noise contours must be shown for noise sources based on noise monitoring and accepted noise modeling techniques. The noise contours are to be used as a guide for designating land uses in the land use element that minimizes the exposure of community residents to excessive noise.

California Building Code

Title 24 of the California Code of Regulations contains standards for allowable interior noise levels associated with exterior noise sources (California Building Code, 1998 edition, Volume 1, Appendix Chapter 12, Section 1208A). The standards apply to new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family residences. The standards state that the interior noise level attributable to exterior sources cannot exceed 45 dBA in any

habitable room. Proposed residential structures to be located where the annual L_{dn} or CNEL exceeds 60 dBA require an acoustical analysis showing that the proposed building design would achieve the prescribed allowable interior noise standard. The noise metric (measurement period, such as hourly or daily) is either the day-night average sound level (L_{dn}) or the Community Noise Equivalent Level (CNEL), consistent with the noise element of the local general plan. Worst-case noise levels, either existing or future, are used as the basis for determining compliance with these standards (Caltrans 2002).

LOCAL

City of Wildomar General Plan

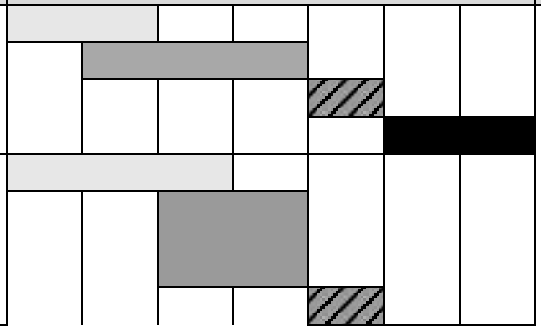
The Noise Element of the City of Wildomar General Plan addresses several types of noise sources: mobile, stationary, and construction. The mobile, or transportation-related, noise impact policies are intended to ensure that noise-sensitive land uses are not located near noisy roads. The stationary impact noise policies are intended to ensure that the proposed land use does not generate noise that could affect sensitive receptors during operations. Construction noise can affect existing development, and the Noise Element policies are intended to minimize the impact.

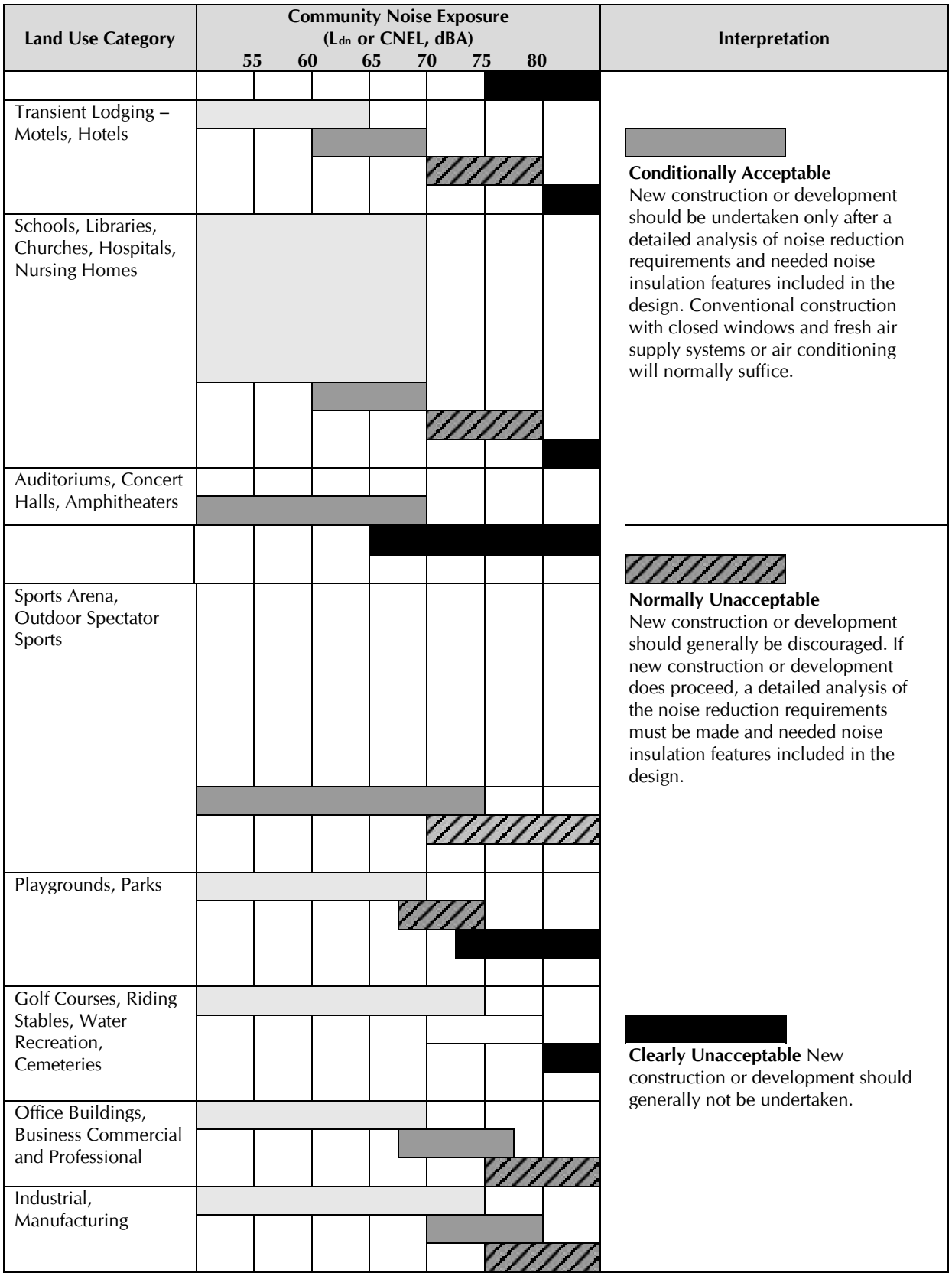
Mobile Noise Standards

The City of Wildomar General Plan Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. The Noise Element includes standards for land use compatibility for community noise exposure in Policy N 1.3 and Policy N 4.1 and characterizes both schools and places of worship as noise-sensitive uses. For noise-sensitive land uses, the exterior noise levels should not exceed 65 dBA CNEL. The Noise Element also includes Table N-1, Land Use Compatibility for Community Noise Exposure, that indicates that exterior noise for "Schools, Libraries, Churches, Hospitals, and Nursing Homes" to be "conditionally acceptable" up to 70 dBA (see **Table 3.8-4**).

In addition to exterior noise, the Noise Element also establishes an interior noise standard of 45 dBA CNEL for noise-sensitive uses in Policy N 13.1. The Noise Element contains several policies associated with noise-generating uses. Other than construction noise, the operation of a preschool, administrative office building, and parking areas will not generate significant noise.

TABLE 3.8-4
CITY OF WILDOMAR LAND USE COMPATIBILITY NOISE CRITERIA

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA) 55 60 65 70 75 80	Interpretation
Residential – Single-Family		**Normally Acceptable** Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Residential – Multiple-Family		



Source: Wildomar 2008

Stationary Noise Standards

Worst-case impacts from stationary (non-transportation) noise sources (such as speakerphones, trash compactors, etc.) for daytime and nighttime activities are provided in Policy 4.1 and shown in **Table 3.8-5**.

TABLE 3.8-5
FACILITY-RELATED NOISE, RECEIVED BY ANY SENSITIVE USE, WORST-CASE LEVELS

Worst-Case Noise Level	Time of Day
65 dBA L_{eq} – 10 minutes	7 a.m. to 10 p.m.
45 dBA L_{eq} – 10 minutes	10 p.m. to 7 a.m.

Source: Wildomar 2008 (Noise Element, Policy N 4.1)

Construction-Related Noise Standards

Policy N 12.1 of the Noise Element requires that construction noise be minimized within acceptable practices. Among these are the requirement for a noise mitigation plan in Policy N 12.3 that must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project through the use of methods including, but not limited to, temporary noise attenuation fences, preferential location of equipment, and use of current noise suppression technology and equipment.

The General Plan also requires that all construction equipment use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer (General Plan Policy N 12.4). Without an adopted construction noise standard, the proposed project cannot generate noise in excess of currently established standards.

Community Noise Assessment Criteria

Changes in noise levels greater than 3 dBA are often identified as "barely perceptible," while changes of 5 dBA are "readily perceptible." Studies show that a relative noise impact of 5 dBA triggers community reaction (sporadic complaints to widespread complaints to several legal threats to vigorous action). In the range of 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. However, in a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over years rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people. While a 1 dBA increase may be perceptible to a minority of very noise-sensitive people, noise increases of up to 3 dBA are barely perceptible to most people. The 3 dBA increase criteria represent a balance of community benefits and reasonableness.

GROUNDBORNE VIBRATION

The Noise Element of the General Plan also addresses vibration by establishing policies that restrict the placement of sensitive land uses in proximity to vibration-producing land uses. While the Noise Element contains Table N-3 (shown here as **Table 3.8-6**) that shows the human reaction to typical vibration levels, it does not establish a threshold or limit on vibration.

TABLE 3.8-6
HUMAN REACTION TO TYPICAL VIBRATION LEVELS

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937–0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges

Source: Wildomar 2008 (Noise Element, Table N-3)

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in **Table 3.8-7** and **Table 3.8-8**, respectively. The criteria differentiate between transient and continuous/frequent sources. Transient sources of groundborne vibration include intermittent events, such as blasting, whereas continuous and frequent events would include the operations of equipment, including construction equipment, and vehicle traffic on roadways (Caltrans 2002, 2004).

TABLE 3.8-7
DAMAGE POTENTIAL TO BUILDINGS AT VARIOUS GROUNDBORNE VIBRATION LEVELS

Structure and Condition	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.20	0.10
Historic and Some Old Buildings	0.50	0.25
Older Residential Structures	0.50	0.30
New Residential Structures	1.00	0.50
Modern Industrial/Commercial Buildings	2.00	0.50

Source: Caltrans 2002, 2004

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

TABLE 3.8-8
ANNOYANCE POTENTIAL TO PEOPLE AT VARIOUS GROUNDBORNE VIBRATION LEVELS

Human Response	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.90	0.10
Severe	2.00	0.40

Source: Caltrans 2002, 2004

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Assessing Exposure to Groundborne Vibration

The groundborne vibration criteria recommended by Caltrans for evaluation of potential structural damage are based on building classifications, which take into account the age and condition of the building. For residential structures and newer buildings, Caltrans considers a minimum peak particle velocity (ppv) threshold of 0.50 inches per second (in/sec) for transient sources and 0.30 in/sec for continuous/frequent sources to be sufficient to protect against building damage. With the exception of fragile buildings, ruins, and ancient monuments, continuous groundborne vibration levels below approximately 0.20 in/sec ppv are unlikely to cause structural damage. In terms of human annoyance, continuous vibrations in excess of 0.04 in/sec ppv and transient sources in excess of 0.25 in/sec ppv are identified by Caltrans as being "distinctly perceptible." Within buildings, short periods of groundborne vibration in excess of 0.20 in/sec ppv are generally considered to result in increased levels of annoyance (Caltrans 2002, 2004).

Groundborne vibration levels would be considered significant if predicted short-term construction or long-term operational groundborne vibration levels attributable to the proposed project would exceed the recommended limit for an older residential structure demonstrated in **Tables 3.8-7** and be more than distinctly perceptible as shown in **Table 3.8-8** at the nearby existing structures. **Table 3.8-9** shows representative construction equipment vibration levels at 25 feet from the property based on information from Caltrans and the Federal Transit Administration.

TABLE 3.8-9
REPRESENTATIVE CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Impact Pile Driver (Upper Range)	1.518
Impact Pile Driver (Typical)	0.644
Sonic Pile Driver (Upper Range)	0.734
Sonic Pile Driver (Typical)	0.17
Vibratory Roller	0.21
Large Tractors	0.089
Caisson Drilling	0.089

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Loaded Trucks	0.076
Jackhammer	0.035
Small Tractors	0.003

Source: Caltrans 2004; FTA 2006

3.8.4 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Criteria for determining the significance of noise impacts were developed based on information contained in California Environmental Quality Act (CEQA) Guidelines Appendix G. According to those guidelines, a project may have a significant effect on the environment if it would result in the following conditions:

1) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.

2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. For purposes of this analysis, roadway noise impacts would be considered significant if the proposed project increased noise levels for a noise-sensitive land use by 3 dBA CNEL and (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

5) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels.

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

The nearest airport is Skylark Field Airport, which is located approximately 3 miles northwest of the proposed project site. The project site is not located within 2 miles of a public airport or private airstrip, nor would implementation of the proposed project affect airport operations. For these reasons, there is no impact to the exposure of people to aircraft noise levels and Standards of Significance 5 and 6 are not discussed further in this DEIR.

The City of Wildomar General Plan does not set standards for temporary noise impacts like construction. Chapter 9.48 of the Wildomar Municipal Code includes noise standards in addition to the standards contained in the General Plan, but Municipal Code Section 9.48.010 specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. In addition, Wildomar Municipal Code Section 9.48.020(I) states that sound emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling is exempt from the noise ordinance, provided that:

1. Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and

2. Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Without an adopted construction noise standard, the proposed project cannot generate noise in excess of currently established standards.

Long-Term Off-Site Transportation Noise Impacts

To assess the off-site traffic-related noise level impacts associated with the project, the CNEL levels at a distance of 100 feet from the centerline of traffic study area roadway segments were developed for existing and Year 2017 conditions.

- Existing: This scenario refers to the existing traffic noise conditions, with and without the proposed project.

- Project Completion (Year 2017) without/with Project: This scenario refers to the background noise conditions at project completion (Year 2017) without and with the proposed project.

Table 3.8-10 presents the hourly traffic flow distributions (vehicle mix) used for this analysis. The vehicle mixes were based on City of Wildomar requirements to prepare noise impact analysis and the truck mix data provided by Caltrans for all freeways. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the Federal Highway Administration (FHWA) Model.

TABLE 3.8-10
HOURLY TRAFFIC FLOW DISTRIBUTION[1]

Motor Vehicle Type	Daytime (7 a.m. to 7 p.m.)	Evening (7 p.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)	Total % Traffic Flow
I-15 Freeway[1]				
Automobiles	77.5%	12.9%	9.6%	93.27%
Medium Trucks	84.8%	4.9%	10.3%	3.03%
Heavy Trucks	86.5%	2.7%	10.8%	3.70%
Major, Arterial[2]				
Automobiles	75.5%	14.0%	10.5%	92.00%
Medium Trucks	48.0%	2.0%	50.%	3.00%
Heavy Trucks	48.0%	2.0%	50.0%	5.00%
Secondary/Collector[2]				
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%

Source: Urban Crossroads 2013a
1. Vehicle mix provided in the 2010 Caltrans Truck Data on Interstate 15.
2. Vehicle mix obtained from the City of Wildomar General Plan Circulation Element.

Off-Site Traffic Noise Contour Boundaries

Traffic noise contour boundaries are often desired by local land planning and zoning authorities to represent sound level exposures on land that is being considered for development and is adjacent to highways. Noise contour boundaries represent the equal levels of noise exposure and are measured from the center of the roadway. Traffic noise contour boundaries are calculated at distances of 100 feet from a roadway centerline. CNEL noise contour boundaries are also determined below for the 55, 60, 65, and 70 dBA noise levels. The off-site transportation noise contour calculations are presented in **Appendix 3.8. Tables 3.8-3** and **3.8-11** present the existing conditions noise contours without and with the project. **Tables 3.8-12** and **3.8-13** present the Year 2017 noise contours without and with the project. The off-site traffic noise analysis worksheets are included in **Appendix 3.8**.

The off-site traffic noise prediction model inputs are used to calculate the reference CNEL dBA noise levels at a distance of 100 feet from the centerline for the 14 off-site study area roadway segments. Noise level contours represent the distance to noise levels of a constant value and are measured from the center of the roadway. In addition, noise level contours do not take into account the effect of any existing noise barriers, intervening buildings, or topography.

TABLE 3.8-11
EXISTING WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
I-15 Freeway	Between Bundy Canyon and Baxter Roads	83.7	2,356	7,452	23,565	74,518
Monte Vista Drive	South of Bundy Canyon Road	58.4	RW	RW	RW	218
Monte Vista Drive	North of Driveway[1]	58.6	RW	RW	RW	227
Monte Vista Drive	North of Via Carnaghi	58.4	RW	RW	RW	218
Monte Vista Drive	North of Baxter Road	59.9	RW	RW	99	312
Bundy Canyon Road	West of I-15 Freeway SB Ramps	73.4	219	693	2,192	6,933
Bundy Canyon Road	I-15 Freeway Overpass	73.8	238	752	2,377	7,518
Bundy Canyon Road	East of I-15 Freeway NB Ramps	73.8	238	752	2,377	7,518
Bundy Canyon Road	West of Monte Vista Drive	73.7	234	740	2,340	7,401
Bundy Canyon Road	East of Monte Vista Drive	73.9	245	775	2,451	7,751
Baxter Road	West of I-15 Freeway SB Ramps	66.4	RW	139	440	1,391
Baxter Road	I-15 Freeway Overpass	65.3	RW	108	341	1,079
Baxter Road	East of I-15 Freeway NB Ramps	63.0	RW	RW	201	634
Baxter Road	East of Monte Vista Drive	61.7	RW	RW	147	464

Source: Urban Crossroads 2013a
1."RW" = Location of the respective noise contour falls within the right-of-way of the road

TABLE 3.8-12
YEAR 2017 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
I-15 Freeway	Between Bundy Canyon and Baxter Road	84.1	2,548	8,056	25,476	80,564
Monte Vista Drive	South of Bundy Canyon Road	62.1	RW	RW	162	511
Monte Vista Drive	North of Driveway[1]	62.6	RW	RW	183	577
Monte Vista Drive	North of Via Carnaghi	62.7	RW	RW	186	587
Monte Vista Drive	North of Baxter Road	63.1	RW	RW	207	653
Bundy Canyon Road	West of I-15 Freeway SB Ramps	75.3	336	1,063	3,363	10,634
Bundy Canyon Road	I-15 Freeway Overpass	75.9	390	1,235	3,905	12,347
Bundy Canyon Road	East of I-15 Freeway NB Ramps	76.3	424	1,340	4,237	13,399
Bundy Canyon Road	West of Monte Vista Drive	75.5	357	1,130	3,572	11,296
Bundy Canyon Road	East of Monte Vista Drive	75.4	346	1,095	3,461	10,945
Baxter Road	West of I-15 Freeway SB Ramps	68.0	RW	202	637	2,016
Baxter Road	I-15 Freeway Overpass	66.9	RW	154	488	1,543
Baxter Road	East of I-15 Freeway NB Ramps	64.6	RW	91	287	909
Baxter Road	East of Monte Vista Drive	62.4	RW	RW	174	549

Source: Urban Crossroads 2013a
1."RW" = Location of the respective noise contour falls within the right-of-way of the road

TABLE 3.8-13
YEAR 2017 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
I-15 Freeway	Between Bundy Canyon and Baxter Road	84.1	2,550	8,063	25,497	80,627
Monte Vista Drive	South of Bundy Canyon Road	62.5	RW	RW	177	558
Monte Vista Drive	North of Driveway[1]	63.0	RW	RW	198	625
Monte Vista Drive	North of Via Carnaghi	62.9	RW	RW	195	615
Monte Vista Drive	North of Baxter Road	63.4	RW	RW	218	691
Bundy Canyon Road	West of I-15 Freeway SB Ramps	75.3	337	1,067	3,375	10,673
Bundy Canyon Road	I-15 Freeway Overpass	75.9	393	1,243	3,929	12,425
Bundy Canyon Road	East of I-15 Freeway NB Ramps	76.3	429	1,355	4,286	13,555
Bundy Canyon Road	West of Monte Vista Drive	75.6	361	1,141	3,609	11,413
Bundy Canyon Road	East of Monte Vista Drive	75.4	349	1,102	3,486	11,023
Baxter Road	West of I-15 Freeway SB Ramps	68.1	RW	203	643	2,035

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Baxter Road	I-15 Freeway Overpass	67.0	RW	157	497	1,571
Baxter Road	East of I-15 Freeway NB Ramps	64.8	RW	95	299	946
Baxter Road	East of Monte Vista Drive	62.4	RW	RW	174	549

Source: Urban Crossroads 2013a
1."RW" = Location of the respective noise contour falls within the right-of-way of the road

Existing Roadway Noise Levels

Table 3.8-3 presents the existing noise contour boundaries. **Table 3.8-11** shows that for existing traffic volumes, all segments adjacent to Bundy Canyon Road and two segments of Baxter Road currently exceed the City of Wildomar's 65 dBA CNEL standard for noise-sensitive residential areas at 100 feet from each roadway's centerline.

Existing Traffic Noise Level Contributions

Table 3.8-14 presents a comparison of existing conditions noise levels without and with the proposed project. The roadway noise impacts will increase on all segments from 0.0 dBA CNEL to 1.0 dBA CNEL with the development of the proposed project. Similarly, **Table 3.8-15** illustrates a comparison of Year 2017 noise levels without and with the proposed project.

TABLE 3.8-14
EXISTING OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
I-15 Freeway	Between Bundy Canyon and Baxter Road	83.7	83.7	0.0	No
Monte Vista Drive	South of Bundy Canyon Road	57.1	58.4	1.3	No
Monte Vista Drive	North of Driveway	57.5	58.6	1.0	No
Monte Vista Drive	North of Via Carnaghi	57.8	58.4	0.6	No
Monte Vista Drive	North of Baxter Road	59.2	59.9	0.7	No
Bundy Canyon Road	West of I-15 Freeway SB Ramps	73.4	73.4	0.0	No
Bundy Canyon Road	I-15 Freeway Overpass	73.7	73.8	0.0	No
Bundy Canyon Road	East of I-15 Freeway NB Ramps	73.7	73.8	0.1	No
Bundy Canyon Road	West of Monte Vista Drive	73.6	73.7	0.1	No
Bundy Canyon Road	East of Monte Vista Drive	73.8	73.9	0.0	No
Baxter Road	West of I-15 Freeway SB Ramps	66.4	66.4	0.1	No
Baxter Road	I-15 Freeway Overpass	65.2	65.3	0.1	No
Baxter Road	East of I-15 Freeway NB Ramps	62.8	63.0	0.3	No
Baxter Road	East of Monte Vista Drive	61.7	61.7	0.0	No

Source: Urban Crossroads 2013a
1. An impact is considered significant when the project generates a noise level increase of greater than 3.0 dBA.

TABLE 3.8-15
YEAR 2017 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
I-15 Freeway	Between Bundy Canyon and Baxter Road	84.1	84.1	0.0	No
Monte Vista Drive	South of Bundy Canyon Road	62.1	62.5	0.4	No
Monte Vista Drive	North of Driveway	62.6	63.0	0.3	No
Monte Vista Drive	North of Via Carnaghi	62.7	62.9	0.2	No
Monte Vista Drive	North of Baxter Road	63.1	63.4	0.2	No
Bundy Canyon Road	West of I-15 Freeway SB Ramps	75.3	75.3	0.0	No
Bundy Canyon Road	I-15 Freeway Overpass	75.9	75.9	0.0	No
Bundy Canyon Road	East of I-15 Freeway NB Ramps	76.3	76.3	0.1	No
Bundy Canyon Road	West of Monte Vista Drive	75.5	75.6	0.0	No
Bundy Canyon Road	East of Monte Vista Drive	75.4	75.4	0.0	No
Baxter Road	West of I-15 Freeway SB Ramps	68.0	68.1	0.0	No
Baxter Road	I-15 Freeway Overpass	66.9	67.0	0.1	No
Baxter Road	East of I-15 Freeway NB Ramps	64.6	64.8	0.2	No
Baxter Road	East of Monte Vista Drive	62.4	62.4	0.0	No

Source: Urban Crossroads 2013a
1. An impact is considered significant when the project generates a noise level increase of greater than 3.0 dBA.

Off-Site Project Traffic Noise Level Contributions

Based on the community noise assessment criteria, a significant off-site traffic noise impact would occur if the project were to create a noise level increase in the area adjacent to the roadway segment of greater than 3.0 dBA. As shown on **Table 3.8-14**, for existing conditions, the project will increase the off-site traffic noise levels from 0.0 to 1.3 dBA CNEL on the 14 roadway segments. For Year 2017 conditions, **Table 3.8-15** indicates that the project will increase off-site traffic noise levels from 0.0 to 0.4 dBA CNEL on the same roadway segments. Project-related vehicular source noise may affect permanent and ongoing ambient noise conditions but is not considered a temporary or periodic noise source.

LONG-TERM ON-SITE TRANSPORTATION NOISE

The project site will be subjected to transportation-related noise impacts from the adjacent roadways and Interstate 15 (I-15). This subsection discusses the potential noise impacts to the proposed preschool/day-care building.

On-Site Transportation-Related Noise Level Analysis

The project site is currently exposed to significant traffic noise levels from Interstate 15. To estimate the future exterior noise levels, the site plan was used to calculate the distance from the proposed preschool expansion building façade to roadway centerlines to develop a traffic noise prediction model.

To predict the future on-site noise environment at the project site, long-range average daily traffic volumes estimates were used for both Monte Vista Drive and I-15. Using the Riverside County ADT (average daily traffic) design capacities for level of service C, the noise level impacts were estimated using a future traffic volume of 20,700 vehicles travelling at 40 miles per hour for Monte Vista Drive. A future ADT volume of 127,400 and speeds of 65 miles per hour were used to describe the future I-15 traffic noise levels.

On-Site Exterior Transportation Noise Impacts

The project site is currently exposed to significant traffic noise levels from Interstate 15. **Table 3.8-16** shows the noise predictions based on future traffic at the preschool building façade. As shown in the table, the future exterior noise level at the exterior preschool building façade is estimated at 72.4 dBA CNEL. The result of the future noise prediction model suggests that the future exterior noise levels may experience an increase of 5.3 dBA CNEL over the existing measured ambient noise levels of 67.1 dBA CNEL. In reality, the predicted future exterior noise level of 72.4 dBA CNEL likely overstates the worst-case exterior noise levels, as the analysis does not take into account topography or existing buildings (Urban Crossroads 2013a).

According to the Land Use Compatibility for Community Noise Exposure provided in the General Plan Noise Element, the predicted future exterior noise level of 72.4 dBA CNEL is considered "normally unacceptable" for schools and churches. However, the noise element indicates that for noise levels that are considered "normally unacceptable," a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design.

TABLE 3.8-16
ON-SITE TRAFFIC NOISE IMPACTS (DBA CNEL)[1]

Roadway	Exterior Noise Level at Façade	Exterior Noise Standard	Required Exterior Noise Reduction	Interior Noise Level for Windows		Interior Noise Standard[4]	Required Interior Noise Reduction
				Open[2]	Closed[3]		
Monte Vista Drive	66.1	70	n/a	54.1	41.1	45	n/a
I-15 Freeway	71.3	70	1.3	59.3	46.3	45	1.3
Total[1]	**72.4**	**70**	**2.4**	**60.4**	**47.4**	**45**	**2.4**

Source: Urban Crossroads 2013a
1. The totals represent the sum of the logarithmic energy levels for Monte Vista Drive and Interstate 15.
2. A minimum of 12 dBA noise reduction is assumed with a windows open condition.
3. A minimum of 25 dBA noise reduction is assumed with windows closed and upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30.
4. Standard with windows closed.

LAND USE COMPATIBILITY

Proposed land uses are evaluated in comparison to the City's General Plan noise standards for land use compatibility shown in **Table 3.8-4.** Accordingly, "Schools, Libraries, Churches, Hospitals, and Nursing Home" land uses are considered normally acceptable in exterior noise environments up to 60 dBA CNEL/L_{dn} and conditionally acceptable at levels up to 70 dBA CNEL/L_{dn}.

METHODOLOGY

The following subsection outlines the methods and procedures used to model and analyze the future traffic noise environment.

Short-Term Exposure to Construction-Related Noise

Construction noise represents a short-term impact on the ambient noise levels. The project's construction noise impacts will include both short-term mobile equipment and long-term stationary equipment. Short-term mobile construction activities (e.g., nail guns, hammers, power saws, drills) that are not staged or stationary will be generated throughout the project site. During construction, all of the long-term construction equipment (generators, compressors, pumps) staging activities will be located in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors. It is expected that the project construction activities will consist primarily of short-term mobile equipment noise associated with backhoes, water trucks, graders, excavators, dump trucks, pickup trucks, vibratory rollers, and pavers. Portable tools will likely involve compressors, nail guns, hammers, drills, and saws.

Predicted noise levels at nearby noise-sensitive land uses were calculated utilizing typical noise levels and usage rates associated with construction equipment, derived from the FHWA Roadway Construction Noise Model (version 1.1). Construction noise levels are predicted assuming an average noise attenuation rate of 6 dB per doubling of distance from the source.

Transportation Noise

The following methods and procedures were used to model and analyze the future traffic noise environment.

FHWA Traffic Noise Prediction Model

The roadway noise impacts from vehicular traffic were projected using a computer program that replicates the FHWA Traffic Noise Prediction Model-FHWA-RD-77-108 (the FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major, or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

Traffic Noise Prediction Model Inputs

Table 3.8-17 presents the FHWA Traffic Noise Prediction Model roadway parameters used in this analysis. Soft site conditions were used to develop the noise contours to analyze the traffic noise impacts. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Even though the proposed project will result in development, the areas adjacent to the roadway will remain earthen and vegetated rather than completely covered with concrete, asphalt, or another building material. Therefore, soft site conditions better represent the noise level contours.

The existing and Year 2017 average daily traffic volumes used for the study and presented in **Table 3.8-18** were provided by the traffic impact analysis prepared by Urban Crossroads in 2013.

TABLE 3.8-17
OFF-SITE ROADWAY PARAMETERS

Roadway	Segment	Roadway Classification[1]	Lanes	Vehicle Speed (mph)	Site Conditions
I-15	Between Bundy Canyon and Baxter Road	Freeway	6	65	Soft
Monte Vista Drive	South of Bundy Canyon Road	Secondary	2	40	Soft
Monte Vista Drive	North of Driveway 1	Secondary	2	40	Soft
Monte Vista Drive	North of Via Carnaghi	Secondary	2	40	Soft
Monte Vista Drive	North of Baxter Road	Secondary	2	40	Soft
Bundy Canyon Road	West of I-15 Southbound Ramps	Urban Arterial	6	40	Soft
Bundy Canyon Road	I-15 Freeway Overpass	Urban Arterial	6	40	Soft
Bundy Canyon Road	East of I-15 Freeway Northbound Ramps	Urban Arterial	6	40	Soft
Bundy Canyon Road	West of Monte Vista Drive	Urban Arterial	6	40	Soft
Bundy Canyon Road	East of Monte Vista Drive	Urban Arterial	6	40	Soft
Baxter Road	West of I-15 Freeway Southbound Ramps	Secondary	2	40	Soft
Baxter Road	I-15 Freeway Overpass	Secondary	2	40	Soft
Baxter Road	East of I-15 Freeway Northbound Ramps	Secondary	2	40	Soft
Baxter Road	East of Monte Vista Drive	Secondary	2	40	Soft

Source: Urban Crossroads 2013b; 1. Wildomar 2008

TABLE 3.8-18
AVERAGE DAILY TRAFFIC VOLUMES FOR EXISTING AND YEAR 2017 CONDITIONS

Roadway	Segment	Average Daily Traffic (1,000s)			
		Existing		Year 2017	
		No Project	With Project	No Project	With Project
I-15	Between Bundy Canyon and Baxter Road	117.0	117.1	126.6	126.7
Monte Vista Drive	South of Bundy Canyon Road	1.7	2.3	5.4	5.9
Monte Vista Drive	North of Driveway 1	1.9	2.4	6.1	6.6
Monte Vista Drive	North of Via Carnaghi	2.0	2.3	6.2	6.5
Monte Vista Drive	North of Baxter Road	2.8	3.3	6.9	7.3
Bundy Canyon Road	West of I-15 Southbound Ramps	17.7	17.8	27.3	27.4
Bundy Canyon Road	I-15 Freeway Overpass	19.1	19.3	31.7	31.9
Bundy Canyon Road	East of I-15 Freeway Northbound Ramps	19.0	19.3	34.4	34.8
Bundy Canyon Road	West of Monte Vista Drive	18.6	19.0	29.0	29.3
Bundy Canyon Road	East of Monte Vista Drive	19.7	19.9	28.1	28.3
Baxter Road	West of I-15 Freeway Southbound Ramps	14.5	14.7	21.3	21.5
Baxter Road	I-15 Freeway Overpass	11.1	11.4	16.3	16.6
Baxter Road	East of I-15 Freeway Northbound Ramps	6.3	6.7	9.6	10.0
Baxter Road	East of Monte Vista Drive	4.9	4.9	7.1	7.2

Source: Urban Crossroads 2013b

IMPACTS AND MITIGATION MEASURES

Exposure to Excessive Noise Levels (Standard of Significance 1)

Impact 3.8.1 The completed proposed project may expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. As such, impacts are considered **potentially significant**.

Construction Noise Level Impacts

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receiver would be reduced to 72 dBA at 100 feet from the source to the receiver and would be further reduced to 66 dBA at 200 feet from the source to the receiver. The analysis shows that the highest construction noise level impacts will occur during construction activities at the boundaries of the project site.

At a distance of less than 50 feet from the project boundaries, it is expected that the nearby noise-sensitive residential receivers will likely experience a significant, temporary/periodic increase above the existing ambient noise due to project construction activities. However, while construction noise may be heard at varying levels of intensity according to the location and operations of grading equipment, it will often be overshadowed by existing traffic noise from Interstate 15.

While construction noise is temporary, intermittent, and of short duration, and will not present any long-term impacts, the following noise abatement measures have been developed to reduce the noise level impacts produced by the construction equipment to the nearby noise-sensitive residential land uses.

The primary method of addressing construction noise in Wildomar is to limit the hours of construction to typical business days. It is very difficult to fully mitigate construction noise because most of the methods associated with noise attenuation would impede the act of development, such as a noise wall or increasing the distance to the receptor, or would be too flimsy to be effective. Further, grading and earth movement require the use of heavy equipment over a large area. Attenuating mobile sources with a stationary acoustic fence or wall will likely be ineffective.

The sensitive receptor that will experience the most impact from construction on the project site is the residents of the home at 34620 Via Carnaghi Lane. This home is surrounded by construction with the project on three sides (north, south, and east) and the paving of Via Carnaghi Lane on the west (see **Figure 2.0-3A**). While the Wildomar Municipal Code limits the hours of construction, during the permitted construction hours the home will experience a significant increase in noise. While construction noise will be temporary and will cease entirely with completion of the project, compliance with mitigation measure **MM 3.8.1a** will reduce, but not eliminate, noise impacts at this location.

Off-Site Construction

The project requires the construction of a 1,900-foot sewer line in Monte Vista Drive extending from the project driveway north to an existing manhole (see **Figure 2.0-7**). The sewer line will be placed in a trench on the west side of Monte Vista Drive adjacent to the Caltrans right-of-way for Interstate 15. Construction will occur with the first phase of the project and will take approximately two weeks to complete. The construction will occur within the 83.7 dBA contour of Interstate 15 (see **Table 3.8-12**). Noise from the construction will be overshadowed by the noise from the Interstate, and all construction is subject to the mitigation measures shown below. This impact is considered less than significant.

The City requires the paving of Via Carnaghi Lane as a condition of approval. The paving of the roadway and the construction of driveways and other access features will involve grading of the existing roadway, import of fill material as a base for the pavement, and compaction of the material with vibratory rollers and water trucks and finally the use of paving machines. The paving of the roadway will take approximately two weeks to complete and will occur in conjunction with Phase 1 of the proposed project. Noise from roadway paving will affect the adjacent residents. As with other construction, the hours will be limited by the Municipal Code and enforced by the City. Also, implementation of mitigation measure **MM 3.8.1** will ensure that any noise associated with the paving of the roadway is reduced to a less than significant level.

Phase 1

Based on the noise study conducted by Urban Crossroads (2013a), the results of the noise impact analysis prepared for the proposed project indicate the future unmitigated exterior noise levels at the preschool building façade are estimated at 72.4 dBA CNEL (**Table 3.8-14**). This conservative level increase of 6.3 dBA CNEL over the existing measured ambient noise levels of 66.1 dBA CNEL exceeds the "normally acceptable" range as identified in the City of Wildomar Land Use Compatibility Noise Criteria (**Table 3.8-4**) of 70 dBA CNEL for exterior noise levels. The area that exceeds the normally acceptable level is the parking and travel area associated with the preschool and the main school building. The area is neither designed nor intended to accommodate a long-term use by students. As such, the parking lot and access area noise is considered acceptable.

For purposes of analysis, the preschool outdoor play area is classified as a sensitive receptor and is subject to noise mitigation, as the area is intended for long-term use. While it is possible that during certain times of the day the outdoor play area may be a noise generator, these periods would be limited and noise would be mitigated through the same methods that would shield the outdoor play area from freeway noise. The outdoor play area located on the north end of the proposed school building will be approximately 3 feet below the adjacent grade and several feet below the western and northern property lines. The lowered play area allows the surrounding terrain to block freeway and parking lot noise. The physical mass of the preschool building will also block noise from the parking area and the freeway (Lawson 2014).

To ensure that the combination of preschool building and grade change results in the anticipated acceptable exterior noise levels, mitigation measure **MM 3.8.1e** requires noise measurements of the outdoor play area prior to occupancy of the building. If the exterior noise levels of the outdoor play area remain above 70 dBA, **MM 3.8.1e** requires the construction of a block wall along the western property line to shield the playground area from freeway noise. Currently, the site plans show a 6-foot plastic or wood fence in this location. If necessary, the noise attenuation specifications of the wall will be made by the noise analyst and approved by the City. Although the future predicted exterior noise level of 72.4 dBA CNEL is an overestimation

of actual potential noise level standards, implementation of mitigation measure **MM 3.8.1e** will ensure that the resulting level of noise is less than significant at the outdoor play area.

To meet the 45 dBA CNEL interior noise standard, an exterior to interior noise level reduction of 27.4 dBA CNEL is required (**Table 3.8-14**). The required interior noise level reduction can be accomplished with the "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building. The implementation of these design features is outlined in mitigation measures **MM 3.8.1b**, **MM 3.8.1c,** and **MM 3.8.1d.**

The proposed maintenance building will replace an existing structure located north of the residence at 34620 Via Carnaghi Lane. Construction of the building will involve the use of compressors and hand tools such as drills, saws, and hammers, and will occur at the same time as the rest of the site is graded for construction of the adjacent parking area. Construction of the building will create noise that will affect the adjacent residents. Compliance with the Wildomar Municipal Code limiting the times of construction and with mitigation measure **MM 3.8.1a** will reduce this impact to a less than significant level.

Phase 2

The administration building will be built as part of Phase 2 of the proposed project. This future building will be located approximately 350 feet east of the Interstate 15 contour and approximately 180 feet west of the residence at 34620 Via Carnaghi Lane, which is the closest sensitive receptor. The administration building is designed to open toward the internal courtyard of the main church campus and is not expected to generate noise during operations. Once complete, the building may block existing noise generated by activity in the courtyard. Construction of the building will be subject to mitigation measure **MM 3.8.1a**, which will limit the hours of construction and direct the staging of the construction activity. With the implementation of the mitigation measure, this impact is considered less than significant.

As noted above, activity at the existing sports field is extended into the evening hours through the use of portable generator-powered field lighting. As part of Phase 2 construction, the proposed project will install permanent lighting that will eliminate the need for generators. No change is anticipated in the hours or use of the facility, and the elimination of the generators will reduce noise in the area. As the sports field is an existing use, and the only change is to eliminate the use of portable generator–powered field lighting, this aspect of the project is expected to have no impact to noise.

Mitigation Measures

MM 3.8.1a Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. The plan shall:

- Depict the location of construction equipment staging areas.
- Require that construction contractors equip construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards.

- Require that the construction contractor place stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

- Describe other noise control measures that will be implemented during project-related construction activities.

- Specify that all construction activity, including staging and haul truck deliveries, is subject to the same hours specified for construction equipment (i.e., between the hours of 6 a.m. and 6 p.m. during the months of June through September, and between the hours of 7 a.m. and 6 p.m. during the months of October through May). Where alternative routes are available that would not substantially increase vehicle miles traveled, the plan shall denote haul routes that do not pass noise-sensitive land uses or residential dwellings. The construction-related noise control plan shall also incorporate any other restrictions imposed by City staff.

- Indicate the location of frame-mounted temporary noise curtains. The noise curtains shall be installed near the noise-sensitive residential receiver locations to shield the neighboring homes from construction noise. Noise control curtains shall provide a minimum STC (Sound Transmission Class) rating of 20. The temporary noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.

The construction supervisor shall provide written notification of planned activities to the City of Wildomar and to each of the property owners located along Via Carnaghi Lane and the home at 34520 Monte Vista Drive 15 days prior to commencement of each phase of construction.

The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community, a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.

The construction supervisor shall ensure compliance with the noise control plan, and the City shall conduct periodic inspections at its discretion.

Timing/Implementation: *During construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

MM 3.8.1b The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.

Timing/Implementation: *Prior to a certificate of occupancy of the preschool (as part of building permit requirements)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.8.1c For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.

Timing/Implementation: *Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.8.1d All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

Timing/Implementation: *Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.8.1e The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.

Timing/Implementation: *Prior to occupancy of the preschool*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

With implementation of mitigation measures **MM 3.8.1a** through **MM 3.8.1d**, the proposed project will meet the City of Wildomar 45 dBA CNEL interior noise level standards. The noise study concluded that interior noise levels would be acceptable on the ground floor with window ratings of STC 30 for classrooms, libraries, and other noise-sensitive rooms contained in the preschool building. Additionally, exterior walls with a minimum STC rating of 46 would further reduce impacts. While the noise study concluded that the parking lot and driveway area would be exposed to exterior noise outside of the "normally acceptable" range of 70 dBA CNEL, this area is not intended for long-term use and the noise level is acceptable in this instance. However, the outdoor play area is an area intended for long-term use and will need noise attenuation. The location of the outside play area behind the building and the topography of the site are such that the anticipated noise level at the outside play area should be well below 70 dBA. Mitigation measure **MM 3.8.1e** is intended to ensure that the noise attenuation assumptions made in this section are reflected by the actual measurements following construction. With implementation of the above mitigation measures, both the exterior and interior noise levels will be reduced to a **less than significant** impact.

Exposure Excessive Groundborne Vibration or Noise (Standard of Significance 2)

Impact 3.8.2 Implementation of the proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels. This impact is considered **less than significant.**

Construction methods used for the proposed project will involve graders, excavators, and various-sized trucks as well as personal vehicles. **Table 3.8-9** illustrates the peak particle velocity for various types of equipment, including vibratory rollers, large tractors, and loaded trucks. Use of a vibratory roller is likely for roadway construction. As noted in the table, a vibratory roller's velocity at 25 feet from the sources is 0.21 inches per second. **Table 3.8-6** notes that the vibration would be strongly perceptible as an intermittent source. The Caltrans acceptable vibration standard ranges from 0.30 to 0.50 for older and newer residential structures, respectively. Further, the maximum velocity will be at 25 feet or closer to the equipment. Because there are no structures within 25 feet of any area being developed, or along Monte Vista Road for the alignment of the sewer line, the actual ground vibration will be less than the threshold. As the projected ground vibration is less than the acceptable standard, this impact is considered **less than significant**.

Mitigation Measures

None required.

Result in a Permanent Increase in Ambient Noise Levels (Standard of Significance 3)

Impact 3.8.3 Completion of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. As such, there will be **no impact**.

To assess the off-site noise levels associated with the development of the proposed project, noise level contour boundaries for the 55, 60, 65, and 70 dBA Community Noise Equivalent Levels were developed to determine whether project traffic volumes would create noise level increases greater than 3 dBA on the study area roadway segments.

For the Year 2017 scenario, **Table 3.8-15** shows that potential traffic noise level impacts will range from 0.0 to 0.4 dBA CNEL; therefore, the proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible (less than 3.0 dBA CNEL). The proposed project will not generate a substantial permanent increase in transportation-related ambient noise levels. As such, there will be **no impacts** to permanent ambient noise levels due to increased traffic noise.

Operation of heating, ventilation, and air conditioning (HVAC) equipment on the roof of the preschool building has the potential to generate noise affecting the adjacent home at 34520 Monte Vista Drive (APN 367-210-006). **Figures 2.0-4A** and **2.0-4B** show that a parapet wall will screen the HVAC units from ground level. Screening the HVAC units, as shown on **Figures 2.0-4A** and **2.0-4B**, will ensure that the noise at the property line is less than 65 dBA, consistent with General Plan Policy N 4.1.

Mitigation Measures

None required.

Result in a Temporary Increase in Ambient Noise Levels (Standard of Significance 4)

Impact 3.8.4 Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. This temporary impact is considered **potentially significant**.

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels, typically greater than 5 dBA over ambient noise levels. Grading activities typically represent one of the highest potential sources for noise impacts. As the proposed project area is already developed, it is possible that construction noise will result in a short-term increase in the ambient noise. Noise levels associated with typical construction equipment are summarized in **Table 3.8-19.**

Noise levels attenuate as the distance between the noise source and the sensitive receptor increases. A common attenuation rate for noise levels is a 3 dBA reduction in noise level for every doubling of distance. Both the home at 34520 Monte Vista Drive (APN 367-210-006) and the home at 34620 Via Carnaghi Lane are sensitive receptors and will be affected by construction noise. Both structures are within 30–50 feet of active construction areas as shown in **Figure 2.0-3A** and **Table 3.8-20**.

TABLE 3.8-19
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)
Rock Drills	83–99
Jackhammers	75–85
Pneumatic	78–88
Pumps	74–84
Dozers	77–90
Scrapers	83–91

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)
Haul Trucks	83–94
Cranes	79–86
Portable Generators	71–87
Rollers	75–82
Tractors	77–82
Front-End Loaders	77–90
Hydraulic Backhoes	81–90
Hydraulic Excavators	81–90
Graders	79–89
Air Compressors	76–89
Trucks	81–87

Source: FTA 2006

Based on these typical noise levels, construction activities associated with future development may result in noise levels that range from 71 to 99 dBA at 50 feet from the noise source, which is the closest distance heavy equipment is likely to be to the sensitive receptors. The City regulates the time of construction but does not establish noise standards for construction activity. Construction activity will result in a substantial temporary increase in ambient noise affecting these two sensitive receptors. The other sensitive receptors along Via Carnaghi Lane will be less impacted by construction noise, as the activity will be limited to roadway grading and paving.

TABLE 3.8-20
APPROXIMATE DISTANCE TO SENSITIVE RECEPTORS

APN	Approximate Distance to Construction
367-210-006	30 feet to property line for fence 50 feet to preschool building
367-210-010	60 feet
367-210-011	40 feet
367-210-012	n/a (property vacant)
367-210-037	90 feet
367-210-038	60 feet
367-210-041	50 feet

Source: DEIR Figure 2.0-3A

Implementation of mitigation measure **MM 3.8.1a** will reduce noise impacts on the sensitive receptors through staging of equipment away from the structures and ensuring that all noise attenuation equipment is installed and operational on all equipment; however construction activity will remain a significant temporary impact on ambient noise. This impact will remain **significant and unavoidable.**

Operation of the facility will also result in temporary impacts. Usage of the parking lots, particularly during late day events, has the potential to disturb residents along Via Carnaghi Lane. Use of lawnmowers, leaf blowers, string trimmers, and other landscape maintenance equipment can also generate substantial if temporary noise. Small parking lot sweeper noise levels (estimated based on published information for a TYMCO Standard Model 210 parking lot

sweeper) can generate levels of 77.0 dBA L_{eq} to a high of 81.0 dBA L_{max} during operations. Implementation of mitigation measure **MM 3.8.4** will ensure that operational noise occurs only during the daytime consistent with General Plan Policy N 4.1.

Mitigation Measures

MM 3.8.4 Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.

Timing/Implementation: *Ongoing*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measure **MM 3.8.1a** will reduce, but will not eliminate, the proposed project's increase in interim noise associated with construction of the proposed project. While the City recognizes that the impacts are short in duration and will not present any long-term impacts on the project site or in the surrounding area, this impact remains **significant and unavoidable**. Implementation of mitigation measure **MM 3.8.4** will ensure that impacts associated with operation and maintenance of the proposed project are **less than significant**.

3.8.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The geographic extent of the cumulative setting for noise consists of the proposed project site, the property adjacent to Via Carnaghi Lane, the existing sports field, and the approximately 1,900 feet of sewer line proposed north of the project site along Monte Vista Drive.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Cumulative Noise Levels

Impact 3.8.5 Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels. The impact would be considered **less than cumulatively considerable.**

The proposed project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. As noted in the tables in this section, area-wide growth will result in most of the increase in noise affecting the proposed project. Implementation of the proposed project would result in predicted increases of 0.0 to 0.4 dBA in 2017, and such low levels of increase are considered barely perceptible (Urban Crossroads 2013a). The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways. It is important to note that the existing traffic noise levels presented in **Table 3.8-3** do not take into account noise reductions provided by existing structures, barriers, or terrain. Given that the proposed project would not result in a significant contribution to traffic noise levels, the proposed project's cumulative contribution to ambient noise levels would be considered **less than cumulatively considerable**.

Activity at the preschool is likely to result in additional noise over the current condition due to children playing in the outdoor play area. As noted in Impact 3.8.1 above, the outdoor play area is below grade and shielded by the preschool building. These factors also shield the play area from the adjacent residence at 34520 Monte Vista Drive. Implementation of mitigation

measure **MM 3.8.1e** will ensure that noise from the freeway does not affect the outdoor play area and simultaneously affirm that noise from the play area will not affect the residence. This impact is considered **less than cumulatively considerable**.

Activity at the new maintenance building will be similar in noise impact to the existing facility that it will replace. There may be use of hand tools and small equipment like table saws, drills, and sanders in the preparation of props for plays staged at the school. There may also be noise associated with tuning of lawnmowers, lawn edgers, string trimmers, and leaf blowers used in the maintenance of the grounds. These noises are considered typical for a residential neighborhood and are already in existence at the current maintenance building. This impact is considered **less than cumulatively considerable**.

The future administrative building will be located at the south end of the existing courtyard framed by the main sanctuary and the classroom building. The building will be oriented away from the access road and will effectively serve to block noise from the existing courtyard. The office building is located approximately 240 feet north and west of the home at 34620 Via Carnaghi Lane. The building will replace existing uses within the main church campus but is not anticipated to generate any noise above the operation of HVAC equipment that will be roof mounted and shielded by a parapet wall. As with the preschool HVAC equipment, shielding by a parapet wall will ensure that the noise from operation of the equipment will not impact the home on Via Carnaghi Lane. This impact is considered **less than cumulatively considerable**.

The new upper parking lot is accessed through a new driveway in the existing northern parking lot that is north of the proposed maintenance building, and from a new driveway that leads south and then west into the existing lower parking lot. From the new upper parking area, the entrance to the southern driveway elevation is approximately 1,455 feet above sea level and the exit onto the gravel lower parking lot is at 1,430 feet, which is the approximate elevation of the home at 34620 Via Carnaghi Lane. Cars traveling on this driveway will be above the elevation of the home, and noise associated with the driveway would be above the existing structures. This impact is considered **less than cumulatively considerable**.

Operation of the parking lots adjacent to the residence has the potential to result in periodic noise events. To determine the noise level impacts associated with parking lot noise, Urban Crossroads collected reference noise level measurements at the Laguna Niguel Walmart located at 27470 Alicia Parkway on May 30, 2012. As shown in **Table 3.8-21**, the 15-minute noise level measurement indicates that parking lot activity generates a noise level of 60.1 dBA L_{eq} at a distance of 5 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). As the church does not operate at night like many shopping centers, noise events would occur during the daytime hours of 7:00 a.m. to 10:00 p.m. These are normal sounds associated with parking lots and already exist near the residence on Via Carnaghi Lane, as the lower parking area is currently in use.

TABLE 3.8-21
TYPICAL PARKING LOT REFERENCE NOISE LEVELS

Noise Source	Duration (mm:ss)	Distance from Source (feet)	Noise Source Height (feet)	Hourly Activity (minutes)	Hourly (L_{eq} dBA)
Parking Lot Activity	15:00	5	4	60	60.1

Source: Lewis, 2014

The use of the church parking lots will be less intensive than would be anticipated at a shopping center; therefore, the noise levels shown in **Table 3.8-21** are considered conservative. As noted in the table, the noise levels are below the 65 dBA limit established by General Plan Policy N 4.1; therefore, this impact is considered **less than cumulatively considerable.**

The church property is unattended during nighttime hours, and there is the potential for unauthorized use of the parking areas. The church already has an access control gate at the northern end of Via Carnaghi Lane to prevent drive-through and off-hour access. Mitigation measure **MM 3.8.5** would require a similar access control device to be installed at the lower parking lot. This would block access to the lower parking lot from Via Carnaghi Lane and would prevent use of the access road to the upper parking lot during times when the church is not in operation. The measure also requires the posting of a number that can be called if unauthorized or noisy activity is observed in the parking lots. With implementation of mitigation measure **MM 3.8.5**, this impact is considered **less than cumulatively considerable**.

The proposed sewer line will be underground, operates on gravity, and will therefore be entirely silent once completed. Pavement of Via Carnaghi Lane and the gravel parking lot south of 34620 Via Carnaghi Lane will reduce noise associated with vehicle traffic, but may increase noise associated with maintenance of the landscaping and parking lot. Noise impacts from these aspects of the project are considered **less than cumulatively considerable**.

The installation of lighting at the sports field will allow the church to discontinue the portable generator–powered field lighting currently associated with evening games. The new lights will be wired into the power grid on the campus and will not generate any noise. As the church already uses the sports field in the evening using the generator-powered lights and has no plans to expand use of the facility after the new lights are installed, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

MM 3.8.5 Prior to completion of the upper parking lot, an access control gate shall be installed at the entrance to the lower parking area. The gate shall be operated and maintained by the church and be designed to prevent use or access to the parking area during times when the church is not in operation. The Planning Director or City Engineer may approve an alternative location for the gate if another area would serve the same purpose of denying access. A sign shall be placed on the gate, and at the entrance to each parking area, indicating a number that can be called should activity occur in the parking lot(s) when the church is not in operation.

Timing/Implementation: *Prior to completion of the upper parking lot*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

REFERENCES

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OPR (State of California Office of Planning and Research). 2003. *General Plan Guidelines.*

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3.9 PUBLIC SERVICES AND UTILITIES

This section describes the public services and utilities that would serve the Cornerstone Community Church project upon completion. Specifically, this section includes an examination of fire protection and emergency medical services, law enforcement services, public schools, water supply and service, wastewater services, solid waste services, parks and recreation. Each subsection includes a description of existing facilities and infrastructure, applicable service goals, potential environmental impacts resulting from implementation of the proposed project, and cumulative impacts.

Impacts associated with the following public service and utility issues are addressed in other sections of this Draft EIR, as listed below.

- Storm drainage system, including potential overflow and downstream flooding impacts – Section 3.7, Hydrology and Water Quality
- Groundwater impacts, including water quality – Section 3.7, Hydrology and Water Quality
- Energy use, including energy demands associated with the proposed project – Section 3.4, Climate Change and Greenhouse Gases

3.9.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

3.9.1.1 EXISTING SETTING

Riverside County Fire Department

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to an approximate 7,000-square-mile service area that includes Wildomar.

RCFD services include providing fire suppression, emergency medical, rescue, and fire prevention services while serving as the operational area coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County.

The Riverside County Fire Department also has several automatic aid agreements with other municipal jurisdictions as well as with the adjacent National Forests. The County of Riverside contracts with the State of California for fire protection. Public Resources Code 4142 affords legal authority for the California Department of Forestry and Fire Protection (Cal Fire) to enter into agreements with local government entities to provide fire protection services with the approval of the California Department of General Services. By virtue of this authority, Cal Fire administers the Riverside County Fire Department.

The RCFD currently operates 95 fire stations in 17 battalions. These 95 fire stations are divided into two operational divisions: East Operations and West Operations. The two divisions comprise six subdivisions: Bautista, Indio, Moreno, Northwest, Oak Glen, and Southwest. The City of Wildomar is located in the Southwest Division.

The Southwest Division comprises four battalions and encompasses the southwestern portion of Riverside County from the San Diego county line to the south, to the southern edge of the City of Moreno Valley to the north, and east to the western portion of the Hemet Valley. Wildomar is located in Battalion 2, which includes eight fire stations. The locations of the eight stations are listed below (RCFD 2012).

- Elsinore Fire Station #10, 410 West Graham Avenue, Lake Elsinore (battalion headquarters)
- Lakeland Village Fire #11, 33020 Maiden Lane, Lake Elsinore
- El Cariso Fire Station #51, 32353 Ortega Highway, Lake Elsinore
- Wildomar Fire Station #61, 32637 Gruwell Street, Wildomar
- Rancho Carrillo Fire Station #62, Lot #51, Verdugo Road, San Juan Capistrano (a volunteer station)
- Rancho Capistrano Fire Station #74, 35420 Calle Grande, Lake Elsinore (a volunteer station)
- McVicker Park Fire Station #85, 29405 Grand Avenue, Lake Elsinore
- Canyon Hills Fire Station #94, 22770 Railroad Canyon Road, Lake Elsinore

The department consists of 1,200 career firefighters, 200 administrative support personnel, and 300 volunteer reserve firefighters who responded to 121,059 incidents in 2011, averaging 325 emergency responses per day (RCFD 2012).

Response Times and Service Standards

The Riverside County Fire Department developed a methodology to determine the location of future fire stations. This methodology was established utilizing principles recommended in the National Fire Protection Association (NFPA) Handbook, Volume II, 20th edition. The principles utilized by the RCFD are listed below (RCFD 2009).

- Consideration of criteria established by the Insurance Services Offices, Inc. (ISO) regarding the distribution of fire companies in the community.
- Consideration of NFPA Standard 1710 as a guideline, which calls for an engine company within 4 minutes, 0 seconds of travel time to fire incidents and emergency medical service (EMS) calls, and a full first-alarm group.
- Ability to respond within 8 minutes, 0 seconds to a minimum of 90 percent of all annual incidents.
- Consideration of the proximity of travel time to other station protection zones for timely inclusion in the full first-alarm response group.
- Consideration of rapid and safe access to multi-directional major response routes.
- Consideration of appropriate locations given the land use issues in the surrounding environment.
- Consideration of utility availability, plot size, and surrounding traffic control issues.
- Consideration of historical and projected call volume (response workload) in the area of concern using risk versus cost analysis.

The City of Wildomar currently collects fire protection fees for the Riverside County Fire Department. For commercial development, the fees are based on the square footage of the proposed project. The fees collected are used to address future fire protection facilities and equipment needs.

3.9.1.2 REGULATORY FRAMEWORK

STATE

California Fire Code

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California (CBSC 2008). The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and child-care facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

LOCAL

Riverside County Fire Department Strategic Plan

The Riverside County Fire Department's (2009) Strategic Plan 2009–2029 covers fiscal years 2009–10 through 2029–30. The plan describes the array of fire and rescue services provided to citizens, and it provides an evaluation of the current status of various commonly used service performance measures. The plan also makes recommendations for staffing, facilities, and station sites and remodels.

Mutual Aid Agreements

Fire protection mutual aid is defined as an agreement between two fire agencies in which they commit to respond to calls for services in the other agency's jurisdiction when they are called, at no cost to the requesting agency. Automatic aid is not only predetermined, but one or more additional departments are automatically dispatched to certain locations or types of alarms at the same time as the home department. Typically, both mutual and automatic aid agreements are written between the agencies.

The Riverside County Fire Department has four mutual aid and seven automatic aid agreements with other agencies. The specific agencies with which the County has current contracts for these services are listed in **Table 3.9.1-1**.

TABLE 3.9.1-1
RCFD CONTRACTUAL AGREEMENTS

Mutual Aid Agreements	Automatic Aid Agreements
City of Corona (Hazmat)	City of Palm Springs
Chuckawalla Valley State Prison Fire Department	Idyllwild Fire Protection District
March Air Force Base	City of Hemet
Niland Fire District	Morongo Band of Mission Indians
	City of Murrieta
	Orange County Fire Authority
	Pechanga Band of Luiseno Mission Indians

Source: RCFD 2009

Based on a recent administrative review of the Riverside County Fire Department's mutual aid and automatic aid agreements, the agreements are virtually identical. However, the agreements do not include provisions for annual reviews by either party. Data regarding these agreements is tracked in terms of how many responses to calls were provided under each agreement during the year. Several of the agreements are over ten years old (e.g., Orange County Fire Authority agreement dated 1999 and Idyllwild Fire Protection District agreement dated 2000) (RCFD 2009).

3.9.1.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A fire protection and emergency services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered fire related facilities or services, the construction and/or provision of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services.

2) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

METHODOLOGY

Evaluation of potential fire protection and emergency medical service impacts was based on information provided by the Riverside County Fire Department, as well as a review of the applicable fire codes and regulations, the Wildomar General Plan and Municipal Code, and other relevant literature.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Fire Protection and Emergency Medical Services (Standard of Significance 1)

Impact 3.9.1.1 Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services. The impact is considered **less than significant**.

Completion of the proposed project will result in the construction of a 17,315-square-foot preschool, 23,042 square foot administration building, 2,438-square-foot maintenance building, and two parking lots, one containing 274 vehicle stalls and the other containing 64. The RCFD will provide fire protection and emergency medical services to the proposed project.

While the proposed project will not result any permanent increase in the population of the city, it will result in an increase to the number of people who are within the fire protection and emergency medical service area provided by the RCFD. The Cornerstone Christian School at the proposed project site has a current enrollment of 225 students, and those students are supported by 45 faculty members, resulting in a ratio of one faculty member for every five students. The current capacity of the school is 300 students which, if the faculty member to student ratio were to remain the same, would require 60 faculty members.

The proposed project will increase the capacity of the school facilities on-site to allow for an additional 180 students which, if the faculty member to student ratio were to remain the same, would require an additional 36 faculty members. The proposed administration building will house the current administration staff of the church which is composed of 20 full time and 15 part time employees. Following the completion of the proposed project, the same number of people would serve as administrators for the church while the maximum student capacity of the school would be 480 students and 96 faculty members, an increase of 35 percent in the number of people at the proposed project site daily.

The proposed project will be primarily served by Wildomar Fire Station #61, located at 32637 Gruwell Street, approximately 2.2 miles from the project site. In addition to Fire Station #61, several other Riverside County fire stations in the surrounding area would be able to provide fire protection safety services to the project site if needed. The 2011 RCFD annual report concluded that within Wildomar there were a total of 2,674 incidents in 2010 and 2,555 incidents in 2011. Considering the population of the city, 32,176 in 2010 and 32,414 in 2011 (DOF 2012), there was one incident for every 12.03 people in 2010 and one incident for every 12.69 people in 2011.

The proposed project will result in an additional 126 people being present within the city on a daily basis. Considering the 2011 incident rate of one incident for every 12.69 people, the proposed project may be projected to generate 9.9 annual incidents. An additional 9.9 incidents would represent an increase of 0.004 percent in the number of incidents in Wildomar.

Finally, Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards which ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features.

Considering the projected 0.004 percent increase in the number of incidents in Wildomar and the proposed project's required compliance with Wildomar General Plan Policy S-5.1, any impact would be **less than significant**.

Mitigation Measures

None required.

Significant Risk of Loss Due to Wildland Fire (Standard of Significance 2)

Impact 3.9.1.2 While the proposed project is located in an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services. The close proximity to a fire station and the limited undeveloped land near the proposed project will result in a **less than significant** impact.

In November 2007, the California Department of Forestry and Fire Protection (Cal Fire) adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas. The current adopted map identifies the area of the proposed project as a very high fire hazard severity (VHFHS) zone.

VHFHS zones are determined by the Director of Cal Fire and are those real properties that are not deemed to be a state responsibility pursuant to Public Resources Code Sections 4125 et seq. Identification of a VHFHS is based on consistent statewide criteria and on the severity of the fire hazard that is expected to prevail in those areas. VHFHS zones are based on fuel loading, slope, fire weather, and other relevant factors.

Cal Fire classifies real property in accordance with whether a very high fire hazard is expected to prevail in those areas so that public officials can identify measures that will retard the rate of spread and reduce the potential intensity of uncontrolled fires that threaten to destroy resources, life, or property and to require that those measures be implemented.

According to Government Code Section 51179, a local agency (defined as a city, county, city and county, or district responsible for fire protection within a VHFHS zone) may make changes to recommendations made by the Director of Cal Fire pursuant to Government Code Section 51178. This provision allows a local agency, at its discretion, to make changes to the boundaries of VHFHS zones that may not be reflected on maps released by Cal Fire.

Upon city incorporation in 2008, the City of Wildomar adopted the FHSZ map used by Riverside County to identify which areas of the county (the Local Regional Authority) would be categorized as being a VHFHS. This map identifies the project site as a VHFHS zone under the authority of the City of Wildomar.

However, in consideration of the proposed project site's proximity to a fire station and the considerable development that currently surrounds the proposed project site, the categorization of the area as a VHFHS zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be **less than significant.**

Mitigation Measures

None required.

Adequate Fire Flow (Standard of Significance 1)

Impact 3.9.1.3 While the implementation of the proposed project will result in the need for additional water supply, this additional need will not be sufficient to require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts. This is a **less than significant** impact.

The Riverside County Fire Department has established the following minimum requirements for fire protection facilities required by the proposed project:

- Type of fire hydrant and connection as approved by the agency providing fire protection.
- Approved fire hydrants shall be located one at each street intersection and spaced not more than 330 feet apart in any direction.
- The water system shall be capable of providing a fire flow of 1,000 gallons per minute (gpm) for 2 hours duration at a minimum of 20 pounds per square inch operating pressure from each fire hydrant. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16 (California Waterworks Standards).
- The fire protection system shall be installed and operational prior to any combustible building material being placed on the job site.

The RCFD will further review and approve the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Monte Vista Road.

Upon review and the necessary permit processing by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be **less than significant.**

Mitigation Measures

None required.

3.9.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for fire protection and emergency medical services includes the proposed project area and the immediate surrounding areas. The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area of the proposed project that could potentially place demand on fire protection and emergency medical services or could be expected to place demand on services in the future.

Cumulative Demand for Fire Protection and Emergency Medical Services

Impact 3.9.1.4 Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposal project are l**ess than cumulatively considerable**.

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.9.2 LAW ENFORCEMENT SERVICES

3.9.2.1 EXISTING SETTING

Riverside County Sheriff's Department

The Riverside County Sheriff's Department (RCSD) provides law enforcement services to the City of Wildomar. Composed of 2,049 sworn officers and 1,808 civilian personnel, the RCSD is responsible for law enforcement services over a 7,300-square-mile area that includes the unincorporated areas of the county as well as 17 incorporated cities (RCSD 2012). The RCSD provides service through ten sheriff's stations; the City of Wildomar is in the service area of the Lake Elsinore Station, which is located at 333 Limited Avenue in Lake Elsinore. Responses to calls for service are dispatched to the Lake Elsinore Station through the RCSD's central dispatch communication center located in the City of Riverside.

3.9.2.2 REGULATORY FRAMEWORK

STATE

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the Governor's Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State.

Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Wildomar is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

LOCAL

City of Wildomar Disaster Operation and Relief Plan

The objectives of the City of Wildomar Emergency Plan (Ordinance No. 44) are to prepare for and facilitate coordinated and effective responses to emergencies in Wildomar and to provide adequate assistance to other jurisdictions as needed. The plan specifies actions for the coordination of operations, management, and resources during emergencies; governmental responsibilities during emergency events; and a plan for the organization of nongovernmental organizations providing support assistance.

3.9.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A law enforcement services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for law enforcement services.

METHODOLOGY

Evaluation of potential law enforcement impacts was based on information provided by the Riverside County Sheriff's Department, as well as review of the RCSD's staffing report and facilities needs assessment. The impact analysis focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Law Enforcement Services (Standard of Significance 1)

Impact 3.9.2.1 Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. Therefore, this is a **less than significant impact**.

While the completion of the proposed project will not result in any increase to the population of Wildomar, the proposed school will result in an increase in the number of students, teachers, and administrators that are at the project site during working hours. The increased facilities will likely allow for a greater number of people to be at the project site during non-working hours. However, since it is difficult to predict how great this increase will be, this EIR will assume that the total number of people at the site will increase by 180 students and 36 staff members during daytime hours on weekdays.

Police protection services are provided by the Riverside County Sheriff's Department. The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 6.7 miles northwest of the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the RCSD.

For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department maintains a recommended service ratio of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2008a). As stated above, the proposed project will result in an estimated 216 additional people in Wildomar. Considering the RCSD's recommended service ratio, the population increase resulting from the proposed project would require 0.21 additional sworn law enforcement personnel.

Finally, the proposed project will be located on a currently developed site that is in an area that receives law enforcement services from the RCSD station located at 333 Limited Avenue in Lake Elsinore. Because development associated with the proposed project is in an already developed area, the RCSD will not be required to expand its service area to accommodate the proposed project upon completion. In consideration of the incremental population increase the proposed project represents and the location of the proposed project in an area that is currently receiving service from the RCSD, the potential impacts of the proposed project will be **less than significant.**

Mitigation Measures

None required.

3.9.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for law enforcement services includes the service area boundaries of the Riverside County Sheriff's Department. The RCSD provides services within the current Wildomar city limits, as well as to the surrounding unincorporated areas of Riverside County and 16 other

incorporated cities. The cumulative analysis includes all existing, planned, proposed, approved, and reasonably foreseeable development in the project area.

Cumulative Demand for Law Enforcement Services

Impact 3.9.2.2 Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services. The project's contribution to the need for expanded law enforcement services is considered **less than cumulatively considerable.**

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed above under the discussion of Impact 3.9.2.1, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.9.3 PUBLIC SCHOOLS

3.9.3.1 EXISTING SETTING

Lake Elsinore Unified School District

The Lake Elsinore Unified School District (LEUSD) was formed in 1989 and now serves a 131.78-square-mile area that includes Wildomar, Lake Elsinore and Canyon Lake, and several unincorporated communities, including Lakeland Village and Horsethief Canyon. The LEUSD operates 13 elementary schools, two K–8 schools, four middle schools, three comprehensive high schools, four alternative schools, and a virtual K–12 school. LEUSD schools are shown in **Table 3.9.3-1.**

TABLE 3.9.3-1
LEUSD SCHOOLS

Elementary Schools	
Cottonwood Canyon	Donald Graham
Earl Warren	Elsinore
Jean Hayman	Machado
Railroad Canyon	Rice Canyon
Ronald Reagan	Tuscany Hills
Wildomar	William Collier
Withrow	
K–8 Schools	
Luiseno	Lakeland Village

Middle Schools	
Canyon Lake	David A. Brown
Elsinore	Terra Cotta
High Schools	
Elsinore	Lakeside
Temescal Canyon	
Alternative Schools	
Gordon Kiefer Independent Study	Keith McCarthy Academy
Ortega High	Tri-Valley Community Day
Virtual K–12	
Southern California Online Academy	

Source: LEUSD 2012

Charter Schools

Charter schools are public schools that are created or organized by a group of teachers, parents, community leaders, or a community-based organization. Charter schools may provide instruction in any grades K–12 and are generally sponsored by a local public school board or county board of education. Specific goals and operating procedures for the charter school are detailed in an agreement (or "charter") between the sponsoring board and charter organizers. Public charter schools may not charge tuition and may not discriminate against any pupil on the basis of ethnicity, national origin, gender, or disability (CCSA 2012). The State of California charters one school in the Wildomar area: Sycamore Academy. Sycamore Academy was established in 2009, offers grades K–6, and serves the Wildomar community and the surrounding area.

Transportation

The LEUSD has approved the establishment of a fee-based transportation program in order to continue transportation services to eligible students. Kindergarten students are eligible for the transportation program (school buses) if they reside more than 0.75 mile from the school, elementary students beyond 1.5 miles, middle school students beyond 2.5 miles, and high school students beyond 3.5 miles from the school. Parents desiring transportation services to transport children from their homes to the school must apply for the service annually, receive district approval, and pay a $170.00 semi-annual fee.

Enrollment

Existing and Historical Enrollment

For the 2011/12 academic year, the Lake Elsinore Unified School District had an enrollment of 22,171 students. During the past ten years, the LEUSD's enrollments have risen from 17,769 students for the 2001/02 school year to 22,171 students for the academic year of 2011/12, representing an overall increase of 24.78 percent. As shown in **Table 3.9.3-2**, while the district was rapidly growing earlier in the decade, growth in recent years has significantly slowed, and in two recent academic years (2008/09 and 2010/11), enrollment declined.

TABLE 3.9.3-2
LAKE ELSINORE UNIFIED SCHOOL DISTRICT ENROLLMENT 2001/02–2011/12

Academic Year	District Enrollment	Change from Previous Year	Percentage Change
2001–02	17,769	–	–
2002–03	18,933	+1,164	6.55%
2003–04	19,711	+778	4.11%
2004–05	20,203	+492	2.50%
2005–06	20,652	+449	2.22%
2006–07	21,525	+873	4.23%
2007–08	22,109	+584	2.71%
2008–09	21,756	-353	-1.60%
2009–10	22,216	+460	2.11%
2010–11	22,065	-151	-0.68%
2011–12	22,171	+106	0.48%

Source: California Department of Education 2012

3.9.3.2 REGULATORY FRAMEWORK

STATE

Development Impact Fees/SB 50

Proposition 1A, the Kindergarten–University Public Education Facilities Bond Act of 1998, or Senate Bill (SB) 50, was approved by the voters in November 1998. This proposition provided $6.7 billion in general obligation bonds for K–12 public school facilities and provided the first funding for the new School Facility Program, which provides state funding assistance for new construction and modernization. A primary result of SB 50 was the creation of different levels of developer fees. The Lake Elsinore Unified School District currently levies development impact fees on development within the district's boundaries consistent with SB 50. The current fees are $3.20 per square foot for new residential development and $0.51 per square foot for new commercial development (LEUSD 2012a).

3.9.3.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A public schools impact is considered significant if implementation of the proposed project would:

1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.

METHODOLOGY

To determine the level of impact the proposed project will have on the local public school system, the schoolchildren generation rates published by the Lake Elsinore Unified School District were used to predict how many children will be housed within the proposed project. The predicted numbers were then reviewed against both the current and historic enrollment numbers of the LEUSD to determine the significance of enrollment increases.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for School Facilities (Standard of Significance 1)

Impact 3.9.3.1 The proposed project will not result in increased enrollment in the local school district. **No impact** is anticipated.

The proposed project includes the construction of a preschool that is projected to enroll 180 students. The proposed project will not result in an increase in enrollment to the Lake Elsinore Unified School District. **No impact** is anticipated.

Mitigation Measures

None required.

3.9.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for public school impacts includes the district boundaries for the LEUSD for grade school services. The LEUSD serves a 131.78-square-mile area that includes Wildomar, including the proposed project site. Any existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting could result in cumulative impacts.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Schools Impacts

Impact 3.9.3.2 The proposed project will not result in any population growth, nor will it result in population growth when developed in conjunction with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting. Any impact would be **less than significant**.

Implementation of the proposed project will not result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. In addition, the proposed project will be required to pay all applicable development impact fees, and any significant expansion of LEUSD school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered **less than cumulatively considerable.**

Mitigation Measures

None required.

3.9.4 WATER SUPPLY AND SERVICE

3.9.4.1 EXISTING SETTING

Elsinore Valley Municipal Water District

The Elsinore Valley Municipal Water District (EVMWD) is a nonprofit public utility supplying water service to 35,000 water, wastewater, and agricultural service connections in the region as well as to two water agencies: the Farm Mutual Water Company and the Elsinore Water District (EVMWD 2012). The EVMWD is a subagency of the Western Municipal Water District, a member agency of the Metropolitan Water District of Southern California. The EVMWD serves the cities of Lake Elsinore, Canyon Lake, Murrieta, and Wildomar and the surrounding areas in unincorporated Riverside County. The EVWMD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir, and imported water. In an average year, approximately half of the EVWMD's water supply is imported, and the district's total water production equals approximately 27,000 acre-feet (EVMWD 2012).

3.9.4.2 REGULATORY FRAMEWORK

LOCAL

In order to comply with the Urban Water Management Planning Act of the California Water Code, the Elsinore Valley Municipal Water District prepared the Urban Water Management Plan. The most recent Urban Water Management Plan (UWMP) prepared by the EVMWD was adopted on June 9, 2011. The purpose of a UWMP is to determine the current levels of water use and to predict and plan for future water demand. The information contained within the EVWMD Urban Water Management Plan includes the water usage and predicted water demand of the service area of the Farm Mutual Water Company.

3.9.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A water service impact is considered significant if implementation of the proposed project would:

1) Result in the need for new entitlements or a substantial expansion or alteration to local or regional water supplies that would result in a physical impact to the environment.

2) Result in the need for new systems or a substantial expansion or alteration to the local or regional water treatment or distribution facilities that would result in a physical impact to the environment.

3) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells

would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

4) As previously mentioned, water quality impacts are discussed in Section 3.7, Hydrology and Water Quality.

METHODOLOGY

To determine the potential impact the proposed project may have on local water supplies and potable water distribution facilities, the information regarding current water use and predicted water demands contained within the 2011 EVWMD Urban Water Management Plan was referenced. In addition, the development standards of the Western Municipal Water District were reviewed and used to determine the potential water demand of the proposed project. Documents and planning criteria of the local water agency, the Elsinore Valley Municipal Water District, were also reviewed and used to determine impacts. The proposed project has also been reviewed by the EVMWD, which found that an adequate water supply for the proposed project currently exists and that no significant upgrade of EVMWD facilities would be necessary to provide water to the project.

PROJECT IMPACTS AND MITIGATION MEASURES

Water Supply Demand and Environmental Effects (Standards of Significance 1 and 3)

Impact 3.9.4.1 Implementation of the proposed project will slightly increase demand for water supply, which could result in effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions would ensure adequate water service. This is considered a **less than significant** impact.

The EVMWD obtains its potable water supplies from imported water from the Metropolitan Water District and local surface water from Canyon Lake. In addition, the EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Through recharge programs run by the EVMWD, the amount of annual groundwater pumping is nearly equal to the natural recharge (EVWMD 2011b). California Department of Water Resources, Bulletin 118, does not identify the Elsinore Basin to be in a state of overdraft (EVWMD 2011b). Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and the Western Municipal Water District.

The EVMWD's existing recycled water demands are supplied by tertiary treated wastewater from the Regional Water Reclamation Facility (WRF), Railroad Canyon WRF, and Horsethief Canyon WRF. In the effort to minimize the need for imported water, the EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years.

The EVMWD's 2011 Urban Water Management Plan reports that the average daily per capita water use within their service area from 1999 to 2008 was 248 gallons per capita per day (base daily rate). Conservatively, the proposed project would result in a 216 new people in the EVMWD service area, which would result in a residential water demand of 53,568 gallons per day, or approximately 60 acre-feet per year.

The 2011 Comprehensive Annual Financial Report produced by the EVMWD states that the district produced 23,748 acre-feet of water in fiscal year 2011 (July 1, 2010, through June 30, 2011). The report further states that of the 23,748 acre-feet of water produced, a total of 22,996 acre-feet of water was consumed. For the past ten years, the EVMWD has produced between 23,748 acre-feet (fiscal year 2011) and 34,016 acre-feet (fiscal year 2007) of water annually, with average water production of approximately 27,442 acre-feet from fiscal year 2002 to fiscal year 2011. During that same period, the lowest amount of water consumed by EVMWD customers was 22,966 acre-feet (2011) and the highest amount of consumption 31,878 acre-feet (2007), with an average annual consumption of 26,453 acre-feet.

With estimated water consumption of 60 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 0.002 percent in years of low water consumption, 0.002 percent in years of high water consumption, and a 0.001 percent increase over the historic average water consumption of the EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project will increase regional water consumption by less than 1 percent. This impact is **less than significant.**

Mitigation Measures

None required.

Water Supply Infrastructure (Standard of Significance 2)

Impact 3.9.4.2 Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment. This is considered a **less than significant** impact.

The Elsinore Valley Municipal Water District has reviewed the proposed project and determined that the district can provide water to the proposed project. As noted above, the amount of water provided to the project is considered a small increase in the amount currently provided to the area. The EVMWD will be able to supply the estimated increase in the amount of water required by the proposed project. Other than the connection of the proposed project to existing waterlines within Monte Vista Road, the Elsinore Valley Municipal Water District has indicated that no other improvements to the water treatment or delivery system are necessary. The impacts of the proposed project on the water treatment and delivery system are **less than significant**.

Mitigation Measures

None required.

3.9.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for water services, including supplies and related infrastructure, consists of Elsinore Valley Municipal Water District boundaries, as well as other areas obtaining water from the Western Municipal Water District.

The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the EVMWD service area and the larger service area of the Western Municipal Water District.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Water Supply Impacts

Impact 3.9.4.3 Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts is considered **less than cumulatively considerable**.

To determine future water demands within its service area, the EVMWD based the predictions contained in the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting in 2020, future demands were calculated as the product of the population, and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional (CII) use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 3.9.4-1**.

TABLE 3.9.4-1
EVMWD DEMAND ASSUMPTIONS AND PREDICTIONS

Projections	2015	2020	2025	2030	2035
Population of service area	136,133	149,852	162,626	174,579	185,102
Employment	24,699	27,458	32,272	37,086	41,900
Housing	46,388	51,297	55,774	59,921	63,888
EVMWD water deliveries (acre-feet per year)	37,292	40,338	43,777	46,995	49,827
Total water sales to the Farm Mutual Water Company (acre-feet per year)	501	542	588	631	669

Source: EVWMD 2011b

The projections provided in **Table 3.9.4-1** include the demand projections of the area served by the Farm Mutual Water Company. The 2011 EVWMD Urban Water Management Plan states that it is assumed that demand within the Farm Mutual Water Company service area will increase proportionally to the water demand increase within the EVMWD service area. For the years 2005 and 2010, the EVMWD delivered 420 and 460 acre-feet of water to the Farm Mutual Water Company, respectively.

The demand assumptions of EVMWD are calculated by determining demand based on specific land uses. The proposed project does not involve any change to the current or planned land use of the project site allowing that the EVMWD demand assumptions allow for the increase in potable water demands that will result from the completion of the proposed project. Any impact will be less than significant.

Mitigation Measures

None required.

3.9.5 WASTEWATER SERVICES

3.9.5.1 EXISTING SETTING

Wastewater generated on the proposed project site is currently collected and treated with an on-site septic system. The existing septic system, which was certified by the Riverside County Department of Environmental Health on May, 28, 2008, includes four septic tanks with a total capacity of 17,000-gallons and includes 19 seepage pits that are each 6 feet in diameter and 24 to 28 feet deep (RCDEH 2008).

The Elsinore Valley Municipal Water District maintains facilities to convey, treat, and dispose of municipal wastewater generated in a 96-square-mile area of western Riverside County. This service area includes the area of the proposed project and much of Wildomar, among other jurisdictions.

The EVMWD currently operates three wastewater treatment facilities: the Regional Wastewater Treatment Plant (WWTP), the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. These four treatment plants serve four major service areas in the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The regional area contains 21 lift stations, the Canyon Lake area contains seven lift stations, and the Horsethief area contains two lift stations. A large portion of the EVMWD's wastewater collection system consists of 8-inch through 15-inch-diameter collector and trunk sewer lines. In addition to these collector and trunk lines, the EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD's system also contains 30 force mains, with diameters ranging in size from 4 inches to 16 inches.

3.9.5.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing surface water quality protection. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water. Pollutants regulated under the CWA include "priority" pollutants, including various toxic pollutants; "conventional" pollutants, such as biochemical oxygen demand (BOD), total suspended solids (TSS), fecal coliform, oil and grease, and Ph; and "non-conventional" pollutants, including any pollutant not identified as either conventional or priority. The CWA regulates both direct and indirect discharges (EPA 2012).

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program, Section 402 of the CWA, controls direct discharges into navigable waters. Direct discharges, or point source discharges, are from sources such as pipes and sewers. NPDES permits, issued by either the EPA or an authorized state/tribe, contain industry-specific, technology-based, and/or water-quality-based limits and establish pollutant monitoring and reporting requirements. (The EPA has authorized 40 states to administer the NPDES program including California, under which the regional boards administer the NPDES Program.) A facility that intends to discharge into the nation's waters must obtain a permit before initiating a discharge. A permit applicant must provide quantitative analytical data identifying the types of pollutants present in the facility's effluent and the permit will then set forth the conditions and effluent limitations under which a facility may make a discharge (EPA 2012).

STATE

Porter-Cologne Water Quality Act

In 1969, the California Legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The act established the State Water Resources Control Board and nine Regional Water Quality Control Boards as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning including groundwater and surface water management programs and control and use of recycled water (USDOE 2012).

State Water Resources Control Board

Created by the California Legislature in 1967, the five-member State Water Resources Control Board (SWRCB) allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters (SWRCB 2012).

The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through Regional Water Quality Control Boards (RWQCBs). Wildomar is located in the jurisdiction of two RWQCBs: the San Diego RWQCB (Region 9) and the Santa Ana RWQCB (Region 8). The proposed project is specifically within the San Diego RWQCB (Region 9).

REGIONAL

San Diego Regional Water Quality Control Board

The San Diego RWQCB provides planning, monitoring, and enforcement techniques for surface water and groundwater quality in San Diego County and western Riverside County, including the City of Wildomar and the surrounding area. The San Diego RWQCB develops and enforces water quality objectives and implements plans that will best protect the area's waters while recognizing local differences in climate, topography, geology, and hydrology. The RWQCB also

protects and enforces the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment (RWQCB 2012).

Water Reuse Requirements (Permits)

The San Diego RWQCB issues water reuse requirements (permits) for projects that reuse treated wastewater. These permits include water quality protections as well as public health protections by incorporating criteria established in Title 22. The San Diego RWQCB may incorporate requirements into the permit in addition to those specified in Title 22. These requirements typically include periodic inspection of recycled water systems, periodic cross-connection testing, periodic training of personnel that operate recycled water systems, maintaining a database and/or permitting individual use sites, periodic monitoring of recycled water and groundwater quality, and periodic reporting.

Waste Discharge Requirements

The San Diego RWQCB typically requires a waste discharge requirement (WDR) permit for any facility or person discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system. Those discharging pollutants (or proposing to discharge pollutants) into surface waters must obtain an NPDES permit from the San Diego RWQCB. The NPDES permit serves as the WDR permit. For other types of discharges, such as those affecting groundwater or in a diffused manner (e.g., erosion from soil disturbance or waste discharges to land), a Report of Waste Discharge must be filed with the San Diego RWQCB in order to obtain a WDR permit. For specific situations, the San Diego RWQCB may waive the requirement to obtain a WDR permit for discharges to land or may determine that a proposed discharge can be permitted more effectively through enrollment in a general NPDES permit or general WDR permit (RWQCB 2012).

LOCAL

Wastewater Master Plan

The EVMWD's (2008) Wastewater Master Plan evaluates the capacity of its wastewater collection system during peak wet weather flows and describes current services and plans to connect currently unserved areas and future development areas to the district's sanitary sewer system. The plan provides a detailed capital improvement program for the necessary improvements to the existing wastewater collection system facilities and improvements needed for future growth, as well as a detailed cost summary and implementation plan.

3.9.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following standards are based on State CEQA Guidelines Appendix G. A significant impact to wastewater service would occur if implementation of the proposed project would:

1) Require or result in the construction of new water or wastewater treatment facilities or expansion or existing facilities, the construction of which could cause significant environmental effects.

2) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

METHODOLOGY

Evaluation of potential impacts on wastewater facilities and services was based on the Elsinore Valley Municipal Water District's 2011 Urban Water Management Plan and 2008 Wastewater Master Plan. Wastewater demand projections, as well as infrastructure conditions and needs, discussed in these documents were compared to potential impacts resulting from the development of the proposed project.

PROJECT IMPACTS AND MITIGATION MEASURES

Waste Discharge Requirements and Conveyance and Treatment Standards (Standards of Significance 1 and 2)

Impact 3.9.5.1 Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board. This impact is considered **less than significant**.

The proposed project will include connection to the EVMWD wastewater system via an 8-inch vitrified clay pipe to be installed in Monte Vista Drive as part of the proposed project. The line will extend for approximately 1,900 feet north on Monte Vista Drive before turning west and connecting to an existing EVMWD sewer line. Once the sewer line is constructed, the entire church property will connect to the EVMWD wastewater collection and treatment system and the on-site septic system will be abandoned consistent with Riverside County requirements.

The EVMWD currently operates three wastewater treatment facilities: the Regional WWTP, the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The proposed project will be within the Regional WWTP service area, which has its wastewater conveyed by 24 lift stations and treated by the Regional Water Reclamation Facility (EVMWD 2008).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008). The recommended generation factors are determined according to land use designation, with the designation of the proposed project being Rural Residential, developed (R-R). The generation factor for R-R developed is 340 gallons per day per acre (EVMWD 2008). Using this factor and allowing that the proposed project will result in a total of 20.37 developed acres (14.14 acres of existing development and 6.23 acres of development for the proposed project), the proposed project may be expected to generate 6,926 gallons of wastewater per day.

Of the 24 lift stations operating with the Regional WRF service area, wastewater produced by the proposed project will be drawn by the B-2 Regional Lift Station located approximately 3.2 miles northwest of the project site at 32741 Mission Trail. The B-2 lift station includes three 25 horsepower pumps and has a firm capacity (the capacity of the lift station with the largest pump out of service) of 3,456,000 gallons per day (gpd). Considering the proposed project's projected wastewater generation rate of 6,926 gpd, the proposed project would represent a 0.002 percent increase in capacity at the B-2 lift station.

The 2008 EVMWD Wastewater Master Plan includes detailed descriptions of all facilities operated by the EVMWD for the purpose of collecting and treating wastewater. For its description of the Regional WRF, the 2008 Wastewater Master Plan states that the existing average flow and peak flow capacities of the Regional WRF are 8 million gallons per day (mgd) and 17.6 mgd, respectively.

Considering the EVMWD's generation factor to determine that the proposed project will result in a wastewater demand of 6,926 gallons per day, and the stated current treatment capacity of the Regional WRF to be 8 million gallons per day, the proposed project would result in an increase of less than 0.001 percent to the average wastewater flow of the Regional WRF. Any impact would be **less than significant**.

Mitigation Measures

None required.

3.9.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The 2008 EVMWD Wastewater Master Plan analyzes current and future wastewater demand by developing projections for average dry weather flows, average wet weather flows, and peak wet weather flows. These projections are based on past wastewater demands and population growth estimates. Of the three projection categories— average dry weather flows, average wet weather flows, and peak wet weather flows—the peak wet weather flow projection is the most conservative in that it anticipates the highest volume of wastewater flow. The peak wet weather wastewater flows within the Regional Wastewater Treatment Plant service area are predicted to be 15.3 million gallons per day.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Wastewater Service Impacts

Impact 3.9.5.2 Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided. This impact is considered to be **less than cumulatively considerable**.

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. No future phases of the project will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to cumulative wastewater infrastructure impacts, and this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.9.6 SOLID WASTE

3.9.6.1 EXISTING SETTING

Solid waste services for the proposed project site are provided by contract by Waste Management of the Inland Empire. Waste Management currently serves over 220,000 residents by disposing of over 17,000 tons of waste on a weekly basis.

Solid waste collection from the region is trucked to the Moreno Valley Transfer Station, which is owned and operated by Waste Management and which also serves as a component of the Riverside County Waste Management Department's (RCWMD) network of solid waste facilities. The transfer station is located approximately 26 miles from the proposed project site at 17700 Indian Street in Moreno Valley. Following collection at the transfer station, the waste is taken to one of three landfills: El Sobrante, Lamb Canyon, or Badlands. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217), which is owned and operated by USA Waste Services of California, is the facility closest to and most likely to receive waste from the project site. The other two landfills are owned and operated by the County of Riverside.

Solid waste collection and disposal is funded through monthly service fees paid by service users. Funding options support disposal sites, diversion activities, public education programs, hazardous waste collection, and transportation programs, along with other requirements of state and federal laws. Other fees are provided by a surcharge on residential collection bills for recycling programs, tipping fees, the sale of recyclables, waste hauler franchise fees, special programs (recycling and hazardous materials), and grants (RCWMD 2012).

3.9.6.2 REGULATORY FRAMEWORK

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), an amendment to the Solid Waste Disposal Act of 1965, was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. The RCRA gives the US Environmental Protection Agency (EPA) the authority to control hazardous waste from "cradle to grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of nonhazardous solid wastes. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to the RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. Amendments to the RCRA in 1986 enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances (EPA 2012).

STATE

California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (Public Resources Code Sections 42900–42927) requires all California cities and counties to reduce the volume of waste deposited

in landfills by 50 percent by the year 2000 and continue to remain at 50 percent or higher for each subsequent year. The purpose of this act is to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible.

The California Integrated Waste Management Act requires each California city and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction that is consistent with the following hierarchy: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. Included in this hierarchy is the requirement to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste that must be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302) (CalRecycle 2012).

REGIONAL

Riverside County Waste Management Department

The RCWMD is responsible for the landfilling of nonhazardous county waste. In this effort, the RCWMD operates six landfills and has a contract agreement for waste disposal with an additional private landfill; it also administers several transfer station leases. The RCWMD ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal.

LOCAL

Wildomar Source Reduction and Recycling Element

On April 27, 2011, the City of Wildomar adopted its Source Reduction and Recycling Element (SRRE), which is required to fulfill the requirements of the California Integrated Waste Management Act of 1989. The law requires that all cities and counties in California divert 50 percent of the total waste generated within their jurisdiction from landfill disposed annually by the year 2000. The adopted element includes a Source Reduction and Recycling Element, a Household Hazardous Waste Element, and a Nondisposal Facility Element. Waste Management of the Inland Empire is the solid waste hauler under contract to the City of Wildomar.

City of Wildomar Municipal Code

Title 8 Health and Safety of the City of Wildomar Municipal Code sets forth the city's solid waste provisions, including restrictions on disposing of any garbage, rubbish, or waste matter in the city other than at a disposal site established by the City Council or designated by the City Manager, prohibitions on solid waste collectors disposing of recyclable materials, and restrictions on accumulation of solid waste on residential properties.

3.9.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G. A solid waste impact is considered significant if implementation of the proposed project would:

1) Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs.

2) Fail to comply with federal, state, and local statutes and regulations related to solid waste.

METHODOLOGY

Evaluation of potential solid waste service impacts was based on information from the CalRecycle website and personal conversation with Waste Management of the Inland Empire, the contract hauler for the City of Wildomar. The SRRE was also reviewed to determine the diversion rates and goals for Wildomar. The capacity of landfills and other solid waste facilities was evaluated based on reporting from CalRecycle, and residential waste generation was based on actual per-capita generation rates in 2011.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Solid Waste Disposal (Standard of Significance 1)

Impact 3.9.6.1 While implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled, the proposed project is consistent with the current land use of the project site allowing for anticipation of the increased waste generation. This impact is considered **less than significant.**

Implementation of the proposed project will result in a maximum of 180 students and 36 additional staff members at the project site who will generate solid waste that will require disposal and recycling.

CalRecycle provides unofficial estimates of solid waste generation and disposal rates for five different land use or business types: commercial, industrial, institutional, residential, and service. The CalRecycle unofficial estimates for education and educational facilities are included in the institutional waste category. Of the solid waste generation rates for the public sector and institutions, the most recent data source presented by CalRecycle, Guide to Solid Waste and Recycling Plans for Development Projects by the Santa Barbara County Public Works Department, was published in May 1997, and it proposes that schools generate 0.6 pounds of solid waste per person per day (CalRecycle 2014).

Based on the solid waste generation rate of 0.6 pounds per person per day, the proposed project may be predicted to produce 129.6 pounds of solid waste per day. Considering a five-day school week, the proposed project may be expected to generate 16.85 tons of solid waste annually.

The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2014). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day.

Based on solid waste generation rate assumptions provided by CalRecycle and information related to the El Sobrante Landfill, the proposed project would result in a less than 0.01 percent increase to the amount of daily solid waste delivered to this landfill, allowing any impact to be **less than significant.**

Mitigation Measures

None required.

Compliance with Federal, State, and Local Statutes for Solid Waste (Standard of Significance 2)

Impact 3.9.6.2 Implementation of the proposed project would not fail to comply with federal, state, and local statutes and regulations related to solid waste. This impact is considered **less than significant.**

Wildomar Municipal Code Title 8, Chapter 8.20 regulates refuse disposal sites in Wildomar. Section 8.20.050 requires that each solid waste facility operator perform random load checks across load types of residential, commercial, and industrial to detect hazardous waste before such incoming waste is transferred to and/or disposed at the landfill. The goals of the ordinance and check program are to (1) prevent hazardous waste from being placed in a landfill not permitted to receive such waste, and (2) educate and discourage customers from bringing in such material. The code mandates the number of checks per day, depending on the daily tonnage. The load checks are random and an inspection form is required for each check. Chapter 8.104 mandates that solid waste be collected in the city and establishes the methodology and timing for collection. Through compliance with the SRRE and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste. This impact is considered **less than significant.**

Mitigation Measures

None required.

3.9.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for solid waste includes all existing, planned, proposed, approved, and reasonably foreseeable development in Riverside County. Future development associated with the proposed project, as well as in the surrounding region, would result in an increased cumulative demand for solid waste collection and disposal in regional landfills.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Solid Waste Impacts

Impact 3.9.6.3 Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services. This impact is **less than cumulatively considerable**.

The proposed project, when considered with all existing, planned, proposed, approved and reasonably foreseeable development in the region, will not produce a significant amount of solid waste. Any impact would be **less than cumulatively considerable**.

Mitigation Measures

None required.

3.9.7 PARKS AND RECREATION

3.9.7.1 EXISTING SETTING

The City of Wildomar owns and manages three public parks: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. In addition, the city contains 306.93 acres of land dedicated to open space recreation and 220.92 acres of land dedicated to open space conservation. A summary of the park and open space acreages in Wildomar is shown in **Table 3.9.7-1**.

TABLE 3.9.7-1
PARK AND OPEN SPACE FACILITIES

Open Space	Acreage
Marna O'Brien Park	8.94
Regency Heritage Park	3.26
Windsong Park	2.07
Open Space – Recreation	306.93
Open Space – Conservation	220.92
Total Open Space Acreage	**542.11**

Source: Colgan 2012

Upon city incorporation in 2008, the City of Wildomar adopted the Riverside County Municipal Code. The code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. As of 2012, according to the California Department of Finance, Wildomar's estimated population was 32,719. As demonstrated in Table 3.9.7-1, the city's current open space inventory includes 542.11 acres, which surpasses the 98.16 acres required by the City's Municipal Code.

3.9.7.2 REGULATORY FRAMEWORK

STATE

Quimby Act

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide parks and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (Westrup 2002).

Originally, the Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3–5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments. In 1982, the Quimby Act was substantially amended via AB 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. In other words, AB 1600 requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed (Westrup 2002). Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres per 1,000 residents for new development. Cities or counties with a lower ratio can only require the provision of up to 3 acres of parkland per 1,000 residents. The calculation of a city's or county's parkland-to-population ratio is based on a comparison of the population count of the last federal census to the amount of city- or county-owned parkland.

LOCAL

Wildomar Community Services Department

The City of Wildomar Community Services Department oversees the development and maintenance of local parks and assists in coordinating disaster preparedness programs. Open space in the city is maintained by private landowners or associations.

City of Wildomar Municipal Code

Chapter 16.20 of Title 16 requires fees in lieu of dedication or dedication of parkland at a ratio of 3 acres per 1,000 residents. The code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public.

3.9.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A park and recreation impact is significant if implementation of the proposed project would:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

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

METHODOLOGY

Evaluation of the proposed project was based on review of the current facilities and the City's Municipal Code. This material was compared to the proposed project's specific park and recreation service–related impacts. The impact analysis below focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Parks and Recreation Facilities (Standards of Significance 1 and 2)

Impact 3.9.7.1 Implementation of the proposed project would not result in any population increase or additional demand for city recreation facilities. There will be **no impact** to parks and recreation facilities.

The proposed project includes construction of additional facilities for an existing church and school. And while the proposed project will result in an additional 180 students at the existing school as well as an additional 36 staff members, these additional students and staff members will use church and school facilities while on-site, which would result in **no impact** to City parks and recreation facilities.

Mitigation Measures

None required.

3.9.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for parks and recreation consists of the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved, and reasonably foreseeable development in the city could contribute to cumulative impacts.

Cumulative Park and Recreation Demands

Impact 3.9.7.2 Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment. This would be a **less than cumulatively considerable** impact.

The proposed project would not result in additional users of City parks and recreation facilities. The additional students and staff members that will be present at the project site as a result of the proposed project will use the existing and proposed facilities of the project site, which would allow any impact to be **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.10 Traffic and Circulation

This section represents the results of the traffic impact analysis (TIA) prepared by Urban Crossroads (2013) for the proposed project. The traffic impact analysis evaluated the potential impacts to traffic and circulation associated with the development of the proposed project and recommended improvements to mitigate impacts considered significant in comparison to established regulatory thresholds.

3.10.1 EXISTING SETTING

The nine study area intersection locations listed on **Table 3.10-1** were selected for the TIA based on the following: (1) Riverside County TIA guidelines that require analysis of intersection locations in which a proposed project is anticipated to contribute 50 or more peak-hour trips; and (2) input from the City of Wildomar. **Figure 3.10-1** illustrates the intersections in the study area.

TABLE 3.10-1
INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	I-15 Southbound Ramps/Bundy Canyon Road	Caltrans
2	I-15 Southbound Ramps/Baxter Road	Caltrans
3	I-15 Northbound Ramps/Bundy Canyon Road	Caltrans
4	I-15 Northbound Ramps/Baxter Road	Caltrans
5	Monte Vista Drive/Bundy Canyon Road	Wildomar
6	Monte Vista Drive/Driveway 1 (outbound only)	Wildomar
7	Monte Vista Drive/Driveway 2 (inbound only)	Wildomar
8	Monte Vista Drive/Via Carnaghi Drive	Wildomar
9	Monte Vista Drive/Baxter Road	Wildomar

Source: Urban Crossroads 2013

It should be noted that the 50 peak-hour trip criterion utilized by the City of Wildomar and the County of Riverside is consistent with the methodology employed by other jurisdictions throughout Southern California and generally represents a threshold of trips at which an intersection would have the potential to be impacted. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a valid and proven way to establish a study area.

Pavement markings indicating a school zone along with posted school zone 25 mile per hour (MPH) speed limit signs currently exist along Monte Vista Drive in the vicinity of the school, and were taken into account as part of the peak hour intersection level of service (LOS) calculations.

TRANSIT SERVICE

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near Wildomar, with bus service along Mission Trail immediately west of Interstate 15 (I-15) via Routes 7 and 8. The existing bus routes provided in the area by the RTA are shown in the TIA (**Appendix 3.10**). The RTA reviews and updates transit service periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate.

EXISTING TRAFFIC COUNTS

Manual AM and PM peak-hour turning movement counts were conducted on May 17, 2012. Existing (2012) average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on **Figure 3.10-2**. Existing (2012) ADT volumes are based on factored intersection peak-hour counts collected by Urban Crossroads using the following formula for each intersection leg (see **Appendix 3.10**):

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

The PM peak-hour volume typically represents approximately 8 percent of the daily traffic. The equation shown above was utilized to estimate average daily traffic, using the PM peak-hour volumes multiplied by a factor of 12 (1/8.33 X 100).

EXISTING TRAFFIC CONDITIONS

Existing (2012) peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in the Methodology subsection below. The intersection operation analysis results are summarized in **Table 3.10-3,** which indicates that the following study area intersections are currently operating at an unacceptable level of service (LOS) during the peak hours.

TABLE 3.10-2
EXISTING UNACCEPTABLE LOS INTERSECTIONS

ID	Intersection Location	Jurisdiction
2	I-15 Southbound Ramps/Baxter Road	Caltrans
4	I-15 Northbound Ramps/Baxter Road	Caltrans
5	Monte Vista Drive/Bundy Canyon Road	Wildomar

Source: Urban Crossroads 2013

T:_CS\Work\Wildomar, City of\12-0194 Cornerstone Church\3.10 Transpo



LEGEND:

9 = INTERSECTION ANALYSIS LOCATION

= DIRT ROAD

Source: Urban Crossroads

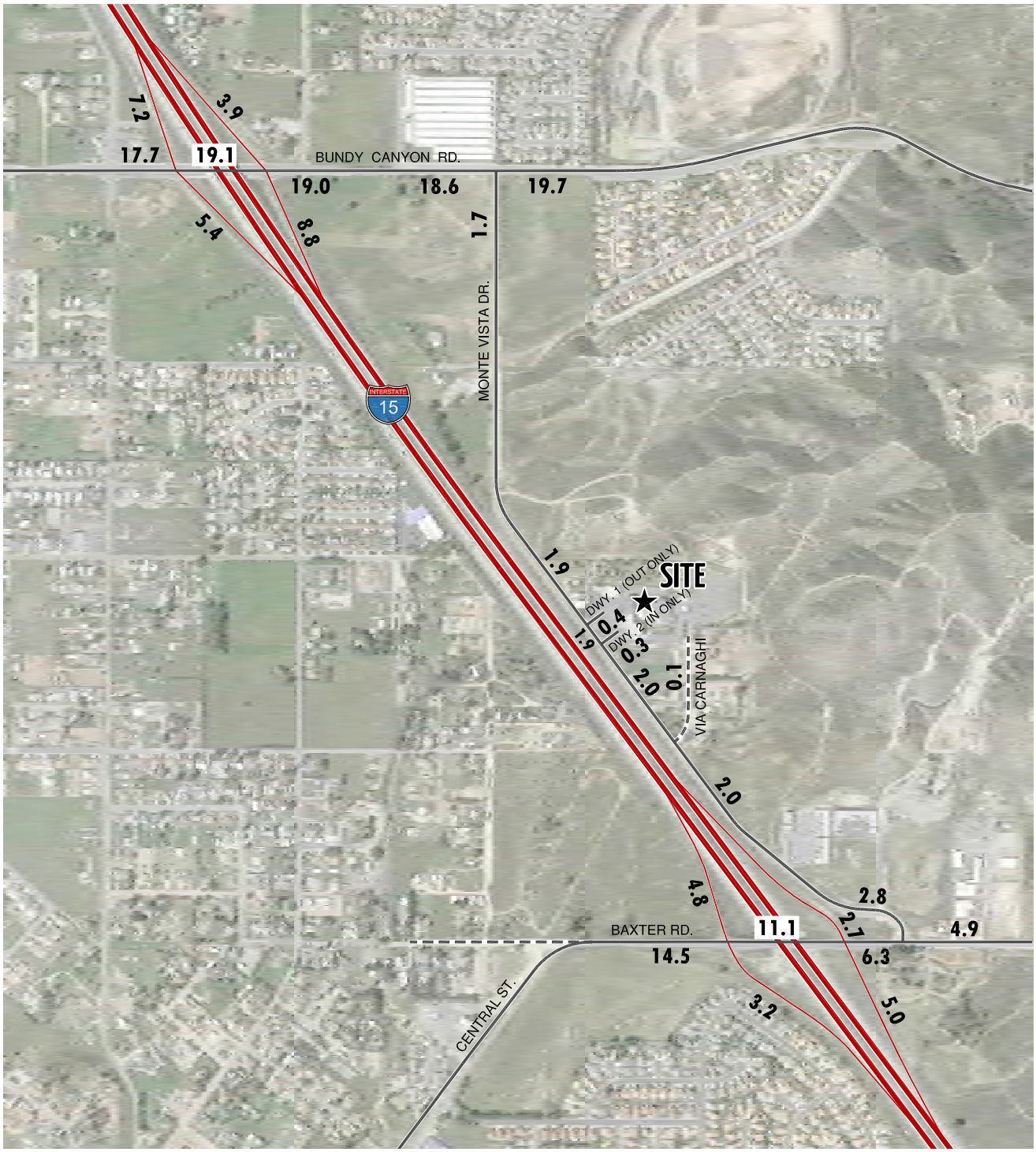
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Figure 3.10-1

Intersection Analysis Locations

PMC®

T:_CS\Work\Wildomar, City of\12-0194 Cornerstone Church\3.10 Transpo



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads

N

Figure 3.10-2
Existing Conditions

PMC®

TABLE 3.10-3
INTERSECTION ANALYSIS FOR EXISTING (2012) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
				Northbound			Southbound			Eastbound			Westbound						
				L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	I-15 Southbound Ramps/Bundy Canyon Road	Caltrans	TS	0	0	0	1	1	0	0	2	0	1	2	0	20.3	21.6	C	C
2	I-15 Southbound Ramps/Baxter Road	Caltrans	CSS	0	0	0	0	1	0	0	1	d	1	1	0	18.2	***>50.0***	C	***F***
3	I-15 Northbound Ramps/Bundy Canyon Road	Caltrans	TS	1	1	0	0	0	0	1	2	0	0	2	0	20.1	21.6	C	C
4	I-15 Northbound Ramps/Baxter Road	Caltrans	CSS	0	1	0	0	0	0	1	1	0	0	1	d	***>50.0***	***>50.0***	***F***	***F***
5	Monte Vista Drive/Bundy Canyon Road	Wildomar	CSS	0	1	0	0	0	0	0	1	0	1	1	0	21.7	***35.8***	C	***E***
6	Monte Vista Drive/Driveway 1 (outbound only)	Wildomar	CSS	0	1	0	0	1	0	0	0	0	1	0	1	11.8	9.5	B	A
7	Monte Vista Drive/Driveway 2 (inbound only)	Wildomar	CSS	0	1	0	0	1	0	0	0	0	0	0	0	7.8	7.4	A	A
8	Monte Vista Drive/Via Carnaghi Drive	Wildomar	CSS	0	1	0	0	1	0	0	0	0	0	1	0	10.0	9.2	A	A
9	Monte Vista Drive/Baxter Road	Wildomar	CSS	0	0	0	1	0	d	0	1	0	0	1	d	18.8	16.4	C	C

Source: Urban Crossroads 2013

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane)*
2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
3. *CSS = cross-street stop; TS = traffic signal*

ROADWAY SEGMENTS AND INTERSECTIONS

Analysis Methodology

Traffic operations of roadway facilities are described using the term "level of service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

3.10.2 REGULATORY FRAMEWORK

STATE

Caltrans Traffic Operation Standards

The California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (2002) includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans maintains a target level of service at the transition between LOS C and LOS D for freeway facilities.

Regarding Caltrans' ramp to arterial intersections the following guideline as found in recent Caltrans District 8 comments regarding acceptable LOS will apply:

> "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".

As such, LOS "D" is considered to be the limit of acceptable traffic operations for Caltrans-maintained facilities.

REGIONAL

Riverside Transit Agency

The Riverside Transit Agency (RTA) was established as a Joint Powers Agency on August 15, 1975, and began operating bus service on March 16, 1977. The RTA is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500-square-mile service area, providing driver training, assistance with grant applications, and development of short-range transit plans.

The RTA provides both local and regional services throughout the region with 36 fixed routes, eight CommuterLink routes, and dial-a-ride services using 261 vehicles. Wildomar is served by Route 7, which heads north to the City of Lake Elsinore, Route 8, which heads around Lake

Elsinore, and Route 23, which heads toward the City of Murrieta. The routes include connections to other routes into and beyond Riverside County.

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Riverside County, to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the Riverside County Transportation Commission (RCTC) in consultation with the County and the cities in Riverside County, is intended to more directly align land use, transportation, and air quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the state and federal levels. Per the adopted level of service standard of E, when a CMS segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of Congestion Management Plan deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

Non-Motorized Transportation

Bicycling occurs throughout the county but is more concentrated in the cities and urbanized portions of unincorporated areas, and is more recreational than commute-oriented. Although the County's current bicycle plan provides for connections between major urban and recreational facilities within the county, implementation of the plan has occurred only to a limited extent. There is no comprehensive bicycle or trail system that links Wildomar to the rest of Riverside County.

LOCAL

City of Wildomar General Plan

Policy C 2.1 of the City's General Plan states:

> C 2.1 Maintain the following target Levels of Service:
>
> LOS "C" along all City maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways of 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.

The City of Wildomar is included in the Elsinore Area Plan which is a Community Development area. As such, LOS C is the target, but LOS D may be allowed as indicated in Policy C 2.1. Monte Vista, Bundy Canyon and Baxter Roads are all designated arterials. Via Carnighi Lane is a local road.

3.10.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. Transportation impacts are considered significant when the project would:

1) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).

2) Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measure or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on the Riverside County traffic study guidelines, a significant impact occurs when the addition of project traffic, as defined by any "with project" scenario, causes an intersection that operates at an acceptable level of service under the "without project" traffic condition (i.e., LOS C or D or better) to fall to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria were utilized to identify significant project-related traffic impacts:

- If an intersection is projected to operate at an acceptable level of service without the project and the addition of project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable level of service, the impact is considered significant.

In addition, for intersections within the jurisdictional authority of the City of Wildomar, the City requires that an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E or F) under pre-project conditions:

- If an intersection is projected to operate at an unacceptable level of without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is considered significant. Mitigation is then required to bring the "with project" scenario delay to within 5.0 seconds of the pre-project condition.

Caltrans does not identify specialized significance criteria within their traffic study guidelines.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. For the purposes of this analysis, mitigation measures have been recommended for cumulatively impacted intersections to bring the "with Project" delay and associated level of service back to acceptable peak hour operations at intersections located outside of the City's jurisdiction (e.g., I-15 Freeway ramps at Bundy Canyon Road and Baxter Road).

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact would be identified and would exist until the needed improvement is fully funded and constructed.

Additionally, the nearest airport is Skylark Field Airport, which is located approximately 3 miles northwest of the proposed project site. Due to the distance of the airports from the project site, the proposed project would not result in any change in air traffic patterns or travels. As such, this issue area (Standard of Significance 3) will not be analyzed further in this Draft EIR.

METHODOLOGY

Trips generated by the project's proposed land uses were estimated using traffic counts taken of existing traffic and based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012). The proposed project is estimated to generate a net total of approximately 1,020 net trip-ends per day on a typical weekday with approximately 158 net AM peak-hour trips and 159 net PM peak-hour trips.

The scope of the traffic impact analysis was reviewed by the City's Public Work Director and designed to show the impact of the project on the surrounding roadways. Buildout for the proposed project was assumed to be 2017, and this horizon was used to evaluate the proportionate share of improvements. The buildout assumption included all of the improvements discussed in Section 2.0 Project Description even though some of the improvements such as the new administrative building and the sports field lighting may not occur until later years.

Intersection Capacity Analysis

The intersection LOS analysis is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected on May 17, 2012. The following peak hours were selected for analysis:

- Weekday AM peak hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM peak hour (peak hour between 4:00 PM and 6:00 PM)

It should be noted that a longer PM peak period was considered for the purposes of this analysis in an effort to account for traffic generated by evening church activities. The volume development worksheets are provided in **Appendix 3.10**.

Signalized Intersections

Consistent with Section 5.0, Required Methodology, of the Riverside County traffic analysis guidelines, signalized intersection operations analysis was based on the methodology described in Chapter 16 of the *Highway Capacity Manual* (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, level of service is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 3.10-4**. All signalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

TABLE 3.10-4
SIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: Urban Crossroads 2013
V/C = volume-to-capacity

The peak-hour traffic volumes have been adjusted using a peak-hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume]/[4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs were used for all analysis scenarios.

Unsignalized Intersections

Urban Crossroads evaluated the operations of unsignalized intersections using the methodology described in Chapter 17 of the HCM (also consistent with Riverside County traffic study guidelines). The level of service rating is based on the weighted average control delay expressed in seconds per vehicle (see **Table 3.10-5**).

TABLE 3.10-5
UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control per Vehicle (Seconds)
A	Little or no delays	0 to 10.00
B	Short traffic delays	10.01 to 15.00
C	Average traffic delays	15.01 to 25.00
D	Long traffic delays	25.01 to 35.00
E	Very long traffic delays	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded	>50.00

Source: Urban Crossroads 2013

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole. All unsignalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

Traffic Signal Warrant Analysis Methodology

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TIA used the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD) (2009), as amended by the MUTCD 2010 California Supplement, for all study area intersections.

The signal warrant criteria for existing (2012) conditions are based on several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the MUTCD and the MUTCD 2012 California Supplement indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the TIA utilized Peak Hour Volume-Based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the MUTCD and the MUTCD 2010 California Supplement. Warrant 3 was deemed appropriate to use for the TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 or with adjacent major streets operating at or above 40 miles per hour). For the purposes of the TIA, the 45 mile per hour (mph) speed limit on Bundy Canyon Road was the basis for determining whether urban or rural warrants were used for a given intersection.

Future unsignalized intersections were assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning-level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed at the unsignalized area intersections shown in **Table 3.10-6**.

TABLE 3.10-6
UNSIGNALIZED TRAFFIC SIGNAL WARRANT ANALYSES LOCATIONS

ID	Intersection Location	Jurisdiction
2	I-15 Southbound Ramps/Baxter Road	Caltrans
4	I-15 Northbound Ramps/Baxter Road	Caltrans
5	Monte Vista Drive/Bundy Canyon Road	Wildomar

Source: Urban Crossroads 2013

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS C or operate below LOS C and not meet a signal warrant.

LOS Criteria/Threshold of Significance

As Bundy Canyon, Monte Vista and Baxter Roads are all designated arterials in the City of Wildomar General Plan, and the City is a Community Development General Plan area, the level of service for intersections of these roadways with each other is LOS D. As Via Carnighi Lane is a local roadway, Via Carnighi Lane and the intersection with Monte Vista is subject to LOS C.

Regarding Caltrans' ramps to arterial intersections and other Caltrans-maintained facilities, the published Caltrans traffic study guidelines (December 2002) state, "Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on state highway facilities; however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS."

If an intersection is already operating at an unacceptable level of service, the City determines that there is significant impact if the project will increase delay by 5.0 seconds or more. If project delay is increased by 5.0 seconds or more, the project must mitigate for its impact at that intersection.

Analysis of Sunday peak period LOS was not deemed necessary the traffic engineer determined that Sunday peak period church operations would be unchanged as a result of the proposed preschool/day care facility and expansion of church office facilities. These particular uses are instead anticipated to operate and generate the most traffic during typical weekday peak hours.

Traffic Operations Analysis Methodology

For the purpose of the TIA, potential impacts to traffic and circulation were assessed for each of the following conditions:

Existing (2012) Conditions (1 scenario)

Information for the existing year (2012) is disclosed to represent the baseline traffic conditions as they existed at the time the TIA was prepared.

Existing Plus Project Conditions (1 scenario)

The existing year (2012) with project analysis determines direct project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the project being placed on existing conditions. Based on discussions with City staff, project impacts have been determined through a comparison of the existing (2012) versus existing with project traffic conditions. As such, the existing with project scenario is provided to assess direct project impacts and to identify the associated project mitigation measures.

Opening Year (2017) Without and With Project Conditions

The opening year (2017) without and with project conditions analyses will be utilized to determine both direct project-related and cumulative traffic impacts. To account for background traffic, ten other known cumulative projects in the study area were included in addition to 10.41 percent of ambient growth. This list of cumulative projects was compiled from information provided by the City of Wildomar in May 17, 2012, in an effort to identify pending development projects and development applications on file with the City. The opening year (2017) scenario is provided to assess the cumulative impacts and to identify the associated mitigation measures through a comparison of opening year (2017) without and with project traffic conditions.

Projected Future Traffic

Project Trip Generation

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based on forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate project traffic are shown in **Table 3.10-7**. A summary of the project's trip generation is shown in **Table 3.10-8**. Trip generation statistics published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 9th Edition (2012) manual for the proposed land uses (ITE Land Use Code 565 Day Care Center and ITE Land Use Code 560 Church) have been utilized.

TABLE 3.10-7
PROJECT TRIP GENERATION RATES[1]

Land Use	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Preschool/Day Care	STU	565	0.42	0.38	0.80	0.38	0.43	0.81	4.38
Church (Administration Building)	TSF	560	0.35	0.21	0.56	0.26	0.29	0.55	9.11

Source: Urban Crossroads 2013

1. Trip Generation Source: ITE Trip Generation Manual, 9th Edition, 2012

2. STU = students; TSF = thousand square feet

TABLE 3.10-8
PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Preschool/Day Care	180	STU	76	68	144	68	77	145	788
Church (Administration Building)	25.462	TSF	9	5	14	7	7	14	232
TOTAL			**85**	**73**	**158**	**75**	**84**	**159**	**1,020**

Source: Urban Crossroads 2013

1. STU = students; TSF = thousand square feet

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be used by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the project traffic would distribute. The project trip distributions were developed based on anticipated travel patterns to and from the project site for the traffic associated with both the residential and commercial uses.

The total volume on each roadway was divided by the total site traffic generation to indicate the percentage of project traffic that would use each component of the regional roadway system in each relevant direction. A project trip distribution exhibit is provided on **Figure 3.10-3**. The proposed project trip distribution patterns were based on anticipated travel patterns associated with the proposed preschool in relation to the residential uses in the surrounding area.

Modal Split

The traffic-reducing potential of public transit, walking, or bicycling was not considered in the TIA. Essentially, the traffic projections are conservative in that these alternative travel modes might be able to reduce the forecast traffic volumes.

Project Trip Assignment

The assignment of traffic from the project area to the adjoining roadway system is based on the project trip generation, the trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. Based on the identified project traffic generation and trip distribution patterns, project average daily traffic (ADT) volumes for the weekday are shown on **Figure 3.10-3**. Project AM and PM peak hour volumes are shown in the TIA (**Appendix 3.10**).

Background Traffic

Future year traffic forecasts were based on two years of background (ambient) growth at 2 percent per year for 2017 traffic conditions. The total ambient growth is 10.41 percent for 2017 traffic conditions (compounded growth of 2 percent per year over five years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth was added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

T:_CS\Work\Wildomar, City of\12-0194 Cornerstone Church\3.10 Transpo



LEGEND:

10 = PERCENT TO/FROM PROJECT

Source: Urban Crossroads

N

Figure 3.10-3

Project Trip Distribution

PMC®

Cumulative Development Traffic

The CEQA Guidelines require that other reasonably foreseeable development projects that are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of the TIA through consultation with the City of Wildomar and the City of Menifee.

Cumulative Development Trip Generation

Cumulative development trip generation rates and associated trip generation are shown on **Tables 3.10-9** and **3.10-10**. The cumulative development projects assumed in the traffic impact analysis were estimated to generate 31,161 net trip-ends per day during a typical weekday, with approximately 1,664 net vehicle trips during the AM peak hour and 2,782 net vehicle trips during the PM peak hour.

TABLE 3.10-9
CUMULATIVE DEVELOPMENT TRIP GENERATION RATES[1]

Land Use	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
SFDR (Single-Family Detached Residential)	210	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Apartments	220	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Freestanding Discount Superstore	813	TSF	1.04	0.81	1.85	2.13	2.22	4.35	50.75
Wholesale Nursery	818	TSF	1.20	1.20	2.40	2.59	2.58	5.17	39.00
Commercial Retail[3]	820	TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Commercial Retail[4]	820	TSF	1.08	0.66	1.74	3.16	3.43	6.59	75.10
Specialty Retail[5]	820/826	TSF	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Pharmacy w/Drive-Thru	881	TSF	1.79	1.66	3.45	4.96	4.95	9.91	96.91
Fast Food w/Drive-Thru	934	TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12
Gas Station w/Market	945	VFP	5.08	5.08	10.16	6.76	6.75	13.57	162.78
Gas Station w/Market & Car Wash	946	VFP	6.04	5.80	11.84	7.07	6.79	13.86	152.84

Source: Urban Crossroads 2013
1. Source: ITE 2012
2. DU = dwelling units; TSF = thousand square feet; VFP = vehicle fueling positions
3. AM peak-hour split is unavailable for ITE Land Use 620. As such, a split of 50/50 was utilized.
4. Trip generation rates based on the regression equation for ITE Land Use 820.
5. AM peak-hour rates are not available in the ITE Trip Generation Manual. As such, the AM peak-hour average rates for ITE LU 820 have been utilized.

TABLE 3.10-10
CUMULATIVE DEVELOPMENT TRIP GENERATION SUMMARY

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Wildomar											
1	Tulip Lane (08-0147)	SFDR	60	DU	**11**	**34**	**45**	**38**	**22**	**60**	**571**
2	Canyon Plaza/JR Oil (08-179)	Retail	33.800	TSF	51	33	84	147	160	307	3,394
		Pass-by Reduction (40%)			-20	-13	-34	-59	-64	-123	-1,358
		Fast Food w/Drive-Thru	6.200	TSF	173	167	340	149	138	287	3,076
		Pass-by Reduction (45%)			-78	-75	-153	-67	-62	-129	-1,384
		Gas Station w/Market	12	VFP	63	64	127	82	81	163	1,953
		Pass-by Reduction (60%)			-38	-38	-76	-49	-49	-98	-1,172
	Subtotal TAZ 2[3]				**151**	**137**	**288**	**203**	**204**	**407**	**4,509**
3	DL Almond (09-0265)	Wholesale Nursery	5.040	TSF	**6**	**6**	**12**	**13**	**13**	**26**	**197**
4	Baxter Village	SFDR	67	DU	13	38	50	42	25	67	638
		Apartments	204	DU	20	84	104	82	45	126	1,357
		Retail	75.000	TSF	81	50	131	237	257	494	5,633
		Internal Trips			-7	-7	-14	-52	-52	-104	-1,126
		Pass-by Reduction			0	0	0	-73	-73	-146	-1,724
	Subtotal TAZ 4				**107**	**164**	**271**	**236**	**202**	**438**	**4,777**
6	Tentative Map No. 30522 (10/0301)	Retail	79.497	TSF	48	29	76	142	153	295	3,395
		Fast Food w/Drive-Thru	1.500	TSF	35	33	68	25	24	49	744
		Pass-by Reduction (25% Retail Only)									
		Gas Station w/Market	6	VFP	30	30	61	41	41	81	977
		Pass-by Reduction (62% AM; 56% PM & Daily)			-19	-19	-38	-23	-23	-45	-547

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
	Subtotal TAZ 6				**98**	**79**	**177**	**190**	**193**	**383**	**4,588**
7	Tract 31409 (APN 367-110-007 & -008)	SFDR	126	DU	24	71	95	79	47	126	1,200
8	Tract 32024 (APN 367-140-011)	SFDR	70	DU	13	39	59	44	26	70	666
9	Oak Creek TTM No. 36388 (11-0261)	SFDR	275	DU	52	154	206	173	102	275	2,618
		Pharmacy	14.469	TSF	26	24	50	72	72	143	1,402
		Gas Station w/Market/Carwash	8	VFP	48	46	95	57	54	111	1,223
		Specialty Retail	2,550	TSF	2	1	2	3	4	7	113
		Pass-by Reduction (Pharmacy & Gas Station)			-30	-29	-59	-69	-68	-137	-1,1310
	Subtotal TAZ 9				**98**	**196**	**294**	**236**	**164**	**399**	**4,046**
10	Wildomar Walmart	Freestanding Discount Superstore	200.000	TSF	208	162	370	426	444	870	10,150
		Specialty Retail	3.900	TSF	2	1	4	5	6	11	173
		Fast Food w/Drive-Thru	3.900	TSF	90	87	177	66	61	127	1,935
		Internal Trips			-21	-25	-46	-54	-50	-104	-1,225
		Pass-by Reduction			-38	-38	-76	-28	-28	-56	-871
	Subtotal TAZ 10				**242**	**187**	**429**	**415**	**433**	**848**	**10,162**
Grand Total					***753***	***911***	***1,664***	***1,461***	***1,321***	***2,7852***	***31,161***

Source: Urban Crossroads 2013
1. SFDR = single-family detached residential
2. DU = dwelling units; TSF = thousand square feet; VFP = vehicle fueling positions
3. Project trip generation is consistent with the Canyon Plaza Traffic Study (Darnell & Associates, Inc., November 10, 2003).

Cumulative Development Trip Assignment

Based on the identified trip distribution patterns for the cumulative development projects on arterial highways throughout the study area for future conditions, cumulative projected development ADT volumes and AM peak-hour and PM peak-hour intersection turning movement volumes are included in the TIA (**Appendix 3.10).**

Traffic Forecasts

An existing plus project analysis scenario was included to address a recent CEQA case ruling, which asserts that impacts of a proposed project must be measured against the current existing physical conditions. The existing plus project analysis scenario was utilized to identify significant project-related impacts and mitigation measures necessary to reduce those impacts to less than significant.

To provide a comprehensive assessment of the potential project-related and cumulative traffic impacts, the "buildup" analyses were performed. The buildup method was used to approximate the opening year conditions for the study year of 2017 and is intended to identify the cumulative impacts on both the existing and planned near-term circulation system. The opening year (2017) traffic condition includes background traffic, traffic generated by other cumulative development projects in the study area, and the traffic generated by the proposed project.

Opening Year (2017) Conditions

The buildup approach combines existing traffic counts with a background ambient growth factor to forecast the opening year (2017) traffic conditions. An ambient growth factor of 10.41 percent accounts for background (area-wide) traffic increases that occur over time up to the year 2017 from the year 2012 (compounded 2 percent per year growth over a five-year period). In addition, the traffic generated by other cumulative development projects in the study area was included. Traffic volumes generated by the project are then added to assess the opening year (2017) with project traffic conditions. The 2017 roadway network is consistent with the existing conditions roadway network. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening year (2017) without project
  - Existing 2012 counts
  - Ambient growth traffic (10.41 percent)
  - Cumulative development project traffic
- Opening year (2017) with project
  - Existing 2012 counts
  - Ambient growth traffic (10.41 percent)
  - Cumulative development project traffic
  - Cornerstone preschool expansion traffic

Roadway Improvements Under Opening Year (2017) Conditions

The lane configurations and traffic controls assumed to be in place for opening year (2017) conditions are consistent with those shown on **Figure 3.10-1**.

Opening Year (2017) Without Project Traffic Volume Forecasts

This scenario includes existing (2012) traffic volumes plus an ambient growth factor of 10.41 percent plus traffic from pending and approved but not yet constructed known development projects (as previously listed in **Table 3.10-10**) in the area.

Opening Year (2017) with Project Traffic Volume Forecasts

This scenario includes existing (2012) traffic volumes, an ambient growth factor of 10.41 percent, traffic from pending and approved but not yet constructed known development projects in the area, and the addition of project traffic. The weekday ADT volumes that can be expected for opening year (2017) with project traffic conditions are shown on **Figure 3.10-4**, while **Table 3.10-15** shows the AM and PM peak-hour intersection turning movement volumes for opening year (2017) with project traffic conditions.

Sight Distance Analysis Along Monte Vista Drive

This section summarizes project site access for the following three access points:

- Driveway 1 on Monte Vista Drive – outbound access only (full access, no restrictions on left turn out)
- Driveway 2 on Monte Vista Drive – inbound access only (full access, no restrictions on left turns in)
- Via Carnaghi Drive on Monte Vista Drive – full access

No new access points are proposed, as the existing access points to the church will be utilized to serve the proposed school on-site. Regional access to the project site is provided by Interstate 15 (located to the west) via Bundy Canyon Road and Baxter Road.

Sight Distance Analysis

A sight distance analysis was performed for the project egress point (Driveway 1) on Monte Vista Drive based on the visibility limitations due to the elevation and roadway curvature. It should be noted that the sight distance analysis was only performed on Driveway 1 since Driveway 2 is an ingress-only access point. As such, a sight distance analysis was not necessary at Driveway 2 since no outbound vehicles are anticipated. The sight distance analysis was utilized to determine whether acceptable stopping/corner sight distances are provided based on the minimum distances defined by the County of Riverside roadway standards. It should be noted that the County's sight distance criteria are consistent with the requirements outlined in the Caltrans Highway Design Manual (HDM).

Sight Distance Criteria

The City has adopted and uses the County of Riverside intersection sight distance standard (Standard No. 821) *that* requires the assessment of both stopping sight distance and corner sight

distance. As defined by the HDM, sight distance is the continuous length of highway ahead visible to the driver. Stopping sight distance is the minimum sight distance provided at interchanges and at-grade intersections. Per County Standard No. 821, only the minimum stopping sight distance was evaluated for Driveway 1, as it is a private driveway.

At unsignalized intersections, intersection sight distance must provide a substantially clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. For the purposes of this analysis, a 7.5-second criterion was applied to the outside travel lanes in either direction to provide the most conservative sight distance. The 7.5-second criterion allows waiting vehicles to either cross all lanes of through traffic by turning left or cross the near lanes by turning right without requiring through traffic to radically alter its speed.

County of Riverside Sight Distance Standards

Since Monte Vista Drive is an existing roadway, it was assumed to be designed to meet sight distance requirements. Driveway 1 on Monte Vista Drive was assessed for the stopping sight distance assuming the "object" in the road is another vehicle. Per County Standard No. 821, intersection sight distance calculations assume a driver eye height of 3.5 feet to the top of an object 4.25 feet above the pavement. In determining intersection sight distance, a setback distance for the waiting vehicle on the minor road must be assumed. Setback for the driver on the minor road must be a minimum of 15 feet behind the edge of the traveled way.

Adequate visibility for vehicular and pedestrian traffic can be provided at Driveway 1 by limiting sight obstructions within the limited use area. Any landscaping within the limited use area should not exceed 30 inches in height in an effort to keep the area clear of any landscaping or any other obstructions that may impede the visibility of the driver.

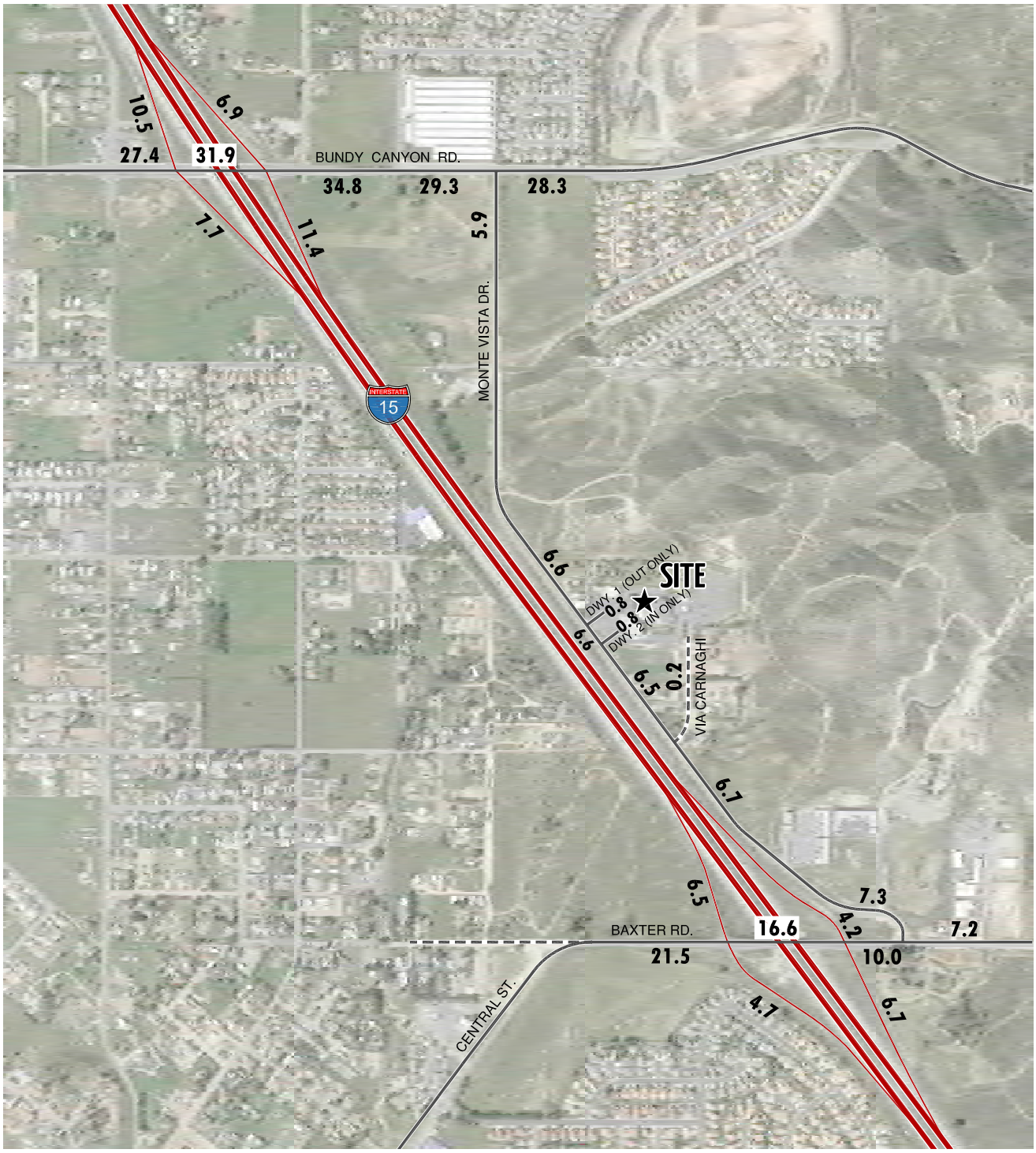
County Standard No. 821 states that the minimum stopping sight distance on a level roadway with a speed limit of 55 miles per hour is 500 feet. It should be noted that Monte Vista Drive has a school zone (defined by striping and signage) that begins and ends approximately 300 feet north of Driveway 1 to approximately 600 feet south of Driveway 1. The school zone identifies a regulatory speed limit of 25 miles per hour when schoolchildren are present. The minimum stopping sight distance on a travel roadway with a speed limit of 25 miles per hour is 150 feet. However, the sight distance of 500 feet was utilized for the purposes of this analysis in an effort to evaluate the most conservative condition.

Sight Distance at Driveway 1 on Monte Vista Drive

The sight distance lines and limited use areas at Driveway 1 are illustrated on **Figure 3.10-5.** Any landscaping within the limited use area should be limited in height to 30 inches or less. As Driveway 1 is a cross-street stop-controlled intersection with full access, sight distance was assessed in both the northbound and southbound directions. A corner sight distance of approximately 605 feet can be accommodated for vehicles traveling in the southbound direction on Monte Vista Drive toward Driveway 1 from Bundy Canyon Road. It is anticipated that the minimum 605-foot corner sight distance could be accommodated on Monte Vista Drive for vehicles traveling in the northbound direction from Baxter Road toward Driveway 1.

Due to the roadway's vertical curve, a profile of the sight lines for Driveway 1 on Monte Vista Drive is provided on **Figure 3.10-6** which identifies the line of sight for the driver's eye height of 3.5 feet (waiting vehicle) represented by a yellow line and an object height of 4.25 feet (approaching vehicle) represented by a green line. As shown on **Figure 3.10-6** it is anticipated

T:_CS\Work\Wildomar, City of\12-0194 Cornerstone Church\3.10 Transpo



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads

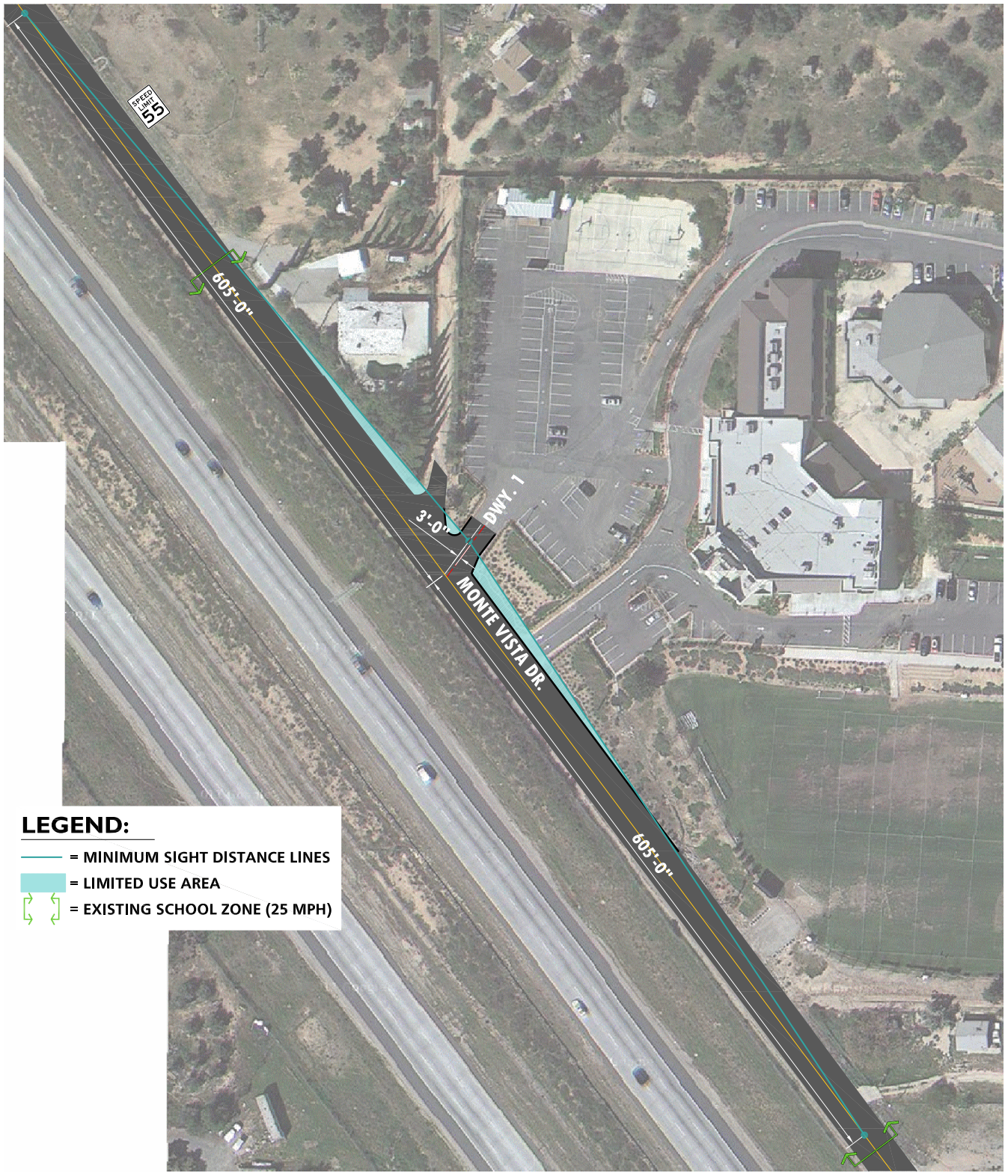
N

Figure 3.10-4

Opening Year (2017) With Project Average Daily Traffic

PMC®

T:_CS\Work\Wildomar, City of\12-0194 Cornerstone Church\3.10 Transpo



Source: Urban Crossroads

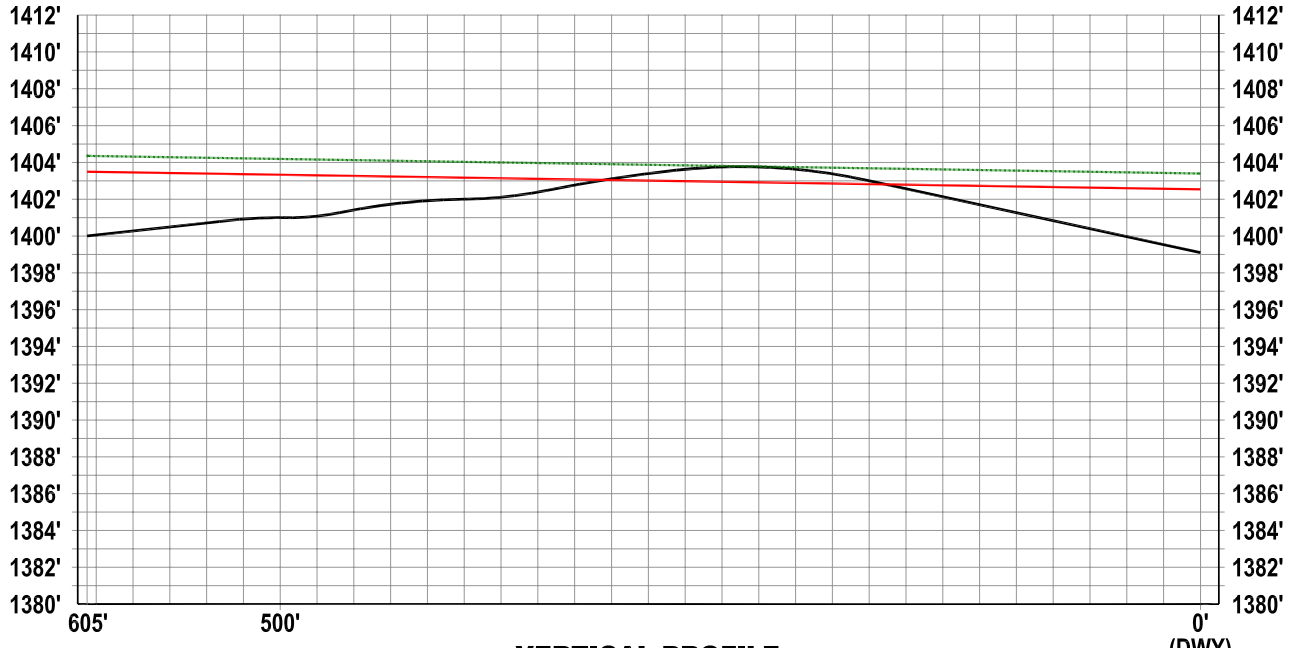
N

Figure 3.10-5

Site Distance at Driveway 1 on Monte Vista Drive

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T:_CS\Work\Wildomar, City of\12-0194 Cornerstone Church\3.10 Transpo



VERTICAL PROFILE
NORTH OF PROJECT DRIVEWAY 1



VERTICAL PROFILE
SOUTH OF PROJECT DRIVEWAY 1

LEGEND:

= ROADWAY

= DRIVER'S EYE HEIGHT (3'6")

= OBJECT HEIGHT (4'3")

Source: Urban Crossroads

N

Figure 3.10-6

Monte Vista Drive and Driveway 1 Vertical Site Distance

PMC®

that a vehicle waiting to exit Driveway 1 on Monte Vista Drive can see an approaching vehicle at a height of 4.25 feet from a distance of 605 feet. Since the green line (representing the approaching vehicle) clears the vertical alignment of the roadway to the north of Driveway 1, it is therefore visible to the waiting vehicle at the project driveway.

Driveway Analysis on Monte Vista Drive

Pursuant to discussions with City staff, a driveway analysis was performed for the project egress and ingress points (Driveway 1 and Driveway 2) on Monte Vista Drive to determine whether there are existing queuing issues along Monte Vista Drive and to identify whether there are any potential queuing issues on Monte Vista Drive related to the increase in traffic associated with the proposed preschool.

The traffic modeling and signal timing optimization software package Synchro (Version 8 Build 801) was utilized to analyze the peak-hour operations at the two site access driveways. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in Chapter 16 of the HCM and the unsignalized intersection capacity analysis as specified in HCM Chapter 17. Macroscopic-level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length in Synchro. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. The 95th percentile queue is not necessarily ever observed; it is simply based on statistical calculations (or average queue plus 1.65 standard deviations). However, the average queue is the average of all the two-minute maximum queues observed by SimTraffic. The maximum back of queue observed for every two-minute period is recorded by SimTraffic.

SimTraffic was utilized to assess peak-hour queuing at the site access driveways for both existing (2012) and opening year (2017) with project traffic conditions. The random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each lane. A SimTraffic simulation was recorded ten times, for each peak hour and for each analysis scenario, and was seeded for 15-minute periods with 60-minute recording intervals.

Queuing Analysis

Queuing analysis findings for Monte Vista Drive are presented in **Table 3.10-11** for both existing (2012) and opening year (2017) with project traffic conditions. As shown in **Table 3.10-11**, there are currently no potential queuing issues along Monte Vista Drive, and the addition of project traffic is not anticipated to result in any potential queuing issues.

TABLE 3.10-11
AM/PM PEAK-HOUR STACKING LENGTH SUMMARY ON MONTE VISTA DRIVE

Intersection	Movement	Stacking Distance (Feet)[1]	Existing (2012)				2017 With Project			
			95th Percentile Stacking Distance		Acceptable?		95th Percentile Stacking Distance		Acceptable?	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
Monte Vista Drive/Driveway 1	WBL	1,580	54	33	Yes	Yes	73	45	Yes	Yes
	WBR	62	45	32	Yes	Yes	61	53	Yes	Yes

Source: Urban Crossroads 2013

PROJECT IMPACTS AND MITIGATION MEASURES

Substantial Increase in Traffic Volume – Existing Plus Project (Standards of Significance 1 and 2)

Impact 3.10.1 The proposed project would result in an increase in traffic under the existing plus project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). This impact is considered **potentially significant**.

Existing Plus Project Intersection Operations Analysis

Existing plus project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The intersection analysis results are summarized in **Table 3.10-13**, which indicates that the study area intersections listed in **Table 3.10-12** are anticipated to operate at unacceptable levels of service with the addition of project traffic.

TABLE 3.10-12
UNACCEPTABLE LOS EXISTING PLUS PROJECT INTERSECTIONS

ID	Intersection Location	Jurisdiction
2	I-15 Southbound Ramps/Baxter Road – LOS F PM peak hour	Caltrans
4	I-15 Northbound Ramps/Baxter Road – LOS F AM/PM peak hours	Caltrans
5	Monte Vista Drive/Bundy Canyon Road – LOS F AM/PM peak hours	Wildomar

Source: Urban Crossroads 2013

Based on the City of Wildomar significance criteria discussed in the Standards of Significance subsection above, the following intersections were found to be impacted by the project:

I-15 Southbound Ramps/Baxter Road (Intersection #2) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the weekday PM peak hour under existing (2012) conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is greater than 5.0 seconds; therefore, the impact is considered **potentially significant**.

TABLE 3.10-13
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS

#	Intersection	Jurisdiction	Traffic Control2	Existing				Existing + Project			
				Delay1 (secs.)		Level of Service		Delay1 (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramps/ Bundy Canyon Road	Caltrans	TS	20.3	21.6	C	C	25.2	22.1	C	C
2	I-15 Southbound Ramps/ Baxter Road	Caltrans	CSS	18.2	***142.7***	C	***F***	20.1	***187.7***[3]	C	***F***
3	I-15 Northbound Ramps/ Bundy Canyon Road	Caltrans	TS	20.1	21.6	C	C	22.7	***21.5***	C	***C***
4	I-15 Northbound Ramps/ Baxter Road	Caltrans	CSS	***64.6***	***146.3***	***F***	***F***	***85.0***[3]	***441.3***[3]	***F***	***F***
5	Monte Vista Drive/Bundy Canyon Road	Wildomar	CSS	21.7	***35.8***	C	***E***	***60.9***[3]	***112.0***[3]	***F***	***F***
6	Monte Vista Drive/ Driveway 1 (outbound only)	Wildomar	CSS	11.8	9.5	B	A	13.0	10.0	B	A
7	Monte Vista Drive/ Driveway 2 (inbound only)	Wildomar	CSS	7.8	7.4	A	A	8.0	7.5	A	A
8	Monte Vista Drive/Via Carnaghi Drive	Wildomar	CSS	10.0	9.2	A	A	11.4	10.1	B	B
9	Monte Vista Drive/Baxter Road	Wildomar	CSS	18.8	16.4	C	C	23.6	18.6	C	C

Source: Urban Crossroads 2013

1. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2. CSS = cross-street stop; TS = traffic signal

3. Project impact related to an increase in the peak-hour delay of more than 5 seconds.

I-15 Northbound Ramps/Baxter Road (Intersection #4) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the peak hours under existing (2012) conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is greater than 5.0 seconds; therefore, the impact is considered **potentially significant**.

Monte Vista Drive/Bundy Canyon Road (Intersection #5) – Although this intersection was found to operate at an unacceptable level of service (LOS E) during the weekday PM peak hour under existing (2012) conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant.

The traffic signal at Monte Vista Drive and Bundy Canyon Road (intersection 5) is a required component of the proposed Walmart project (Project #13-0086) and of the approved Oak Creek Canyon project (Project #11-0261, MM 3.3.1). The proposed project increase traffic at this intersection by greater than five seconds as shown in Table 3.10-14, and is therefore responsible for the proportionate share of the cost of improvements.

As shown in **Table 3.10-13**, the proposed project contributes to already impacted intersections by greater than 5.0 seconds in the existing plus project scenario. Improvements to the regional transportation system would ordinarily be part of the Transportation Uniform Mitigation Fee (TUMF) administered by the Western Riverside Council of Governments (WRCOG) and if part of the program, payment of the TUMF is adequate mitigation for project impacts. However, the TUMF program typically only funds ultimate system design improvements, not interim improvements that might need to be replaced when the ultimate design is built. Interim improvements can be part of the City's development impact fee (DIF) as long as there is no overlap of improvements in improvements between the DIF and the TUMF.

The City believes that the signals at the I-15 ramps at Baxter Road would be considered interim improvements by the WRCOG and would be replaced when the ultimate interchange was constructed. As interim improvements the City believes that they would be ineligible for TUMF funding. As only the WRCOG can determine which improvements are eligible for TUMF funding, this EIR assumes that the improvements would be considered interim and would not be eligible for TUMF funding.

Because the ultimate interchange improvements at Baxter Road and I-15 are part of the TUMF program, the City did not include any interchange improvements, such as signals at the top of the ramps, in the DIF. As the project would result at impacts to the interchange in the existing plus project scenario, and there is no certain funding source, mitigation measure **MM 3.10.1** requires payment of the pro-rata share of cost of the I-15 Ramp signals at Baxter Road. If the improvements are determined to be eligible for TUMF funding, or if the City adds the improvements to these ramps to the DIF, then payment of the TUMF or DIF fees would be satisfy the project's proportionate share responsibility.

Opening Year (2017) Intersection Operations Analysis

Level of service calculations were conducted for the study intersections to evaluate their operations under opening year (2017) conditions with existing roadway and intersection geometrics consistent with **Figure 3.10-1**. As shown in **Table 3.10-15**, the intersections listed in **Table 3.10-14** were found to operate at an unacceptable level of service under opening year (2017) with project traffic conditions.

TABLE 3.10-14
UNACCEPTABLE LOS OPENING YEAR (2017) INTERSECTIONS

ID	Intersection Location	Jurisdiction
1	I-15 Southbound Ramps/Bundy Canyon Road – LOS F PM peak hour	Caltrans
2	I-15 Southbound Ramps/Baxter Road – LOS F AM/PM peak hour	Caltrans
4	I-15 Northbound Ramps/Baxter Road – LOS F AM/PM peak hours	Caltrans
5	Monte Vista Drive/Bundy Canyon Road – LOS F AM/PM peak hours	Wildomar
9	Monte Vista Drive/Baxter Road – LOS F AM/PM peak hours	Wildomar

Source: Urban Crossroads 2013

TABLE 3.10-15
INTERSECTION ANALYSIS FOR OPENING YEAR (2017) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	2017 Without Project				2017 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramps/Bundy Canyon Road	Caltrans	TS	47.2	**78.2**	D	**F[5]**	50.3	81.5	D	**F**
2	I-15 Southbound Ramps/Baxter Road	Caltrans	CSS	**53.8[3]**	**945.3[3]**	**F**	**F**	**71.9[3]**	**---[4]**	**F**	**F**
3	I-15 Northbound Ramps/Bundy Canyon Road	Caltrans	TS	31.8	46.6	C	D	33.1	49.9	C	D
4	I-15 Northbound Ramps/Baxter Road	Caltrans	CSS	**611.7[3]**	**---[4]**	**F**	**F**	**711.6[3]**	**---[4]**	**F**	**F**
5	Monte Vista Drive/ Bundy Canyon Road	Wildomar	CSS	**1,591.4**	**3,718.0**	**F**	**F**	**2,238.6[3]**	**4,998.2[3]**	**F**	**F**
6	Monte Vista Drive/ Driveway 1 (outbound only)	Wildomar	CSS	16.2	12.9	C	B	19.2	14.1	C	B
7	Monte Vista Drive/ Driveway 2 (inbound only)	Wildomar	CSS	8.3	7.9	A	A	8.6	8.0	A	A
8	Monte Vista Drive/Via Carnighi Drive	Wildomar	CSS	11.6	11.6	B	B	14.1	14.1	B	B
9	Monte Vista Drive/ Baxter Road	Wildomar	CSS	**54.0**	**>57.0[3]**	**F**	**F**	**93.2[3]**	**87.2[3]**	**F**	**F**

Source: Urban Crossroads 2013

1. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
2. *CSS = cross-street stop; TS = traffic signal*
3. *Project impact related to an increase in the peak-hour delay of more than 5 seconds*
4. *Delay is theoretically infinite.*
5. *Volume to capacity ratio is greater than 1.00; Intersection unstable and therefore LOS F*

Based on the City of Wildomar significance criteria discussed in the Standards of Significance subsection above, the following intersections were found to be impacted by the project:

I-15 Southbound Ramps/Bundy Canyon Road (Intersection #1) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the PM peak hour under opening year (2017) without project traffic conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is anticipated to be 3.3 seconds which is less than the 5.0-second threshold; therefore, impacts are **less than significant**.

I-15 Southbound Ramps/Baxter Road (Intersection #2) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under opening year (2017) without project traffic conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is anticipated to be greater than the 5.0-second threshold. Implementation of mitigation measure **MM 3.10.1** requires the payment of fees to address the proposed project's proportionate share of impact at this intersection. With the construction of the improvements, impacts are **less than significant.**.

I-15 Northbound Ramps/Baxter Road (Intersection #4) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under opening year (2017) without project traffic conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is anticipated to be greater than the 5.0-second threshold. Implementation of mitigation measure **MM 3.10.1** requires the payment of fees to address the proposed project's proportionate share of impact at this intersection. With the construction of the improvements, impacts are **less than significant**.

Monte Vista Drive/Bundy Canyon Road (Intersection #5) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under opening year (2017) without project traffic conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is anticipated to be greater than the 5.0-second threshold. Implementation of mitigation measure **MM 3.10.1** requires the payment of fees to address the proposed project's proportionate share of impact at this intersection. With the construction of the improvements, impacts are **less than significant.**

Monte Vista Drive/Baxter Road (Intersection #9) – Although this intersection was found to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under opening year (2017) without project traffic conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is anticipated to be greater than the 5.0-second threshold Implementation of mitigation measure **MM 3.10.1** requires the payment of fees to address the proposed project's proportionate share of impact at this intersection. With the construction of the improvements, impacts are **less than significant.**

Table 3.10-16 shows the project's proportionate share of the above improvements assuming a 2017 buildout of the project features.

TABLE 3.10-16
PROJECT CONTRIBUTION TO TOTAL NEW TRAFFIC AT IMPACTED INTERSECTIONS

#	Intersection	Peak Hour	2012 Traffic	Project Traffic	With Project	New Traffic	Project Contribution
2	I-15 SB Ramps/Baxter Road	AM	1,268	47	1,767	499	9.4%
		PM	1,396	49	2,111	715	6.9%
4	I-15 NB Ramps/Baxter Road	AM	871	63	1,263	392	16.1%
		PM	1,042	64	1,612	570	11.2%
5	Monte Vista Dr./Bundy Canyon Road	AM	1,531	88	2,296	795	11.5%
		PM	1,667	87	2,737	1070	8.1%
9	Monte Vista Dr./Baxter Road	AM	640	71	964	324	21.9%
		PM	579	72	1,062	483	14.9%

Source: Urban Crossroads, 2014
Bold number represents the highest of the two peak hours.

The Monte Vista Drive and Baxter Road (intersection 9) intersection will operate unacceptably with or without the project, however the project will contribute sufficient additional new trips to warrant participation in the signalization of the intersection. This signal is neither part of the City's DIF nor the TUMF therefore mitigation measure **MM 3.10.1** requires that the project pay its proportionate share of the cost of signalization of this intersection.

Mitigation Measures

MM 3.10.1 The project applicant shall be required to pay its pro rata share of the implementation of the following traffic improvements:

I-15 Southbound Ramps/Baxter Road (Intersection #2)

- Install a traffic signal.

I-15 Northbound Ramps/Baxter Road (Intersection #4)

- Install a traffic signal.

Monte Vista Drive/Bundy Canyon Road (Intersection #5)

- Install a traffic signal.

Monte Vista Drive/Baxter Road (Intersection #9)

- Install a traffic signal.

Timing/Implementation: *Prior to occupancy, or building permit as required by the DIF or TUMF programs*

Enforcement/Monitoring: *City of Wildomar Public Works Department*

As shown in **Table 3.10-17**, implementation of the proposed mitigation measures will ensure that all intersections operate at an acceptable level of service under the existing plus project scenario.

Table 3.10-18 shows that traffic resulting from regional growth will also impact the study area intersections and will cause the Monte Vista Drive/Bundy Canyon Road intersection to operate at an unacceptable level of service even with the proposed mitigation. The required mitigation is designed to address the proposed project's impacts and consequently reduces delay at these intersections caused by the project. As shown in **Table 3.3-18**, implementation of the proposed mitigation reduces the delay at the Monte Vista Drive/Bundy Canyon Road intersection and therefore does not increase the delay by the threshold 5.0 seconds. With implementation of the intersection mitigation discussed above, **Table 3.10-18** shows that project-related impacts to study area intersections would be less than significant.

The City does not have the authority to build improvements on I-15, and cannot be certain that the other projects shown in **Table 3.10-10** will be built and will pay to address their impacts at the intersections addressed in **MM 3.10.1**. Without certain funding or jurisdiction, the City cannot guarantee that the proposed improvements will be constructed as proposed by mitigation measure **MM 3.10.1**. Because the City cannot be certain that the improvements will occur, the EIR must assume that the improvements may not occur and that the project impacts would remain as shown in **Table 3.10-15**. As shown in **Table 3.10-15**, the intersection analysis for opening year 2017 would result in significant impacts at I-15 Southbound Ramps/Baxter Road (Intersection 2), I-15 Northbound Ramps/Baxter Road (Intersection 4), Monte Vista Drive/ Bundy Canyon Road (Intersection 5), and Monte Vista Drive/ Baxter Road (Intersection 9). While the City will collect fees representing the proportionate share of the proposed project's impact at the intersections identified in mitigation measure **MM 3.10.1**, for the reasons explained in this section, this impact remains **significant and unavoidable**.

TABLE 3.10-17
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS WITH PROJECT MITIGATION MEASURES

#	Intersection	Traffic Control3	Intersection Approach Lanes1												Delay2 (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
2	I-15 SB Ramps/Baxter Road																	
	- Existing (2013)	CSS	0	0	0	0	1	0	0	1	d	1	1	0	18.2	> 50.0	C	F
	- E + P w/o Mitigation	CSS	0	0	0	0	1	0	0	1	d	1	1	0	20.1	***> 50.0[4]***	C	**F**
	- With Project Mitigation	**TS**	0	0	0	0	1	0	0	1	d	1	1	0	16.1	17.9	B	B
4	I-15 NB Ramps/Baxter Road																	
	- Existing (2013)	CSS	0	1	0	0	0	0	1	1	0	0	1	d	> 50.0	> 50.0	**F**	***F***
	- E + P w/o Mitigation	CSS	0	1	0	0	0	0	1	1	0	0	1	d	***> 50.0[4]***	***> 50.0[4]***	***F***	***F***
	- With Project Mitigation	**TS**	0	1	0	0	0	0	1	1	0	0	1	d	19.0	24.0	B	C
5	Monte Vista Dr./Bundy Canyon Road																	
	- Existing (2013)	CSS	0	1	0	0	0	0	0	1	0	1	1	0	21.7	35.8	C	D
	- E + P w/o Mitigation	CSS	0	1	0	0	0	0	0	1	0	1	1	0	***> 50.0[4]***	***> 50.0[4]***	***F***	***F***
	- With Project Mitigation	**TS**	0	1	0	0	0	0	0	1	0	1	1	0	33.2	29.8	C	C

Source: Urban Crossroads 2013

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*

   *L = left; T = through; R = right; ≥ right-turn overlap phasing; d = de facto right turn lane; **1** = improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. *CSS = cross-street stop; TS = traffic signal*

4. *Project impact related to an increase in the peak-hour delay of more than 5.0 seconds.*

TABLE 3.10-18
INTERSECTION ANALYSIS FOR OPENING YEAR (2017) CONDITIONS WITH PROJECT MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												2017 With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
2	I-15 SB Ramps/Baxter Road																	
	- 2017 Without Project	CSS	0	0	0	0	1	0	0	1	d	1	1	0	>50.0	>50.0	**F**	**F**
	- 2017 With Project	CSS	0	0	0	0	1	0	0	1	d	1	1	0	***>50.0[4]***	***>50.0[4]***	***F***	***F***
	- With Mitigation Measure	**TS**	0	0	0	0	1	0	0	1	d	1	1	0	16.9	***29.1***	B	C
4	I-15 NB Ramps/Baxter Road																	
	- 2017 Without Project	CSS	0	1	0	0	0	0	1	1	0	0	1	d	>50.0	>50.0	**F**	**F**
	- 2017 With Project	CSS	0	1	0	0	0	0	1	1	0	0	1	d	***>50.0[4]***	***>50.0[4]***	***F***	***F***
	- With Mitigation Measure	**TS**	0	1	0	0	0	0	1	1	0	0	1	d	23.7	42.9	C	D
5	Monte Vista Dr./Bundy Canyon Road																	
	- 2017 Without Project	CSS	0	1	0	0	0	0	0	1	0	0	1	d	>50.0	>50.0	**F**	**F**
	- 2017 With Project	CSS	0	1	0	0	0	0	0	1	0	0	1	d	***>50.0[4]***	***>50.0[4]***	***F***	***F***
	- With Mitigation Measure	**TS**	0	1	0	0	0	0	0	1	0	0	1	d	98.8	138.0	**F**	**F**
9	Monte Vista Drive/Baxter Road																	
	- 2017 Without Project	CSS	0	0	0	1	0	d	0	1	0	0	1	d	54.0	>50.0	F	F
	- 2017 With Project	CSS	0	0	0	1	0	d	0	1	0	0	1	d	***>50.0[4]***	***>50.0[4]***	***F***	***F***
	- With Mitigation Measure	**TS**	0	0	0	1	0	d	**1**	1	0	0	1	d	17.7	21.6	B	C

Source: Urban Crossroads 2013

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*
   *L = left; T = through; R = right; ≥ right-turn overlap phasing; d= de facto right turn lane; **1** = improvement*
2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
3. *CSS = cross-street stop; TS = traffic signal*
4. *Project impact related to an increase in the peak-hour delay of more than 5.0 seconds.*
5. *Volume-to-capacity ratio is greater than 1.00; intersection unstable; LOS F.*

Roadway or Traffic Hazard (Standard of Significance 4)

Impact 3.10.2 Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses. This impact is considered **less than significant.**

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the review process conducted by the City.

Two exceptions to the City's adopted street standards are included as part of the project. The first exception is to the development standard for Monte Vista Drive. The Circulation Element requires Monte Vista to be improved to Secondary Arterial Standard 94 as shown in the City's adopted design standards. This standard requires 100 feet of right of way and four lanes of travel. Due to the existing conditions (e.g. Fixed State Right of Way for I-15 on the west and existing improvements and topographic constraints on the east), the city reviewed the improvement standard to ensure that planned and future improvements could be accommodated. Further, the general plan trail element proposes a multi-purpose trail on the easterly side of Monte Vista (Standard 405).

Figure x reflects the proposed street section from Baxter Road to Canyon. The proposed street section is modified by adapting Standards 94, Secondary Highway, Standard 109, Frontage, and Standard 405 multi-purpose trail. There is sufficient right of way and area to meet Standard 94 from Canyon Drive to Bundy Canyon Road. The road section proposed in **Figure x** keeps the intent of providing a 4-lane secondary highway and a multipurpose trail but modifies the elements within the existing right of way as follows:

- Eliminates both a 5 foot sidewalk and 9 foot landscape strip on west side of Monte Vista Drive.
- Redesigns the street light spacing and lighting footprint to allow for all street lights along the street to be placed on the westerly side.
- Eliminates the 8 foot shoulder on the west side and east side and widens the 12 foot travel lane to 14 feet along curb side.
- Widens the easterly sidewalk from 5 feet to 6 feet.
- Eliminates all landscaping on the east side of Monte Vista Drive within the public right of way. The modification requires as a condition of approval that 10 feet minimum of landscaping remain as a buffer between the right of way and improvements on private property.
- Reduces the width of the multipurpose trail from 10 feet to 8 feet; places the split rail fence on the right of way line and eliminates landscaping associated with the trail standard within the public right of way. Landscaping will remain, however it will be within a 10 foot easement as described above.

The modified street section allows for the same traffic and pedestrian travel as Secondary Highway Standard 109, while fitting within a constrained right of way. As the functionality of the roadway remains unchanged with the modified standard, this impact is **less than significant**.

Via Carnighi Road is currently an unimproved public right of way. Because the project will increase use of the roadway, the City is requiring that the roadway be paved from the intersection with Monte Vista Drive to the current pavement associated with the church property. The roadway will be paved consistent with local road standard 105-A as shown on Figure 2.0-3A, but will not be developed with sidewalks and street lighting as only a portion of the roadway is adjacent to church property. The planned street improvements include two paved travel lanes and driveway approaches to the existing properties along Via Carnighi Lane, and storm drainage improvements designed to accommodate the additional pavement (see 3.7, Hydrology and Water Quality).

Improvements to the transportation and circulation system surrounding the project site would also be implemented (see mitigation measure **MM 3.10.1**), and all such improvements would be designed and constructed to local, regional, and federal standards. As such, they would not introduce any hazardous design features. The proposed project includes new parking lots to accommodate the additional new church buildings proposed as part of the project and paving Via Carnaghi Lane for easier access to the new parking lots and church buildings. The improvements to Via Carnaghi Lane are similar to the existing roadway and consistent with City standards. The proposed project would not include any dangerous design features, curves, or intersections. As such, impacts would be **less than significant.**

Section 3.8, Noise, includes a discussion of access to the upper parking lot from Via Carnighi Lane (see Impact 3.8.5). The impact discussion requires that the project install a method of closing access to the upper parking lot during times when the church is not in operation. Mitigation measure MM 3.8.5 recommends use of a gate at the entrance to the lower parking lot similar to the existing gate that the church operates at the north end of Via Carnighi Lane. As the gate will be located at the entrance to the parking lot it will be obvious that access is blocked. Via Carnighi currently has a turn around area in front of the existing gate. The turn around area will be incorporated into the new upper parking lot ensuring a safe way to exit the area in the event the gate is closed.

Mitigation Measures

None required.

Emergency Access (Standard of Significance 5)

Impact 3.10.3 Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact to emergency access. This impact is considered **potentially significant**.

All of the roadways proposed with the project meet the City's design standards for access. During construction of improvements associated with the project such as the 1,900 sewer line in Monte Vista or the pavement of Via Carnighi Lane, the roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. Both Riverside County and the City of Wildomar require traffic management plans (TMP) for large-scale construction projects. A TMP is prepared through coordination with emergency services personnel and made part of the construction requirements placed on the contractor. The TMP often requires public notice of construction schedules as well as contact information in case of emergency or concern with the construction site and/or roadways. A TMP can be customized to avoid construction during special events, holidays, or other periods of intense traffic demand. Of particular focus in a TMP is a requirement to ensure access to adjacent homes and property during the construction process. The mitigation measure requires coordination of the TMP with

the County to ensure consistency. The following mitigation measure establishes the requirement for the TMP and minimizes the effect of construction activity on emergency access. Implementation of the mitigation measure will reduce this impact to a **less than significant** level.

Mitigation Measures

MM 3.10.3 The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.

Timing/Implementation: *Prior to filing of a final map*

Enforcement/Monitoring: *City of Wildomar Public Works and Planning Departments*

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities (Standard of Significance 6)

Impact 3.10.4 Implementation of the proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation. This is considered a **less than significant** impact.

The addition of population proposed by the project due to new employment has the potential to increase the demand for public transit. It is likely that existing Wildomar residents will need to travel to the project site and would potentially use existing transit services. While Wildomar is served by RTA Routes 7 and 8, the proposed project is not located along either route. As such, the proposed project would provide the opportunity for the Riverside Transit Authority to expand its service area along Bundy Canyon Road, Baxter Road, and Monte Vista Drive to better meet the needs of not only the proposed project area but those residing and working in proximity to it. Additionally, existing transit options would remain intact and not otherwise be affected by the project. Therefore, impacts related to existing alternative transportation would not result from the project, and the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation or the expansion of alternative transportation. Therefore, a **less than significant** impact would occur in terms of alternative transportation.

Mitigation Measures

None required.

3.10.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Future year traffic forecasts were based on four years of background (ambient) growth at 2 percent per year for 2017 traffic conditions. The total ambient growth is 10.41 percent for 2017 traffic conditions (compounded growth of 2 percent per year over five years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth was added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

The proposed administration building, kitchen and maintenance building would predominately support existing church operations, and as such, would not generate new vehicle trips. However, in an effort to overstate as opposed to understate potential impacts, vehicle trips associated with the administrative and maintenance buildings were included in the traffic study as 25,462 square feet of church use.

Cumulative development trip generation rates and associated trip generation are shown in **Table 3.10-10.**

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 3.10.5 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a **cumulatively considerable** impact.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Cumulative impacts on the following roadway intersections are considered **cumulatively considerable**.

- I-15 Southbound Ramps/Baxter Road (Intersection #2)
- I-15 Northbound Ramps/Baxter Road (Intersection #4)
- Monte Vista Drive/Bundy Canyon Road (Intersection #5)
- Monte Vista Drive/Baxter Road (Intersection #9)

Mitigation Measure

Implementation of mitigation measure **MM 3.10.1.**

With implementation of the intersection mitigation discussed in Impact 3.10.1 above, the project will have mitigated its impact at the study area intersections. Table 3.10-18 reflects the level of service at the study area intersections following implementation of the mitigation measures. As seen in the table, the project mitigates all of its impacts to acceptable levels. The discussion in impact 3.10.1 concluded that neither the City nor the applicant could ensure that the payment of fees would lead to the physical improvements required by MM 3.10.1 necessary to address the project impacts by the opening year 2017. In the cumulative condition, the City can reasonably expect that improvements to the Baxter Road and I-15 interchange will occur as it is part of the regional TUMF program. The City can also reasonable anticipate that other development projects will occur in the City over time and that these future projects will be required to fund improvements at both Bundy Canyon and Baxter Road intersections with Monte Vista Drive as part of their conditions of approval or future mitigation. Therefore, the City anticipates that the improvements required in mitigation measure MM 3.10.1 will occur and that as shown in Table 3.10-18, implementation of the improvements results in impacts that are **less than cumulatively considerable**.

REFERENCES

Caltrans (California Department of Transportation). 2002. *Guide for the Preparation of Traffic Impact Studies.*

FHWA (Federal Highway Administration). 2009. *Manual on Uniform Traffic Control Devices.*

ITE (Institute of Transportation Engineers). 2004. *Trip Generation Handbook,* 2nd Edition.

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Riverside County Transportation Department. 2008. *Traffic Impact Analysis Preparation Guide*,

TRB (Transportation Research Board). 2000. *Highway Capacity Manual 2000.*

Urban Crossroads. 2013. *Cornerstone Pre-School Expansion Traffic Impact Analysis.*

Urban Crossroads. 2014. Cornerstone Church, Project Contribution to New Traffic

3.11 Effects Found not to be Significant

This section is based on the Notice of Preparation (NOP), dated October 28, 2013, and contained in **Appendix 2.0** of this Draft Environmental Impact Report (Draft EIR; DEIR). The NOP was prepared to identify the potentially significant effects of the proposed project and was circulated for public review between October 28, 2013, and November 28, 2013. In the course of this evaluation, certain impacts were found to be less than significant because the characteristics of the proposed project would not create such impacts. This section provides a brief description of effects found not to be significant or less than significant, based on the NOP comments or more detailed analysis conducted as part of the EIR preparation process. Note that a number of impacts found to be less than significant are addressed in the various Draft EIR topical sections (Sections 3.1 through 3.10) to provide more comprehensive discussion as to why impacts are less than significant, in order to better inform decision-makers and the general public.

3.11.1 AGRICULTURAL AND FOREST RESOURCES

The project site is zoned R-R (Rural Residential) and does not contain any active forestland or support trees that could be commercially harvested. These conditions preclude the possibility of the proposed project converting forestland to non-forest use. No impacts would occur.

3.11.2 HAZARDS AND HAZARDOUS MATERIALS

The proposed project will not involve hazardous materials of significant quantity to constitute a hazard to the public. Churches and schools are considered sensitive receptors and are not known for generating hazardous materials. Construction equipment on the site may have gasoline, diesel, or other chemicals necessary for operation and/or construction; however, the normal use of these types of materials is addressed through existing state and federal laws. Additionally, the proposed project is not located on any hazardous materials site as designated by Government Code Section 65962.5. A review of the information on the California Department of Toxic Substances Control website (2013) did not identify any other hazardous materials sites on or adjacent to the project site. Further, the project site is not located within any airport land use plan. According to the Riverside County Land Information System (2013), the project site is not located in a High Wildfire Zone area, which is found in more rural areas of the county. As such, no impacts to this issue area would occur.

3.11.3 LAND USE AND PLANNING

The City of Wildomar General Plan designates the church property, along with the property along Via Carnaghi Lane, as Business Park (BP). The BP land use designation allows for employee-intensive uses, including research and development, technology, centers and support offices uses, "clean" industry and supporting retail uses. Building intensity ranges from 0.25 to 0.60 floor area ratio (FAR). The current FAR of the 63.51 acre site is 0.031. The proposed preschool, first floor of the administrative office building[1] and maintenance building would result in a total of 27,436 square feet for a new FAR of 0.041.

The properties are zoned Rural Residential (R-R). The development standards and permitted uses of the R-R zone district are found in Chapter 17.16 of the City of Wildomar Municipal Code. The

[1]When determining the floor area ratio only the first or "ground" floor is considered in the calculation. In this instance if the entire building were part of the calculation, the FAR would increase to 0.046.

R-R zone district permits a large number of land uses including single family homes, nurseries and greenhouses, farms, certain mining operations and the storage of outdoor materials.

The project site is currently developed with the Cornerstone Community Church and supporting structures and facilities. There are three existing single family homes along Via Carnaghi Lane to the south of the proposed project. To the east on top of the ridge that overlooks the property there are more single family homes. Another existing single-family home is located to the north and west of the project area along Monte Vista Drive, with vacant land beyond. Interstate 15 is farther to the west across Monte Vista Drive. The proposed project will not affect the existing alignment or access of any roadway. The project will add buildings to an existing built environment and will therefore not divide any established community. Additionally, the City has adopted the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rate (SKR) Habitat Conservation Plan and requires all projects to comply with both the MSHCP and SKR provisions. While the project will occur on existing developed areas and the impacts are expected to be less than significant, the project's compliance with the MSHCP and SKR as well as other environmental protection policies are described in this Draft EIR.

3.11.4 MINERAL RESOURCES

A review of project soil types, based on information from the Natural Resources Conservation Service of the US Department Agriculture (2014), did not reveal any significant potential for mineral resources at the project site. There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan of value to the region or to the residents of the state. Therefore, no impacts would occur to mineral resources.

3.13.5 POPULATION AND HOUSING

The proposed project would not result in any additional housing. Expansion of the church could result in new employment. The California Department of Finance (2013) estimates that the vacancy rate of homes in Wildomar is 7.53 percent, which means that of the 10,857 homes in the city, approximately 800 of them are vacant. While the number of employees is unknown at this time, it is reasonable to assume that any new jobs created by this project could be filled by existing residents in Wildomar. If new employees did move to the area, the existing number of vacant homes would accommodate their housing needs. The project would not result in the construction of new homes. The proposed project will result in the removal of a structure that was formerly a home. The building has not been used as a residence for several years. No homes or residents will be displaced by the proposed project. Therefore, the proposed project has no impact on population growth in the area.

3.11.6 RECREATION

The proposed project does not propose additional housing or population that would require new recreational facilities. The existing church facilities include playing fields and open space, and the proposed preschool includes a playground area for the students. While the proposed project will include permanent lighting to replace the temporary lighting currently used for nighttime activities, the project is not anticipated to have any impacts on recreational facilities. Therefore, the proposed project would not result in any impacts to recreation.

REFERENCES

California Department of Finance Demographic Research Unit. 2012. http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php, Accessed January 23, 2014.

California Department of Toxic Substances Control. 2013. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm Accessed January 23, 2014.

Riverside County Land Information System. 2013. http://www3.tlma.co.riverside.ca.us/pa/rclis/viewer.htm, Accessed January 23, 2014.

US Department of Agriculture, Natural Resources Conservation Service. 2014. http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, Accessed January 23, 2014.

4.0 – ALTERNATIVES

The alternatives analysis consists of the following components: an overview of California Environmental Quality Act (CEQA) requirements for alternatives analysis, descriptions of the alternatives evaluated, a comparison between the anticipated environmental effects of the alternatives and those of the proposed project, and identification of an "environmentally superior" alternative.

4.1 CEQA REQUIREMENTS FOR ALTERNATIVES

The CEQA Guidelines require that an environmental impact report (EIR) describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives but would avoid or substantially lessen one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)).

In addition, Sections 15126.6(a) and (b) of the CEQA Guidelines require the consideration of alternatives that could reduce or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives considered must include those that offer substantial environmental advantages over the proposed project and may be feasibly accomplished in a successful manner considering economic, environmental, social, technological, and legal factors. The CEQA Guidelines also require analysis of a "No Project" alternative and identification of the environmentally superior alternative among those analyzed.

4.2 DEVELOPMENT OF PROJECT ALTERNATIVES

This section discusses the reasoning for selecting the alternatives and summarizes the assumptions identified for the alternatives. The range of alternatives included for analysis in an EIR is governed by the "rule of reason." The primary objective is formulating potential alternatives and choosing which ones to analyze to ensure that the selection and discussion of alternatives fosters informed decision-making and informed public participation. This is accomplished by providing sufficient information to enable readers to reach conclusions themselves about such alternatives. This approach avoids assessing an unmanageable number of alternatives or analyzing alternatives that differ too little to provide additional meaningful insights about their environmental effects. The alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would accomplish most of the basic objectives of the project.
- The extent to which the alternative would avoid or reduce any of the identified significant effects of the project.
- The feasibility of the alternative, taking into account site suitability and surrounding existing land uses, and consistency with applicable public plans, policies, and regulations.
- The appropriateness of the alternative in contributing to a reasonable range of alternatives necessary to permit a reasoned choice.

The alternatives analyzed in this DEIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more of the project's significant effects. The analysis provides readers with adequate information to compare the effectiveness of identified mitigation or significant adverse impacts and to enable

readers to make decisions about the project. CEQA requires EIRs to address a reasonable range of reasonable alternatives, not all potential alternatives.

PROJECT OBJECTIVES

As noted above, an EIR must describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives while avoiding or reducing one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)). In identifying the range of alternatives for analysis in this EIR, the following basic project objectives were considered:

- Expand the existing school capabilities by adding a preschool building on the same site to take advantage of existing infrastructure.
- Expand and improve parking opportunities at the church to compensate for the loss of parking associated with construction of the preschool and ease on-site congestion between services.
- Eliminate the use of generator-powered field lighting by installing more efficient and quiet permanent field lighting.
- Provide for a future administration building to enable a more efficient configuration of school resources.
- Provide for a new campus maintenance structure.

4.3 ALTERNATIVES DESCRIPTIONS AND ANALYSIS

DESCRIPTION OF ALTERNATIVES

Alternative 1: No Project

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

Alternative 2: No Upper Parking Lot

This alternative would eliminate the upper parking lot as shown on **Figure 2.0-3A**. The intent of the alternative is to reduce the amount of grading and impervious surface added to the site and to eliminate the noise associated with vehicles using the access road behind the existing home at 34620 Via Carnaghi Lane. By eliminating the upper parking lot, the project would not add 274 new parking spaces or result in grading or construction of a new detention basin. The alternative assumes that the preschool, administrative office, maintenance building, Via Carnaghi Lane, and the maintenance building parking and the lower parking lots would be constructed as planned with the proposed project.

Alternative 3: No Maintenance Building Parking Lot

The maintenance building parking lot replaces an existing residential structure and landscape area that is being used as a maintenance and utility building. As proposed, a new parking lot would be constructed with 45 spaces and a new maintenance building. This would place cars adjacent to the northern property line of the home located at 34620 Via Carnaghi Lane, resulting in additional noise and disturbance from construction and operation of the parking lot. This alternative would eliminate the construction of a new parking lot but allow the maintenance building to be reconstructed.

Alternative 4: Relocated Preschool

This alternative would move the proposed preschool to the upper parking lot to remove it from the freeway noise and adjacent home at 34520 Monte Vista Drive. The alternative assumes that all other features of the project would be constructed as planned with the proposed project.

Alternatives Considered but Rejected as Infeasible

Off-Site Alternative

An off-site alternative was not considered because the basic objective of the project is to locate within the existing school and church campus to make use of the existing physical and educational infrastructure. Locating the preschool and other features of the project off-site would separate the features of the school and make their operation infeasible.

Reduced Project Size Alternative

The proposed project involves a new preschool, a new administration building, construction of new parking areas, and paving of an existing parking lot. While different configurations of the parking areas are considered in Alternatives 2 and 3, and a different location for the preschool considered in Alternative 4, a smaller preschool or administration building would not significantly reduce the impacts associated with the proposed project. Traffic impacts from these project components are fully mitigated as shown in Section 3.10, Traffic and Circulation, of this Draft EIR. As reported in Section 3.10, the study area intersection levels of service would fail with or without the proposed project. Reducing the size of the preschool and administration buildings would not make a substantial reduction in traffic impacts at the study area intersections or materially affect the proposed mitigation measures (see Alternative 1, No Project). As no change in land use is requested with the proposed project, it is reasonable to expect that the proposed project is part of the background growth associated with area traffic.

SIGNIFICANCE FINDINGS OF THE EIR

This EIR determined that the proposed project either resulted in no impacts or that impacts could be reduced to a less than significant level through implementation of mitigation measures. The alternatives discussion focuses on environmental impacts of the proposed project that either required mitigation measures or that could not be mitigated to less than significant. **Table 4.0-1** shows the impacts evaluated in this DEIR along with a brief summary of the mitigation measures that address the impacts. In all but one instance, the mitigation measures result in a finding of less than significant.

Impact 3.8.4 concludes that noise associated with construction will result in a significant but unavoidable impact even though there are mitigation measures designed to reduce noise. The

proximity of construction activity to the homes located on Via Carnaghi Lane and Monte Vista Drive is such that regardless of mitigation, noise will impact the occupants of these structures.

TABLE 4.0-1
SUMMARY OF ENVIRONMENTAL ISSUES, IMPACTS, AND MITIGATION MEASURES

Issue Area	Impact Before Mitigation	Mitigation Summary *(See EIR Sections for Complete Wording)*	Impact After Mitigation
3.1 Aesthetics and Visual Resources	PS	3.1.3 Requirements for parking lot light shielding	LS
3.2 Air Quality	LS	N/A	N/A
3.3 Biological and Natural Resources	PS	MM 3.3.1 Plant survey for white rabbit-tobacco and/or bottle liverwort 3.3.2a–b Preconstruction survey for burrowing owl 3.3.2c Preconstruction survey for California gnatcatcher 3.3.2d Migratory bird surveys 3.3.3 No net loss of riparian vegetation 3.3.4a Survey for waters of United States 3.3.4b No net loss of waters and requirement for compliance with Sections 404 and 401	LS
3.4 Climate Change and Greenhouse Gases	LS	N/A	N/A
3.5 Cultural Resources	PS	3.5.2a–d Requirements for treatment of resources discovered during construction 3.5.3a–e Requirements for monitoring during excavation for cultural and paleontological resources 3.5.4a–c Requirements for discovery of human remains	LS
3.6 Geology and Soils	PS	3.6.4a–b Requirements for slope construction 3.6.5 Removal of undocumented fill 3.6.6a–b Expansive soil foundation requirements	LS
3.7 Hydrology and Water Quality	PS	3.7.1 NPDES and SWPPP requirements	LS
3.8 Noise	PS	3.8.1a Construction noise control plan 3.8.1b Windows closed design for preschool 3.8.1c Exterior wall insulation design 3.8.1d Window and door requirement. 3.8.1e Final exterior noise analysis for outdoor play area 3.8.4 Parking lot sweeper time restriction 3.8.5 Access control gate at lower parking lot	SU
3.9 Public Services and Utilities	LS	N/A	N/A
3.10 Traffic and Circulation	PS	3.10.1 Improvements to I-15 ramps at Bundy Canyon and Baxter; signals at Monte Vista, Bundy Canyon, and Baxter 3.10.3 Traffic management plan for off-site construction	LS

ANALYSIS OF ALTERNATIVES

Each alternative is compared to the proposed project. The project alternatives are evaluated in less detail than those of the proposed project, and the impacts are described in terms of difference in outcome compared with implementing the proposed project. **Table 4.0-2** at the end of this section provides an at-a-glance comparison of the environmental benefits and impacts of each alternative. **Table 4.0-3** compares the alternatives to the basic project objectives.

Alternative 1: No Project

Under the no project alternative, there would be no change to the existing site conditions. As the project has an operating church and school, the no project alternative assumes that the existing operations would continue to operate as they do currently. Existing operations include use of an on-site septic system for the entire campus, use of the portable generator-powered field lighting units, use of the unimproved 'lower parking lot' and access to the property from both Monte Vista Drive and the unimproved Via Carnaghi Lane.

Aesthetics and Visual Resources

Impacts to aesthetics were determined to be less than significant with mitigation incorporated. The no project alternative would eliminate the new maintenance building parking lot as well as construction of the upper and paving of the lower parking lots that would eliminate parking lot–related light impacts. While mitigation measure **MM 3.1.3** would reduce the proposed project's impacts in this regard to less than significant, the elimination of the parking lots would result in no impact in terms of lighting on the home at 34620 Via Carnaghi Lane. This alternative would also eliminate the sports field lighting installation, but would allow the use of the generator-powered equipment to continue. Under the no project alternative, the existing nighttime use of the sports field would remain unchanged from the current condition. Overall, the impact to aesthetics from the no project alternative would be less than the impacts of the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. While these requirements would apply to any development project, the no project alternative would not result in any physical change to the property and therefore would not have any potential to disturb the soil or create air quality impacts. The impacts to air quality under this alternative are less than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure **MM 3.3.1** that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures **MM 3.3.2a** through **3.3.2d** that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). However, as the no project alternative would not result in any change to the existing project area and would not require any mitigation or MSHCP compliance, the impact to biological and natural resources is less than that of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The no project alternative would not result in any changes to the project site and would therefore have less of an impact on climate change than the proposed project.

Cultural Resources

The construction of the upper parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures **MM 3.5.2a** through **MM 3.5.2d** to address the inadvertent discovery of cultural resources, **MM 3.5.3a** through **MM 3.5.3e** that require on-site monitoring during excavation, and **MM 3.5.4a** through **MM 3.5.4c** that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the no project alternative would not result in any construction and would therefore have less of an impact on cultural resources.

Geology and Soils

Construction of the upper parking lot will result in grading and modification of the existing slope. Mitigation measures **MM 3.6.4a** and **MM 3.6.4b** address the design of the slope, and **MM 3.6.5** requires the removal of undocumented fill from any foundation areas. These mitigation measures reduce the proposed impacts to a less than significant level. However, the no project alternative will not result in any grading and would therefore have less of an impact on geology and soils than the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface associated with the new upper parking lot and the paving of Via Carnaghi Lane. The project features address both quantity and quality of the stormwater runoff. Mitigation measure **MM 3.7.1** requires compliance with the National Pollutant Discharge Elimination Permit (NPDES) and preparation of a stormwater pollution prevention plan (SWPPP). While this mitigation would be required of any construction project, the no project alternative would not disturb the soil and would therefore have less of an impact on hydrology and water quality.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure **MM 3.8.1a**, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation.

Mitigation measures **MM 3.8.1b** through **MM 3.8.1d** address design of the proposed preschool to address noise from Interstate 15, and **MM 3.8.1e** requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi

Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR includes mitigation measures **MM 3.8.4**, which requires that parking lot sweeping and maintenance be limited to business hours, and **MM 3.8.5,** which requires that the parking lots be secured from unauthorized after-hours access.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The no project alternative would not result in any construction and would therefore have less of an impact than the proposed project. The no project alternative assumes that the lower parking lot and Via Carnaghi Lane would continue to be used for church surfaces. Although the unimproved nature of the roadway and parking lot, and the continued use of the generator-powered field lights, will contribute to noise in the area, overall the no project alternative would have less of an impact on noise than the proposed project.

Public Services and Utilities

The proposed project will connect to the Elsinore Valley Municipal Water District (EVMWD) sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the no project alternative would not allow for the abandonment of the on-site septic system. Generally, connection to a regional wastewater treatment facility is preferred to ensure that federal and state water quality standards continue to be met. As the no project alterative would not result in the connection to the EVMWD sewage collection and treatment system, the impact from this alterative on public services and utilities is greater than the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure **MM 3.10.1** that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the Transportation Uniform Mitigation Fee (TUMF) at the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project. The no project alternative would not result in any construction and would therefore have less of an impact on traffic.

Alternative 2: No Upper Parking Lot

This alternative involves eliminating the upper parking lot, which eliminates most of the grading on the site as well as the drainage basin and the access road to the lower parking area. The elimination of the upper parking lot would remove 275 new parking spaces from the project, which may affect church operations. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The No Upper Parking Lot alternative would eliminate the grading associated with the parking lot. This would also eliminate the parking lot–related light impacts as well as mitigation measure **MM 3.1.3.** Because the elimination of this feature would result in less grading and land alteration, this alternative would have less aesthetic impact than the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of the maintenance building and lower parking lots as well as the paving of Via Carnaghi Lane. However, the upper parking lot constitutes the most significant grading and therefore the largest impact to air quality. While the air quality requirements would apply to any development on the site, the No Upper Parking Lot alternative would result in less land disturbance and therefore have less impacts to air quality than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure **MM 3.3.1** that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures **MM 3.3.2a** through **3.3.2d** that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The No Upper Parking Lot alternative reduces the total area of disturbance, however, and would therefore have less of an impact to biological and natural resources than the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The No Upper Parking Lot alternative would result in less construction, paving, and ground disturbance, and therefore would have less of an impact on climate change than the proposed project.

Cultural Resources

The construction of the upper parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures **MM 3.5.2a** through **MM 3.5.2d** to address the inadvertent discovery of cultural resources, **MM 3.5.3a** through **MM 3.5.3e** that require on-site monitoring during excavation, and **MM 3.5.4a** through **MM 3.5.4c** that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the No Upper Parking Lot alternative would not disturb new undeveloped area on the site and would therefore have less of an impact on cultural resources.

Geology and Soils

Construction of the upper parking lot will result in grading and modification of the existing slope. Mitigation measures **MM 3.6.4a** and **MM 3.6.4b** address the design of the slope, and **MM 3.6.5** requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the No Upper Parking Lot alternative would eliminate the need for mitigation and would therefore have less of an impact on geology and soils than the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface associated with the new upper parking lot and the paving of Via Carnaghi Lane. The No Upper Parking Lot alternative would remove the new basin at the south end of the proposed parking lot. The Preliminary Hydrology and Hydraulic Study (Appendix 3.7) states that the southern portion of Via Carnaghi Lane does not need a stormwater basin, and the northern portion of the lane can be conveyed to a sand filter adjacent to the roadway at the southeast end of the sports field (see Detail A of **Figure 2.0-3C,**). As both the maintenance building and the lower parking lot will have pervious pavement surfaces and these areas are below the finished elevation of the drainage basin, the only purpose for the basin is the upper parking lot. This alternative would be required to comply with mitigation measure **MM 3.7.1** that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). While this mitigation would be required of any construction project, the No Upper Parking Lot alternative would disturb less area and would therefore have less of an impact on hydrology and water quality.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure **MM 3.8.1a**, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation.

Mitigation measures **MM 3.8.1b** through **MM 3.8.1d** address design of the proposed preschool to address noise from Interstate 15, and **MM 3.8.1e** requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR includes mitigation measures **MM 3.8.4,** which requires that parking lot sweeping and maintenance be limited to business hours, and **MM 3.8.5,** which requires the parking lots be secured from unauthorized after-hours access. The No Upper Parking Lot alternative would eliminate the need for the access control and would reduce the amount of noise at the existing residence.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The No Upper Parking Lot alternative would reduce the amount of overall construction; however, most of the upper parking area is north and east of the closest sensitive receptor and unlikely to be the main source of noise. Although this alternative would result in less construction, the noise impacts from

construction remain significant and unavoidable. Therefore, the impacts to noise from this alternative are similar to those of the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the No Upper Parking Lot alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure **MM 3.10.1** that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The No Upper Parking Lot alternative would substantially reduce the amount of parking available on the project site. The reduction in parking has the potential to result in parking along Monte Vista Drive and Via Carnaghi Lane. The potential for spillover parking could result in additional congestion in the vicinity of the church. Although the provision of parking is not considered an environmental impact in the CEQA Guidelines, the No Upper Parking Lot alternative would have the physical impact of allowing overflow parking on streets and in areas not designed for parking. This impact to parking is considered greater than that of the proposed project.

The No Upper Parking Lot alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Alternative 3: No Maintenance Building Parking Lot

This alternative involves eliminating the maintenance building parking lot that is adjacent to the northern property line of the residence at 34620 Via Carnaghi Lane. By eliminating the parking area, the noise associated with grading, paving, construction, and operation would no longer impact this residence. Further, the lighting associated with the parking lot would not have the potential to impact the home and yard area, although some security lighting associated with the existing building or new maintenance building would be anticipated. The elimination of the maintenance building parking lot would remove 45 new parking spaces from the project, which is unlikely to affect church operations. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The No Maintenance Building Parking Lot alternative would eliminate the grading associated with the parking lot. Like the upper parking lot, the maintenance building parking lot is higher than the adjacent home on Via Carnaghi Lane. The grade difference of approximately 5–10 feet places the parking lot above the adjacent structure and potentially affects aesthetics. By eliminating this parking area, the adjacent parcel would remain in its present condition. This alternative would have less aesthetic impact than the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of the upper and lower parking lots as well as the paving of Via Carnaghi Lane. Paving of the maintenance building parking lot constitutes a small amount of grading on the site and minimal impact to air quality. While the air quality requirements would apply to any development on the site, the No Maintenance Building Parking Lot alternative would result in less land disturbance and therefore have less impact to air quality than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measures **MM 3.3.1** that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures **MM 3.3.2a** through **3.3.2d** that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The No Maintenance Building Parking Lot alternative affects an area of the site that was previously disturbed and unlikely to contain habitat. As the elimination of the parking lot does not reduce the mitigation measures or result in reduced development area, impacts to biological and natural resources are considered similar to those of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The No Maintenance Building Parking Lot alternative would result in less construction, paving, and ground disturbance, and therefore would have less of an impact on climate change than the proposed project.

Cultural Resources

The construction of the maintenance building parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures **MM 3.5.2a** through **MM 3.5.2d** to address the inadvertent discovery of cultural resources, **MM 3.5.3a** through **MM 3.5.3e** that require on-site monitoring during excavation, and **MM 3.5.4a** through **MM 3.5.4c** that direct how the accidental discovery of human remains during excavation will be

addressed. While these measures will reduce impacts from construction to a less than significant level, the No Maintenance Building Parking Lot alternative would not reduce impacts to previously undisturbed area on the property and would therefore have similar impacts on cultural resources to the proposed project.

Geology and Soils

Construction of the maintenance building parking lot will not result in substantial grading or modification of any slope. Mitigation measures **MM 3.6.4a** and **MM 3.6.4b** address the design of the slope associated with the upper parking lot, and **MM 3.6.5** requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the No Maintenance Building Parking Lot alternative does reduce the need for the mitigation and would therefore have similar impacts on geology and soils to the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface. The site plans show that the maintenance building parking lot will have pervious surface material designed to address stormwater runoff. Elimination of the parking lot would not affect the project's need to provide a stormwater basin or to ensure water quality. The remainder of the development associated with the proposed project and with the No Maintenance Building Parking Lot alternative would be required to comply with mitigation measure **MM 3.7.1** that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). The No Maintenance Building Parking Lot alternative would result in similar impacts to hydrology and water quality as the proposed project.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure **MM 3.8.1a**, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation. The maintenance building parking lot is close to the existing residence at 34620 Via Carnaghi Lane and would result in impacts during construction and operation. The No Maintenance Building Parking Lot alternative would eliminate the grading and paving of this parking lot and reduce the noise impact to the existing home. The upper and lower parking lots would still be constructed and would therefore have similar noise characteristics to the proposed project. The upper parking lot is farther away from the home and other than the access driveway leading to the lower parking lot, is unlikely to result in impacts during operation. The lower parking lot is approximately 8–10 feet below the house, and the grade difference will help attenuate noise from operation of the parking lot.

Mitigation measures **MM 3.8.1b** through **MM 3.8.1d** address design of the proposed preschool to address noise from Interstate 15, and **MM 3.8.1e** requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR requires mitigation measure **MM 3.8.4,** which requires that parking lot sweeping and

maintenance be limited to business hours, and **MM 3.8.5,** which requires that the parking lots be secured from unauthorized after-hours access. The No Maintenance Building Parking Lot alternative would not eliminate the need for the access control but would reduce the amount of noise at the existing residence.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The No Maintenance Building Parking Lot alternative would reduce the amount of overall construction. Although this alternative would result in less construction, the noise impacts from construction remain significant and unavoidable, and therefore the impacts to noise from this alterative are similar to those of the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the No Maintenance Building Parking Lot alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure **MM 3.10.1** that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The No Maintenance Building Parking Lot alternative would substantially reduce the amount of parking available on the project site. The reduction in parking has the potential to result in parking along Monte Vista Drive and Via Carnaghi Lane. The potential for spillover parking could result in additional congestion in the vicinity of the church. Although the provision of parking is not considered an environmental impact in the CEQA Guidelines, the No Maintenance Building Parking Lot alternative would have the physical impact of allowing overflow parking onto streets and in areas not designed for parking. The maintenance building parking lot has 45 spaces and eliminating it from the overall parking plan would result in impacts to parking similar to those of the proposed project.

The No Maintenance Building Parking Lot alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Alternative 4: Relocated Preschool

This alternative involves relocating the preschool farther east away from Interstate 15 and the noise contours associated with the highway. As noted in Section 3.8, Noise, the parking and drop-off area of the building exceeds the desired noise level of 65 dBA. While this is normal for a parking area, the DEIR includes a mitigation measure that requires a post-construction analysis to ensure that the outdoor play area is adequately shielded by topography and the preschool building to provide an acceptable noise level. Mitigation measure **MM 3.8.1e** requires a subsequent noise study and the installation of a block sound wall along the western property line if the noise threshold cannot be met. This alternative would eliminate the need for the mitigation measure by placing the preschool at the north end of the existing east parking lot. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The Relocated Preschool alternative would allow the existing parking lot to remain and would result in construction that is shielded from view by the main church buildings. The relocation would remove the planned landscaping and water quality basins in the parking lot closest to Monte Vista Drive and would eliminate the need to reconfigure the existing entry and exit driveways. As all other aspects of the project would remain, including the construction of the upper parking lot and the sports field lighting, the Relocated Preschool alternative has similar impacts to the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of upper and lower parking lots as well as the paving of Via Carnaghi Lane. As all of the proposed project features would be constructed, and both the current location and the relocated preschool location would occur in an existing parking lot, the impact to air quality is similar to the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure **MM 3.3.1** that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures **MM 3.3.2a** through **3.3.2d** that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the city's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The Relocated Preschool alternative would not affect any of the proposed mitigation; therefore, impacts to biological and natural resources are considered similar to those of the proposed project.

Climate Change

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The Relocated Preschool alternative would not result in less construction,

paving, and ground disturbance, and therefore would have a similar impact on climate change as the proposed project.

Cultural Resources

The construction of the parking lots and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures **MM 3.5.2a** through **MM 3.5.2d** to address the inadvertent discovery of cultural resources, **MM 3.5.3a** through **MM 3.5.3e** that require on-site monitoring during excavation, and **MM 3.5.4a** through **MM 3.5.4c** that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the Relocated Preschool alternative would not reduce impacts to previously undisturbed area on the property and would therefore have similar impacts on cultural resources as the proposed project.

Geology and Soils

Construction of the preschool does not require grading or modification of any slope. Mitigation measures **MM 3.6.4a** and **MM 3.6.4b** address the design of the slope associated with the upper parking lot, and **MM 3.6.5** requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the Relocated Preschool alternative does reduce the need for the mitigation and would therefore have similar impacts on geology and soils as the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface. The site plans show that the preschool will have a water quality basin constructed in the existing parking lot to address stormwater runoff quality. If the preschool is relocated to the existing east parking lot, similar water quality basins would likely be installed. The Relocated Preschool alternative does not affect the project's need to provide a stormwater basin or to ensure water quality. The remainder of the development associated with the proposed project and with the Relocated Preschool alternative would be required to comply with mitigation measure **MM 3.7.1** that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). The Relocated Preschool alternative would result in similar impacts to hydrology and water quality as the proposed project.

Noise

This alternative is intended to move the preschool outside of the 70 dBA noise contour associated with Interstate 15. The Relocated Preschool alternative moves the building 750 feet east and behind the existing church building. This location would eliminate the need for mitigation measures **MM 3.8.1b** through **MM 3.8.1d** that address design of the proposed preschool to address noise. This location would also eliminate the need for mitigation measure **MM 3.8.1e,** which requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards.

Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also

affect the adjacent home. Therefore, the Draft EIR requires mitigation measure **MM 3.8.4** mandating that parking lot sweeping and maintenance be limited to business hours and **MM 3.8.5** that requires the parking lots to be secured from unauthorized after-hours access. The Relocated Preschool alternative would not eliminate the need for the access.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The Relocated Preschool alternative would not reduce the amount of overall construction. As this alternative would not result in less construction, the noise impacts from construction remain significant and unavoidable. However, because the alternative does eliminate the need for mitigation associated with the preschool, the Relocated Preschool alternative's impact on noise is considered less than the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. The Relocated Preschool alternative retains this new connection to the EVMWD sewage collection and treatment system. The location of the preschool approximately 750 feet east of its current proposed location will require the extension of water and sewer lines to serve the building. This will involve trenching through the existing driveways and parking areas and is likely to substantially increase both cost and disruption of church operations during construction. The impacts of trenching and repaving would be confined to the project site and would be addressed by the sections of the Draft EIR addressing erosion control and compliance with both the NPDES and the SWPPP (see mitigation measure **MM 3.7.1**). While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the Relocated Preschool alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure **MM 3.10.1** that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The Relocated Preschool alternative results in the same project components and is unlikely to affect the current traffic analysis. While the location of the preschool to the eastern portion of the site could result in more a.m. and p.m. traffic on Via Carnaghi Lane, this could be managed by the access control currently in place at the end of the roadway. Closing the gate during school drop-off and delivery times would ensure that traffic patterns would remain unchanged. It is also likely that the patterns would remain unchanged for parents with children in grades other than preschool. The Relocated Preschool alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 4.0-2 provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed project. Based on the evaluation contained in subsection 4.3, Alternative 1, No Project, would be the environmentally superior alternative, as it would result in lesser impacts to all resources. However, this alternative does not meet any of the basic objectives of the proposed project.

TABLE 4.0-2
ALTERNATIVES IMPACTS COMPARISON

Environmental Issue	Proposed Project Impact Finding (Mitigated)	Alternatives			
		1	2	3	4
Aesthetics and Visual Resources	Less Than Significant	-	-	-	=
Air Quality	Less Than Significant	-	-	-	=
Biological and Natural Resources	Less Than Significant	-	-	=	=
Climate Change and Greenhouse Gases	Less Than Significant	-	-	-	=
Cultural and Paleontological Resources	Less Than Significant	-	-	=	=
Geology and Soils	Less Than Significant	-	-	=	=
Hydrology and Water Quality	Less Than Significant	-	-	=	=
Noise	Significant and Unavoidable	-	=	=	-
Public Services and Utilities	Less Than Significant	+	=	=	=
Traffic and Circulation	Less Than Significant	-	=	=	=
Overall Determination		-	-	=	=

- Impacts less than those of the proposed project

+ Impacts greater than those of the proposed project

= Impacts similar to those of the proposed project, or no better or worse

Table 4.0-3 shows the comparison of the alternatives to the basic project objectives.

TABLE 4.0-3
COMPARISON OF ALTERNATIVES TO PROJECT OBJECTIVES

	Alternatives			
	1	2	3	4
Expand the existing school capabilities by adding a preschool building on the same site to take advantage of existing infrastructure.	-	=	=	-
Expand and improve parking opportunities at the church to compensate for the loss of parking associated with construction of the preschool and ease on-site congestion between services.	-	-	=	=
Eliminate the use of generator-powered field lighting by installing more efficient and quiet permanent field lighting.	-	=	=	=
Provide for a future administration building to enable a more efficient configuration of school resources.	-	=	=	=
Provide for a new campus maintenance structure.	-	=	=	=

= *Meets project objective*
- *Does not meet project objective*

As shown in **Table 4.0-3**, the no project alternative does not meet any of the project objectives. Since the no project alternative would also not result in the connection to the EVMWD sewage collection and treatment system, the long-term impact on water quality may be greater than any of the other project alternatives. Removing the upper parking lot from the project would substantially reduce grading on the site but would result in significantly less parking. This could result in overflow onto Via Carnaghi Lane and Monte Vista Drive. The resulting congestion could also result in more vehicle idling time as church members wait for others to leave in order to find parking. Operational changes to the church services, such as extending the time between services, might alleviate some of the congestion; however, this would be at the expense of reducing opportunities for fellowship and visitation between members.

Relocating the preschool farther east would eliminate the noise impacts associated with Interstate 15 for the portion of the preschool designed for pickup/drop-off and parking. However, this alternative would require the extension of infrastructure farther east, which would increase both cost and disruption of the church. Placing the preschool farther from the main campus may also make it more difficult in terms of security and administration of the facilities.

Removal of the maintenance building parking lot would likely have little effect on parking, as the lot is small. However, the lot does create impacts for the adjacent residence during construction and operation. While the operational impacts can be addressed, the construction impacts will remain significant and unavoidable. The No Maintenance Building Parking Lot alternative meets all of the project objectives and is the least disruptive to the proposed project site plan and design. This alternative is considered the environmentally superior alternative.

5.0 – Other CEQA Analysis

This section discusses additional topics statutorily required by the California Environmental Quality Act (CEQA), including growth-inducing impacts and significant irreversible environmental changes/irretrievable commitment of resources.

5.1 GROWTH-INDUCING IMPACTS

INTRODUCTION

CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by CEQA Guidelines Section 15126.2(d) as follows:

> *...the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth... Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also...the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

The CEQA Guidelines state that it is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment (CEQA Guidelines Section 15126.2[d]). However, growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service. A project that would induce "disorderly" growth (growth that conflicts with local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts. Thus, to assess whether a growth-inducing project would result in adverse secondary effects, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based upon various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions.

PROJECT-SPECIFIC GROWTH-INDUCING IMPACTS

Growth Inducement Potential

Construction of a preschool, parking lots, administrative office building and roadway associated with the proposed project would increase the intensity of the use on the project site. The preschool is anticipated to result in the need for 30 new teachers and assistances, and result in up to 180 new students. The future office use is expected to reduce overcrowding in the existing buildings by relocating approximately 20 existing staff to the new building, but may also result in 15 new employees working at the site. The maintenance building, parking lots, field lighting and other improvements are intended to support the facility and would not generate additional growth.

In addition to the on-site improvements described in Section 2.0, Project Description, of the DEIR, two off-site improvements will also be part of the first phase of the project. In order to provide wastewater services to the entire property, an approximately 1,900-foot-long 8-inch PVC sewer line will be extended from the project north along Monte Vista Drive to an existing manhole near Canyon Drive (**Figure 2.0-7**). The new gravity sewer line will be owned and operated by the Elsinore Valley Municipal Water District (EVMWD) Sewer Master Plan and is designed to accommodate development between the proposed project and Canyon Drive. **Table 5.0-1** shows the land use designation and zoning of the land north of the proposed project site on Monte Vista Drive that could connect to the new sewer line.

TABLE 5.0-1
DEVELOPMENT POTENTIAL ON MONTE VISTA DRIVE BETWEEN THE PROPOSED PROJECT DRIVEWAY AND CANYON DRIVE

APN	Land Use	Zoning	Acres	Units	Population
367-130-030	Commercial Retail, CR	Scenic Highway Commercial, CPS	3.03	0	0
367-130-036	Commercial Retail, CR	Scenic Highway Commercial, CPS	0.92	0	0
367-140-010	Business Park/Medium Density Residential, BP/MDR	Rural Residential, RR	18.00	36	118
367-140-011	Business Park/ Medium Density Residential, BP/MDR	Commercial Office, CO One Family Dwelling, R1	19.57	39	128
367-140-012	Business Park, BP	Rural Residential, RR	0.24	1	3
367-210-005	Business Park, BP	Rural Residential, RR	1.62	3	10
367-210-006	Business Park, BP	Rural Residential, RR	0.37	1	3
Totals			**43.75**	**80**	**262**

Source: Wildomar GIS, California Department of Finance E-5 for 3.28 persons/unit.

The proposed project site is at the "top" of the line allowing for gravity flow of wastewater to Canyon Drive. According to the City Engineer, properties to the south of the proposed project, including those along Via Carnaghi Lane, would need to extend a sewer line south to Baxter Road or install a sewer lift station to reach the new line proposed as part of this project. The extension of services to the existing homes on Via Carnaghi Lane is not part of this proposal. The EVMWD Board Memorandum of December 13, 2012, states that the proposed sewer line is sized to meet the needs of the proposed project and the existing church facility as well as the additional future development as shown in **Table 5.0-1** (see **Appendix 3.9**).

Paving of Via Carnaghi Lane

The existing Via Carnaghi Lane is an unimproved dirt surface serving five single-family homes and a business. The roadway is unsuited for the additional traffic anticipated by the proposed project and will be improved with two travel lanes as a condition of approval of the proposed project. The existing homes along Via Carnaghi Lane are on property that is designated for Business Park and could therefore support a higher intensity of use. While the paving of the roadway would allow for future development, City procedures would require a site plan approval before any new nonresidential land uses could occur along the roadway. The City would also require additional environmental review to ensure that the area could support the intensification of land use. No application for new land uses has been filed with the City.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Public Resources Code Section 21100(b)(2), a part of CEQA, requires that certain EIRs must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as follows:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Nonrenewable Resources

Development consistent with the proposed project would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Nonrenewable and limited resources that would likely be consumed as part of project site development would include, but are not limited to, oil, natural gas, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar conventional building materials.

The new buildings will require utility services, as well as raw material resources for construction. The proposed project represents an incremental expansion and improvement to the existing Cornerstone Church and School. The addition of paving for the existing and new parking lots, and construction materials associated with the preschool, maintenance and future office buildings is consistent with other construction planned in the City. No special construction materials or resources are anticipated to be needed as part of the project.

6.0 – ABBREVIATIONS

AB	Assembly Bill
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
BAU	business as usual
BMP	best management practice
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Cal Fire	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGS	California Geological Survey
CH_4	methane
CMP	Congestion Management Plan
CMS	Congestion Management System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DOC	California Department of Conservation
DOF	California Department of Finance
EIR	environmental impact report
EPA	US Environmental Protection Agency

ESA	Endangered Species Act
EVMWD	Elsinore Valley Municipal Water District
F	Fahrenheit
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
ft^3	cubic foot
GCC	global climate change
GHG	greenhouse gas
GIS	geographic information system
gpd	gallons per day
gpm	gallons per minute
GWP	global warming potential
HCM	Highway Capacity Manual
I-15	Interstate 15
in/sec	inches per second
ITE	Institute of Transportation Engineers
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average level (noise)
L_{eq}	equivalent noise level
LEUSD	Lake Elsinore Unified School District
LID	low impact development
L_{max}	maximum noise level
L_{min}	minimum noise level
LOP	limited operating period
LOS	level of service
LST	localized significance threshold
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
mgd	million gallons per day
mg/L	milligrams per liter
MLD	most likely descendant
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mph	miles per hour
MPO	metropolitan planning organization
MS4	municipal separate storm sewer system
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan

MT	metric ton
MUTCD	Manual on Uniform Traffic Control Devices
Mw	moment magnitude
NAAQS	national ambient air quality standards
NAHC	California Native American Heritage Commission
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO	nitric oxide
NOC	Notice of Completion
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
N_2O	nitrous oxide
OHP	Office of Historic Preservation (check this – see section 1.0 when finalized)
OPR	Office of Planning and Research
O_3	ozone
PHF	peak-hour factor
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PM_{10}	coarse particulate matter
ppb	parts per billion
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
PSA	project study area
R-R	Rural Residential
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCWMD	Riverside County Waste Management Department
REMEL	Reference Energy Mean Emission Level
ROG	reactive organic gas
RPW	relatively permanent waters
RTA	Riverside Transit Authority
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	sustainable communities strategy
SDRWQCB	San Diego Regional Water Quality Control Board
SEMS	Standard Emergency Management System
SIP	State Implementation Plan
SO_2	sulfur dioxide
SOx	sulfur oxide
SRA	source receptor area
SRRE	source reduction and recycling element
STC	Sound Transmission Class
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	transportation demand management
TDS	total dissolved solids
TIA	traffic impact analysis
TMDL	total maximum daily load
TNW	traditional navigable waters
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
USACE	US Army Corps of Engineers
USC	United States Code
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UWMP	Urban Water Management Plan
V/C	volume-to-capacity (ratio)
VHFHS	very high fire hazard severity
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	waste discharge requirement
WQMP	Water Quality Management Plan
WRF	water reclamation facility
WWTP	wastewater treatment plant

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CITY OF WILDOMAR
CORNERSTONE COMMUNITY CHURCH CONSTRUCTION PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2013111005

Lead Agency:

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

SEPTEMBER 2014

CITY OF WILDOMAR
CORNERSTONE COMMUNITY CHURCH
DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2013111005

Lead Agency:

CITY OF WILDOMAR
23873 CLINTON KEITH ROAD, SUITE 201
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SEPTEMBER 2014

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1.0 – INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Wildomar (City) is the lead agency for the environmental review of the proposed Cornerstone Community Church Construction Project (proposed project; project). The City has the principal responsibility for approving the project. This Final EIR assesses the expected environmental impacts resulting from approval and implementation of the proposed project, as well as responds to comments received on the Draft EIR.

1.3 ORGANIZATION AND SCOPE OF THE FINAL EIR

This Final EIR is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and what the Final EIR is required to contain.

Section 2.0 – COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Section 2.0 provides a list of commenters, copies of written comments (coded for reference), and the responses to those comments made on the Draft EIR.

Section 3.0 – MINOR REVISIONS TO THE DRAFT EIR

Section 3.0 provides a list of minor edits made to the Draft EIR as a result of comments received and other staff-initiated changes.

1.1 BACKGROUND AND PURPOSE OF THE EIR

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the proposed Cornerstone Church Construction Project that led to the preparation of this Final EIR.

Notice of Preparation

The Notice of Preparation (NOP) for the Draft EIR was submitted for public review on November 1, 2013, with the review period ending on December 2, 2013. A scoping meeting was held on November 18, 2013, to solicit input from interested agencies and the public. The City received several comment letters on the NOP and during the public scoping meeting. The NOP comments are provided in **Appendix 2.0** of the Draft EIR and summarized in Section 1.0 Introduction of the Draft EIR.

Draft EIR

The Draft EIR was released for public and agency review on June 24, 2014, with the 45-day review period ending on August 7, 2014. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at City offices, and on the City's website. (www.cityofwildomar.org)

Final EIR

The City received 5 comment letters from public agencies, interest groups, and the public regarding the Draft EIR. This document responds to the comments received by the City on the proposed project, as required by CEQA. This document also contains minor edits to the Draft EIR, which are included in Section 3.0, Minor Revisions to the Draft EIR. This document constitutes the Final EIR.

Certification of the Final EIR/Project Consideration

The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

2.0 – Comments and Responses to Comments on the Draft EIR

2.1 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted written comments on the Draft EIR.

Letter	Agency, Organization, or Individual	Date
A	Department of Fish and Wildlife	August 4, 2014
B	Pechanga Cultural Resources	August 7, 2014
C	Governor's Office of Planning and Research	August 7, 2014
1	John Garrett	July 5, 2014
2	Johnson & Sedlack	August 7, 2014

2.2 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

State CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines Section 15204).

State CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. State CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

State CEQA Guidelines Section 15088 also recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments.

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (<u>underline</u> for new text, ~~strikeout~~ for deleted text). The responses to comments were prepared by City staff and PMC.

Letter A

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
407 West Line Street
Bishop, CA 93514
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

August 4, 2014

Mr. Matthew C. Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Subject: Draft Environmental Impact Report
Cornerstone Community Church
State Clearinghouse No. 2013111005

Dear Mr. Bassi,

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Cornerstone Community Church (project) [State Clearinghouse No. 2013111005]. The Department is responding to the DEIR as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The proposed project includes a Planning Action (PA) to modify the existing Public Use Permit (PUP) 778 for the Cornerstone Community Church. The modification proposes development on 20.37 acres of the 63.41 acre project site; the remaining 43.25 acres will be left undisturbed. The project proposes the construction of a preschool, administrative office building, kitchen, and new parking lots at the existing church. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer manhole. Construction of the new sewer line will allow for the abandonment of the existing on-site septic tanks.

The Department offers the following comments and recommendations and requests that these comments and recommendations be addressed by the Lead Agency prior to adoption of the Final Environmental Impact Report (FEIR):

Conserving California's Wildlife Since 1870

Letter A Continued

1. The project is located within the MSHCP burrowing owl (BUOW) additional survey area (MSHCP section 6.3.2). The DEIR states that focused surveys for BUOW were completed in April and May of 2013. No BUOW were observed during the surveys, however suitable habitat is present on site. The Department is uncertain of the proposed start date of construction activities, but assumes that at least two-three years may elapse prior to construction (re: Mitigation Measure 3.3.1 states that within two years of groundbreaking, surveys will be completed for two plant species). Due to the potential for a considerable lapse in time between completion of the 2013 focused surveys and construction, the Department requests that new focused surveys for BUOW (following the "Burrowing Owl Survey Instructions for the Western Riverside MSHCP") be completed within the twelve month period prior to construction. The Department requests the updated focused surveys for BUOW be incorporated into Mitigation Measure 3.3.2. **A-1**

   Mitigation Measures 3.3.2a and MM 3.3.2b includes reference to excluding owls from burrow during the non-breeding season using either passive relocation or active translocation. Please note that the Department does not recommend excluding the owls from the site using passive relocation unless there are suitable burrows available within 100 meters of the closed burrows (Trulio 1995, CDFG 2012) and the relocation area is protected through a long-term conservation mechanism (e.g., conservation easement). If owls are found to be present onsite, we recommend that the project proponent develop a conservation strategy in cooperation with the Department, the US Fish and Wildlife Service, and the Regional Conservation Authority in accordance with the Department's *Staff Report on Burrowing Owl Mitigation* (CDFG 2012).

2. Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) prohibit the take of all birds and their nests. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA. **A-2**

Letter A Continued

Mitigation Measure 3.3.2d proposes conducting preconstruction surveys "during the migratory bird nesting season (March 15-August 15)…within 14 days of construction initiation." Because some species of raptors (e.g., owls) may commence nesting activities in January, the Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. Furthermore, not all bird species nest in vegetation; some species nest directly on the ground. The Department recommends that pre-construction surveys be required no more than three days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner. The Department requests that the Lead Agency revise Mitigation Measure 3.3.2d to reflect these comments.

A-2 cont.

3. The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, and monitoring and reporting commitments.

A-3

The DEIR identifies four ephemeral drainages in the southern portion of the project area, one of which appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the project area. Project grading may result in the loss of riparian habitat from proposed vegetation disturbance or removal. The Department recommends that if project activities have the potential to impact these areas, either directly through equipment movement, or indirectly through soil placement, that the project proponent submit a notification of LSA. The Department further recommends that construction Best Management Practices (BMPs) be installed and regularly monitored to ensure that sediment does not enter Department jurisdictional waters.

Please note that the Department's criteria for determining the presence of jurisdictional waters are more comprehensive than the MSHCP criteria in Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools). The following information will be required for the processing of a Notification and the Department recommends incorporating this information into the CEQA document to avoid subsequent documentation and project delays.

Letter A Continued

Please note that failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project:

A) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);

B) A discussion of avoidance and minimization measures to reduce project impacts; and,

A-3 cont.

Please note that the project is also subject to the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2), and if impacts to these areas cannot be avoided a Determination of Biologically Equivalent or Superior Preservation (DBESP) may be required. Additional information regarding section 6.1.2 of the MSHCP may be found here: http://rctlma.org/Portals/0/mshcp/volume1/sec6.html#6.1.2

A discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. Please refer to Section 15370 of the CEQA Guidelines for the definition of mitigation.

We recommend that the FEIR address the concerns of the Department listed in this letter. Thank you for the opportunity to provide comments on the DEIR for the proposed Cornerstone Community Church (SCH No. 2013111005). Please contact Rose Banks with questions regarding this letter and further coordination on project permitting needs at (760) 873-4412 or Rose.Banks@wildlife.ca.gov.

Sincerely,

Heidi Sickler

Heidi A. Sickler
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

Literature Cited

California Department of Fish and Game (CDFG) 2012. Staff report on burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

Letter A Continued

Trulio, L.A. 1995. Passive Relocation: A Method to Preserve Burrowing Owls on Disturbed Sites. Journal of Field Ornithology 66(1):99-106.

Comment Letter A
Department of Fish and Wildlife
August 4, 2014

A-1 The commenter states that the time period between burrowing owl surveys that were completed for the project and the actual construction start date was too great and that new surveys should be completed within the twelve month period prior to the construction start date. The commenter continues and provides a suggested change to mitigation measures MM 3.3.2a and MM 3.3.2b. .

The following change will be made to Mitigation Measure 3.3.2a on page 3.3-28:

Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside MSHCP* (March 29, 2006).

In addition, ~~p~~Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. ~~Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season.~~ If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

The following change will be made to Mitigation Measure 3.3.2b on page 3.3-28:

If burrowing owls are found to be present onsite, the project proponent shall develop a conservation strategy in cooperation with CDFW, USFWS and the Regional Conservation Authority in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation* (2012) prior to any groundbreaking activities.

~~If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:~~

~~Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 250-foot (75-meter) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.~~

~~If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season. A qualified biologist must verify through noninvasive methods that the burrow is no longer occupied.~~

~~If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:~~

- ~~The location of the nest and owls proposed for relocation.~~
- ~~The location of the proposed relocation site.~~
- ~~The number of owls involved and the time of year when the relocation is proposed to take place.~~
- ~~The name and credentials of the biologist who will be retained to supervise the relocation.~~
- ~~The proposed method of capture and transport for the owls to the new site.~~
- ~~A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).~~
- ~~A description of efforts and funding support proposed to monitor the relocation.~~

~~If paired owls are present within 160 feet (50 meters) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort. Any identified loss shall be reported to the CDFW.~~

A-2 The commenter notes that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey and provides a listing of the applicable laws. The commenter continues and suggests additions to mitigation measure MM 3.3.2d. -.

The following change will be made to Mitigation Measure 3.3.2d on page 3.3-29:

Migratory Bird Surveys. If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (~~March 15~~ January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within ~~14~~ 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible). Note that the City will require preconstruction nesting surveys during the nesting season only.

If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.

A-3 The commenter states the California Department of Fish and Wildlife (DFW) is responsible for issuing a Lake and Streambed Alteration (LSA) Agreement per Section 1602 of the Fish and Game Code. The commenter continues and states to facilitate the issuance of a

LSA, an environmental document should fully identify the potential impacts, mitigation, monitoring and reporting commitments for impacted lakes, streams and riparian resources.

One of the ephemeral drainages located in the southern portion of the site is located immediately south of a proposed water quality basin. As previously reported, none of the ten riparian habitats described under the Riparian Forest/Woodland/Shrub Vegetation Association heading in the MSHCP were mapped within or alongside the banks of any ephemeral drainage present on the site. A recent survey was conducted to confirm these findings. The location of the ephemeral drainage (Riparian/Riverine Area) has been plotted onto an aerial photograph (see Figure 1). The project footprint showing the location of the basin is also shown on this map.

Project grading will not then result in the loss of riparian habitat from proposed vegetation disturbance or removal. Project activities do not have the potential to impact this area, either directly through equipment movement, or indirectly through soil replacement. Submitting a Notification of Lake or Streambed Alteration to the Department is not required in this case.

Cut-grading to create the basin will occur in a south-to-north direction away from the drainage channel, and no fill materials will be placed in this area. Placement of the outlet structure will occur a distance above any streambed associated with this drainage.

The proposed project will incorporate erosion control requirements from the San Diego Regional Water Quality Control Board to ensure that disturbed surfaces will not be left without erosion control measures in place from October 1 through April 15.

Best management practices (BMPs) will also be used to ensure that siltation and erosion are minimized during construction. Construction Guidelines and Standard BMPs are set forth in Section 7.5.3 and Appendix C of the MSHCP, Volume 1.Impacts 3.3.3 and 3.3.4 also address this topic and provide mitigation that would be followed if disturbance would occur. Mitigation measure MM 3.3.3 addresses a no-net-loss of riparian vegetation associated with the feature, as well as potential methods for mitigation, such as restoration or purchase of credits. Mitigation measures MM 3.3.4a and MM 3.3.4b require a jurisdictional delineation and no-net-loss of any features deemed jurisdictional and require a 1602 permit as well as CWA Section 404 and 401 permits as needed.

The commenter states a Determination of Biologically Equivalent or Superior Preservation (DBESP) is required for project with unavoidable impacts to drainages. As shown above the proposed project will avoid any riparian vegetation and would therefore not require preparation of a DBESP.

The commenter states that the implementation of the proposed project could conflict with the provisions of the Western Riverside County MSHCP. This would be considered a **potentially significant** impact.

The MSHCP protects and preserves certain habitats and species in the region. The MSHCP delineates particular areas of concern through the identification of specific areas known as Criteria Cells. Areas identified as Criteria Cells typically contain certain restrictions on development and land alterations. The PSA is not within a Criteria Cell or any other special conservation area. A full analysis of the proposed project's consistency with the MSHCP can be found in **Appendix 3.3**.

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (**Appendix 3.3**).

Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. The proposed project may result in onsite improvements that will have direct permanent impacts to MSHCP riverine/riparian habitat within the PSA. Impacts to the riverine/riparian area may occur from construction of a parking lot. In order to comply with Section 6.1.2, the project proponent shall prepare and submit a Determination of Biologically Equivalent or Superior Preservation (DBESP) to the City. Off-site mitigation could be in the form of purchased mitigation credits from the Elsinore-Murrieta-Anza Resource Conservation District (EMARCD).

A final component of the MSHCP is Mitigation Fee Areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization to certain endemic species. The proposed project is located within the MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2) and the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663). A standard condition for the proposed project includes the payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

As demonstrated in the analysis by Principe and Associates (2013a) (see **Appendix 3.3**), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures **MM 3.3.2a** and **MM 3.3.2b** included above will result in the project having **no impact** with regard to the MSHCP.

Letter B

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

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Vice Chairperson:
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Director:
Gary DuBois

Coordinator:
Paul Macarro

Planning Specialist:
Tuba Ebru Ozdil

Cultural Analyst:
Anna Hoover

August 7, 2014

VIA E-MAIL and USPS

Mr. Matthew Bassi
Planning Director
City of Wildomar
23873 Clinton Keith Road, Ste 201
Wildomar, CA 92595

Re: Pechanga Tribe Comments on the Notice of Availability of a Draft Environmental Impact Report for the Cornerstone Community Church Project, PA12-0194

Dear Mr. Bassi:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"). If you have not done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe thanks the City of Wildomar and the Developer for providing mitigation to preserve and protect any sensitive Luiseño cultural resources and traditional landscapes that could be impacted and to require both archaeological and Pechanga tribal monitoring during earthmoving activities. The State and Federal governments have mandated that cultural resources must be appropriately mitigated for within the confines of development projects. The Tribe appreciates the active role the City takes to maintain the significant history of the Tribe and California.

DRAFT ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURES

The Pechanga Band is not opposed to this Project; however, we are opposed to any direct, indirect and cumulative impacts this Project may have to tribal cultural resources. The

Letter B Continued

Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe is in receipt of the Draft Environmental Impact Report (DEIR) and the Project archaeological study. The proposed Project is located in a sensitive region of Luiseño territory and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high.

Based upon the information provided to the Tribe, there are no known cultural resources located within the Project boundaries. Therefore, the sensitivity of this Project lies with the potential to impact subsurface, unknown cultural resources during earthmoving activities. At this time, the Tribe thanks the City of Wildomar for working closely with us to develop appropriate and adequate mitigation measures. These are identified in the DEIR as MM3.5.2A-D and MM3.5.4A-C and have been copied below for reference. We request that these mitigation measures, with the few minor edits proposed, be incorporated into the final DEIR, as Conditions of Approval and in any other final environmental documents approved by the City for this Project.

MM 3.5.2a If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated ~~and a~~ in the 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 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 ~~CUL-2~~3.5.2b. This mitigation measure shall be incorporated in all construction contract documentation. **B-1**

MM 3.5.2b At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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

Letter B Continued

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

MM 3.5.2c 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 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.

B-1 cont.

MM 3.5.2d 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~~ Archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the Project. Final copies of the report will be submitted to the City of Wildomar, the Developer, the Eastern Information Center and the Pechanga Tribe.

MM 3.5.4a If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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~~24 hours. Subsequently, the Native American Heritage

Letter B Continued

Commission shall identify the "most likely descendant" within ~~24 hours~~ a reasonable timeframe 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.

MM 3.5.4b All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure 3.5.2b, 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.

B-1 cont.

MM 3.5.4c All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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.

The Pechanga Tribe appreciates the consultation efforts and provided mitigation and we look forward to continuing to work together with the City of Wildomar in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahoover@pechanga-nsn.gov once you have had a chance to review these comments if you have any comments or concerns. Thank you.

Sincerely,

Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel
Mark Teague, PMC

Comment Letter B
Pechanga Cultural Resources

Note to reader: For convenience the Pechanga Tribe is included in the list of public agencies that the City of Wildomar contacts during preparation of environmental documents. The City understands that the Tribe is independent, and is not an agency of the State of California. The City regularly consults with the tribe in the evaluation of impacts to cultural resources. In this instance the tribe was sent a copy of the notice of preparation on October 28, 2013, and the draft EIR on June 23, 2014. The City received correspondence from the Ana Hoover on December 26, 2013 regarding a desire to participate in the environmental process, and of course this letter requesting minor changes to the wording of mitigation measures.

B-1. The commenter provides suggestions for changes to mitigation measure **MM 3.5.2a** of the DEIR.

Based on the commenter's suggestions, the following change will be made to mitigation measure **MM 3.5.2a** on page 3.5-12:

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~~ in the 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 ~~CUL-2~~3.5.2b.

The commenter provides suggestions for mitigation measure **MM 3.5.2d** of the DEIR.

Based on the commenter's suggestions, the following change will be made to mitigation measure **MM 3.5.2d** on page on page 3.5-13:

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~~ Archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the Project. Final copies of the report will be submitted to the City of Wildomar, the Developer, the Eastern Information Center and the Pechanga Tribe.

The commenter provides suggestions for mitigation measure MM 3.5.4a of the DEIR.

Based on the commenter's suggestions, the following change will be made to mitigation measure **MM 3.5.4a** on page 3.5-16:

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~~ 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within ~~24 hours~~ a reasonable timeframe 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.

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

RECEIVED
AUG 11 2014
CITY OF WILDOMAR

August 7, 2014

Matthew C. Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Subject: Cornerstone Church Construction Project (Planning Application No. 12-0194)
SCH#: 2013111005

Dear Matthew C. Bassi:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 6, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
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Document Details Report
State Clearinghouse Data se

SCH# 2013111005
Project Title Cornerstone Church Construction Project (Planning Application No. 12-0194)
Lead Agency Wildomar, City of

Type EIR Draft EIR

Description The proposed project comprises the following actions by the City of Wildomar:
1. Public Use Permit 778, Revised Permit No. 5 - Amendment to the previously submitted PUP 778. The modification will allow for the construction of a preschool (17,135 sf), administrative office building (23,024 sf), maintenance building (2,438 sf), sports field lighting, signage, and new parking lots at the existing church.
2. Grading Permit - A grading permit will need to be prepared for the property development. The proposed project estimates approximately 49,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.
3. Building Permit - Building permits will be needed to allow construction.
4. Encroachment Permit - Encroachment permits will be needed for any construction that will occur on public property or within publicly held easements.
The construction anticipated to occur over two phases. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer line at Canyon Drive. By connecting the sewer, the proposed project can abandon the existing on-site septic tanks.

Lead Agency Contact

Name Matthew C. Bassi
Agency City of Wildomar
Phone 951 677-7751 x213 **Fax**
email
Address 23873 Clinton Keith Road, Suite 201
City Wildomar **State** CA **Zip** 92595

Project Location

County Riverside
City Wildomar
Region
Lat / Long
Cross Streets Monte Vista Drive & Via Carnaghi Lane
Parcel No. Various
Township 6S **Range** 4W **Section** 36 **Base**

Proximity to:

Highways I-15
Airports No
Railways No
Waterways Various
Schools No
Land Use R-R, Rural Residential / BP, Business Park

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Water Quality; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

Document Details Report
State Clearinghouse Data [illegible]se

Date Received 06/23/2014 *Start of Review* 06/23/2014 *End of Review* 08/06/2014

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
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Bishop, CA 93514
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

CLEAR
8/6/14
C

August 4, 2014

RECEIVED
AUG 4 2014
STATE CLEARING HOUSE

Mr. Matthew C. Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Subject: Draft Environmental Impact Report
Cornerstone Community Church
State Clearinghouse No. 2013111005

Dear Mr. Bassi,

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Cornerstone Community Church (project) [State Clearinghouse No. 2013111005]. The Department is responding to the DEIR as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The proposed project includes a Planning Action (PA) to modify the existing Public Use Permit (PUP) 778 for the Cornerstone Community Church. The modification proposes development on 20.37 acres of the 63.41 acre project site; the remaining 43.25 acres will be left undisturbed. The project proposes the construction of a preschool, administrative office building, kitchen, and new parking lots at the existing church. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer manhole. Construction of the new sewer line will allow for the abandonment of the existing on-site septic tanks.

The Department offers the following comments and recommendations and requests that these comments and recommendations be addressed by the Lead Agency prior to adoption of the Final Environmental Impact Report (FEIR):

Conserving California's Wildlife Since 1870

1. The project is located within the MSHCP burrowing owl (BUOW) additional survey area (MSHCP section 6.3.2). The DEIR states that focused surveys for BUOW were completed in April and May of 2013. No BUOW were observed during the surveys, however suitable habitat is present on site. The Department is uncertain of the proposed start date of construction activities, but assumes that at least two-three years may elapse prior to construction (re: Mitigation Measure 3.3.1 states that within two years of groundbreaking, surveys will be completed for two plant species). Due to the potential for a considerable lapse in time between completion of the 2013 focused surveys and construction, the Department requests that new focused surveys for BUOW (following the "Burrowing Owl Survey Instructions for the Western Riverside MSHCP") be completed within the twelve month period prior to construction. The Department requests the updated focused surveys for BUOW be incorporated into Mitigation Measure 3.3.2.

   Mitigation Measures 3.3.2a and MM 3.3.2b includes reference to excluding owls from burrow during the non-breeding season using either passive relocation or active translocation. Please note that the Department does not recommend excluding the owls from the site using passive relocation unless there are suitable burrows available within 100 meters of the closed burrows (Trulio 1995, CDFG 2012) and the relocation area is protected through a long-term conservation mechanism (e.g., conservation easement). If owls are found to be present onsite, we recommend that the project proponent develop a conservation strategy in cooperation with the Department, the US Fish and Wildlife Service, and the Regional Conservation Authority in accordance with the Department's *Staff Report on Burrowing Owl Mitigation* (CDFG 2012).

2. Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) prohibit the take of all birds and their nests. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Mitigation Measure 3.3.2d proposes conducting preconstruction surveys "during the migratory bird nesting season (March 15-August 15)…within 14 days of construction initiation." Because some species of raptors (e.g., owls) may commence nesting activities in January, the Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. Furthermore, not all bird species nest in vegetation; some species nest directly on the ground. The Department recommends that pre-construction surveys be required no more than three days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner. The Department requests that the Lead Agency revise Mitigation Measure 3.3.2d to reflect these comments.

3. The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, and monitoring and reporting commitments.

   The DEIR identifies four ephemeral drainages in the southern portion of the project area, one of which appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the project area. Project grading may result in the loss of riparian habitat from proposed vegetation disturbance or removal. The Department recommends that if project activities have the potential to impact these areas, either directly through equipment movement, or indirectly through soil placement, that the project proponent submit a notification of LSA. The Department further recommends that construction Best Management Practices (BMPs) be installed and regularly monitored to ensure that sediment does not enter Department jurisdictional waters.

   Please note that the Department's criteria for determining the presence of jurisdictional waters are more comprehensive than the MSHCP criteria in Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools). The following information will be required for the processing of a Notification and the Department recommends incorporating this information into the CEQA document to avoid subsequent documentation and project delays.

Please note that failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project:

A) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);

B) A discussion of avoidance and minimization measures to reduce project impacts; and,

Please note that the project is also subject to the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2), and if impacts to these areas cannot be avoided a Determination of Biologically Equivalent or Superior Preservation (DBESP) may be required. Additional information regarding section 6.1.2 of the MSHCP may be found here: http://rctlma.org/Portals/0/mshcp/volume1/sec6.html#6.1.2

A discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. Please refer to Section 15370 of the CEQA Guidelines for the definition of mitigation.

We recommend that the FEIR address the concerns of the Department listed in this letter. Thank you for the opportunity to provide comments on the DEIR for the proposed Cornerstone Community Church (SCH No. 2013111005). Please contact Rose Banks with questions regarding this letter and further coordination on project permitting needs at (760) 873-4412 or Rose.Banks@wildlife.ca.gov.

Sincerely,

Heidi Sickler

Heidi A. Sickler
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

Literature Cited

California Department of Fish and Game (CDFG) 2012. Staff report on burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

Trulio, L.A. 1995. Passive Relocation: A Method to Preserve Burrowing Owls on Disturbed Sites. Journal of Field Ornithology 66(1):99-106.

Comment Letter C
Governor's Office of Planning and Research

This letter does not raise any environmental issues and therefore, does not require a response. Additionally, the letter from the Department of Fish and Wildlife included as an attachment to Letter C, is identical to Letter A, which is found in this FEIR. As such, all environmental issues raised in Letter C from the Department of Fish and Wildlife are addressed in Letter A, of this FEIR.

Letter 1

Comments on

Cornerstone Church Project DEIR
(Planning Application No. 12-0194)

Date: 5 July 2014

Submitted by:

John Garrett
32581 Alderbrook Road
Wildomar, CA

Summary: Wildomar Municipal Code Section 8.64 introduced standards for new lighting and requires a review of existing lighting with the approval of major projects. I believe the Cornerstone Church Project DEIR (herein "DEIR") is deficient because it fails to specify that all new lighting and existing lighting must comply with Wildomar Lighting Ordiance 8.64.

1-1

Rergarding New Facilities

Table ES-1 mentions lighting of new facilities:

> Impact 3.1.3 The proposed project will include the installation of **athletic field lighting** and **parking lot lighting**, which will result in new source of nighttime light. Impacts will be less than significant with mitigation incorporated.
>
> PS MM 3.1.3 To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall **install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot**. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.

DEIR deficiencies:

Letter 1 Continued

- I infer from the bolded text in passage 3.1.3 that full cut-off shielding is proposed for only the southern boundary of one parking lot and the southwest boundary of another parking lot. The DEIR is deficient in that all parking lot lighting must use full cut off fixtures and will be low-pressure sodium or of a color temperature of 3500K or lower. **1-2**

- The DEIR proposes no constraints on lighting mounted on the new buildings. The DEIR is deficient in that all building-mounted lighting must be fully shielded. The use of low-pressure sodium or choice of color temperature will depend on how the project distributes it's allowable white light under 8.64.90. **1-3**

- I infer from passage 3.1.3 that mitigation for stadium lighting is not mentioned (e.g., "prior to use of the parking lot"). Since stadium lighting has a great potential to affect neighboring properties, a spillover standard should be mentioned specifically for this type of lighting. **1-4**

The executive summary, under Additional Landscaping and Lighting, says the following:

> "As part of the overall site improvements, pedestrian and safety lighting will be installed **similar to the existing church**. In addition, parking lot lighting will be provided."

DEIR deficiencies:

- The existing church lighting is not an acceptable standard for new lighting under 8.64. The DEIR is deficient and needs to state that all new lighting of the new facilities will conform to Municipal Code 8.64. **1-5**

Existing Facilities

Municipal Code 8.64.020 requires that existing lighting be brought into compliance with Ordinance 8.64 as part of "...all new construction, additions, and alterations to land uses, developments, buildings, structures, or light fixtures..."

The DEIR mentions an existing parking lot:

> Executive Summary, Modification to Existing and Creation of New Parking Areas: An existing unimproved "lower" parking lot will be paved and will also provide drive access to the new upper parking lot. Improvements at the lower parking lot will result in 64 additional parking spaces. When complete, the project will result in 390 new parking spaces resulting in a total number of 701 parking spaces on site. **1-6**

Cornerstone routinely lights this parking lot with portable-generator construction style lighting.

2

Letter 1 Continued

This routine use must discontinue. New permanent lighting conforming to Ordinance 8.64 should be used instead. If temporary lighting is needed, it must conform to 8.64.040 Temporary Lighting Exemptions. **1-6 cont.**

The current facilities also have building and area lighting that fail to meet the shielding requirements of Ordinance 8.64.

The current facilities also has two signs that fail to meet the color temperature and curfew requirements of Ordinance 8.64. **1-7**

DEIR deficiencies:

- The DEIR is deficient in not addressing the need for proper illumination for the existing lower parking lot. Failing to address this will encourage the current use of temporary lighting which is the worst type of lighting for this application: high glare spillover reaches the I-15 Freeway and can't be safe for pedestrians among vehicle traffic. **1-8**
- The DEIR is deficient in that it fails to address existing area and building mounted lights that need to considered in lumen caps defined under 8.64.090. **1-9**
- The DEIR is deficient in that it fails to specify that Ordinance 8.64.120 (Illumination of Signs) requires that the color temperature of the CORNERSTONE signs be 4400 k or lower and are subject to a 10:00 pm (residential) or 11:00 pm (commercial) curfew. **1-10**

3

Comment Letter 1
John Garrett

1-1 The commenter states that the Cornerstone Church Project DEIR is deficient because it fails to specify that all new lighting and existing lighting must comply with Wildomar Lighting Ordinance 8.64.

CEQA requires an analysis of a proposed project's environmental impacts, including light and glare impacts, based on existing conditions. Existing conditions have been determined to be the environmental conditions exist at the time the Notice of Preparation (NOP) is published (CEQA Guidelines Section 15125(a)). CEQA requires analysis of potential "new" light and glare impacts caused by a proposed project. CEQA does not require an analysis of existing light and glare impacts, nor require mitigation of the existing impacts.

Compliance with City ordinances is required of all projects in Wildomar and it is not necessary to establish compliance with ordinances through a mitigation measure or condition of approval. While there is no mitigation measure, all new lighting and existing lighting must comply with Wildomar Lighting Ordinance 8.64. Section 8.64.020 requires that major improvements to a project bring all lighting on site into compliance with the code. This project qualifies as a major improvement because of the increase in total parking spaces as described in the project description. This is already required by City ordinance and therefore it is not necessary to require these standards through a mitigation measure in the DEIR. The requirement is included as a condition of approval for the proposed project. On Page 3.1-6 the DEIR states that all lighting allowed by the ordinance must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. Additionally, page 3.1-6 states that light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code. Compliance with the City's Light Pollution Ordinance will reduce nighttime lighting from the project site.

1-2 The commenter states that the DEIR is deficient in that all parking lot lighting must use full cut off fixtures and will be low-pressure sodium or of a color temperature of 3500K or lower. However, page 3.1-6 explains that according to the photometric plan, the maintenance building parking lot is anticipated to result in an illumination increase between 2.0 and 5.7 horizontal footcandles along its southern boundary and to increase 3.2 horizontal footcandles along its southwest boundary. Therefore, mitigation measure MM 3.1.3 only applies to the southern boundary of one parking lot and the southwest boundary of another parking lot in order to prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot. Section 8.64.020 of the Wildomar Code requires that all lighting on site be brought into compliance with major improvements. As the Section 8.64.090-1 B of the Wildomar Code requires full cut-off lighting and as noted above all lighting must be brought into compliance with the code, there is no need for additional mitigation.

1-3 The commenter states that the DEIR proposes no constraints on lighting mounted on the new buildings. The commenter suggests that the DEIR is deficient in that all building-mounted lighting must be fully shielded and that the use of low pressure sodium or choice of color temperature will depend on how the project distributes it's allowable white light under 8.64.90. As the City of Wildomar has an established Light Pollution Code, and all lighting must be evaluated at the time of building plan review and be consistent with Code, there is no need to establish a mitigation measure to ensure lighting fixtures

are consistent with the Code. On page 3.1-7 of the Draft EIR the Light Pollution Code is referenced in regard to the limitation of light fixture and size of bulbs for the development and states that compliance with the Light Pollution ensures that impacts from lighting are less than significant.

1-4 The commenter states that a spillover standard should be mentioned specifically for stadium lighting. However, page 3.1-6 of the Draft EIR states that the intensity of the proposed athletic field lighting was predicted on a photometric plan prepared for the proposed project and attached to the DEIR. The photometric plan was conducted based on the assumption that each of the proposed lighting poles will be fully shielded and directed to specifically illuminate only the athletic fields. Considering the attributes of the proposed lighting, the photometric plan demonstrates that the operation of the field lighting will result in an increase constant nighttime illumination along Monte Vista Drive, no other area outside of the boundaries of the proposed project will be affected. Therefore, neighborhood properties will not be affected.

1-5 The commenter states that the existing church lighting is not an acceptable standard for new lighting under 8.64. The commenter adds that the DEIR is deficient and needs to state that all new lighting of the new facilities will conform to Municipal Code 8.64. See response 1-2, per the Municipal Code all lighting on the project site must be brought up to code with a major improvement.

1-6 The commenter states that new permanent lighting conforming to Ordinance 8.64 should be used to light the lower parking lot at the Church and if temporary lighting is used for the lower parking lot, it should conform with Section 8.64.040 Temporary Lighting Exemptions. The commenter dos not present any inadequacies with the DEIR with this statement. Comment noted. See response 1-2, per the Municipal Code all lighting on the project site must be brought up to code with a major improvement.

1-7 The commenter states that the current facilities have building and area lighting that fail to meet the shielding requirement of Ordinance 8.64. The commenter also states that the current facilities have two signs that fail to meet the color temperature and curfew requirement of Ordinance 8.64. The commenter does not discuss any inadequacies of the Draft EIR with this statement. Comment noted See response 1-2, per the Municipal Code all lighting on the project site must be brought up to code with a major improvement. Note that shielded lights are exempt from the lumen cap of the ordinance pursuant to section

1-8 The commenter states that the DEIR is deficient in not addressing the need for proper illumination for the existing lower parking lot. As discussed in response 1-1, CEQA does not require an analysis of existing lighting conditions, including light and glare from an existing lighted parking lot. Comment noted. The commenter is referred to response 1-1, per the Municipal Code all lighting on the project site must be brought up to code with a major improvement.

1-9 The commenter states that the DEIR is deficient in that it fails to address existing area and building mounted lights that need to be considered in lumen caps defined under 8.64.090. . As discussed in response 1-1, CEQA does not require an analysis of existing lighting conditions, including light and glare from an existing area and building mounted lights. Comment noted. The commenter is referred to response 1-1, per the Municipal Code all lighting on the project site must be brought up to code with a major improvement.

1-10 The commenter states that the DEIR is deficient in that it fails to specify that Ordinance 8.64.120 requires that the color temperature of the CORNERSTONE signs be 4400k or lower and are subject to a 10:00 pm (residential) or 11:00 pm (commercial) curfew. As discussed in response 1-1, CEQA does not require an analysis of existing lighting conditions, including light and glare from an existing sign. Comment noted. See response 1-2, per the Municipal Code all lighting on the project site must be brought up to code with a major improvement.

Letter 2

Johnson & Sedlack
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VIA U.S. MAIL AND EMAIL

August 7, 2014

Matthew Bassi
Planning Director
City of Wildomar Planning Department
23873 Clinton Keith Road
Wildomar, CA 92595
mbassi@cityofwildomar.org

RE: Comments on Draft EIR for the Cornerstone Community Church Project, PUP 778 Revised Permit No. 5 (Planning Application No. 12-0194)

Greetings:

On behalf of the concerned area residents, we hereby submit these comments on the Draft EIR for the Cornerstone Community Church Project, PUP 778 Revised Permit No. 5 (the "project") and in opposition to the project.

The California Environmental Quality Act (CEQA) was adopted as a disclosure and transparency document. The theory is that by providing a document that adequately describes the environmental consequences of a project to decision makers and the public, the decision makers will make a rational decision based upon the true environmental consequences of the project and if they do not, the electorate can hold them accountable for their decisions. The core of this statutory structure is the adequacy of the document as an informational document.

The EIR fails to adequately evaluate project impacts to/from aesthetics, health risks, biology, geology/soils, land use/planning, noise, traffic, and cumulative impacts. (Public Res. C. § 21002.1(a), (e); State CEQA Guidelines § 15128, 15126, 15123) Traffic and noise impacts are severely understated and fail to provide a real picture of this Project's effects. Geology/soils impacts rely on outdated studies prepared only for surficial modifications for parking lot construction. Impacts from the demolition of existing structures onsite are also overlooked throughout the majority of the EIR.

Overall, the EIR for this project fails as an informational document. The EIR misleads decisionmakers and the public as to the extent and severity of the Project's environmental effects. The EIR is also often conclusory, making findings without evidentiary support as to the

Letter 2 Continued

extent of project impacts or the infeasibility of potential mitigation or alternatives. The findings are not supported by substantial evidence in the record.

CEQA also requires that where feasible mitigation exists which can substantially lessen the environmental impacts of a project, **all feasible mitigation** must be adopted. In this way CEQA goes beyond its informational role to require that projects substantively lessen their negative effects on the environment. It is critical to proper drafting of an EIR that all feasible mitigation measures be required of a project. This has not been done with this project. Additional mitigation is feasible and should be required of this project, particularly given the project's impacts from traffic and noise on nearby rural residential uses.

Moreover, all mitigation measures required in the EIR must be fully enforceable and certain to occur. This proposed mitigation here is vague, uncertain, and improperly defers need studies and mitigation measures (e.g. preparation of a geological/ soils study). This is unacceptable.

The EIR also fails to evaluate an adequate range of reasonable alternatives but rather only alternatives that create minor alterations to the proposed project. Additional alternatives should be considered that are feasible and achieve most project objectives such as moving the preschool offsite, developing a smaller administration building, or otherwise reducing the scope of the project.

Of the alternatives considered in the EIR, Alternative 2 should be deemed the environmentally superior alternative where it reduces most project impacts while achieving the majority of project objectives.

The EIR does not disclose whether any future development onsite is reasonably foreseeable. Given the history of the growth of the church, if there is an inkling of future plans for expansion, such expansion and its effects should be considered in the EIR.

Project Summary

Cornerstone Community Church began as Public Use Permit 600 approved in 1988 as a single building on approximately 7 acres. The church currently has six buildings totaling approximately 84,730 square feet on approximately 63.51 acres. The church campus also contains three parking lots with space for up to 435 cars, a sports field accommodating both baseball and football, a quadrangle in the center of the church buildings, and landscaping throughout the site. The church includes Cornerstone Christian School, which is a pre-kindergarten through 12th grade school with approximately 240 students. School hours are typically 7:45 a.m. to 3:00 p.m. weekdays. In addition to the students, approximately 100 church and school employees are onsite on school days.

The church presently holds two services on Saturday (5:00 p.m. and 6:30 p.m.) that typically draw up to 500 worshipers for each service. Three Sunday services are held (9:00 a.m., 10:20 a.m. and 11:40 a.m.) that typically draw a total up to 1,000 worshipers for each service.

Cornerstone Community Church Construction Project (Planning Application No. 12-0194), would modify existing Riverside County Public Use Permit 778 as follows: Phase 1: (a)

Letter 2 Continued

construction of a new one story 17,315- square-foot preschool and daycare building for 170 children, (b) construction of a new 2,438-square-foot maintenance building, and (c) two new parking areas (east side), and (d) paving an existing unimproved parking area; Phase 2: construction of a new three-story 23,024-square-foot administration building, which includes a 1,365-squarefoot institutional kitchen facility. It is possible that both phases would be built simultaneously

As part of this development, the Project would also require demolition of the former home and outbuildings south of the existing paved parking lot east of Via Carnaghi Lane; and demolition of paved parking area. Two water quality basins would be constructed. Via Carnaghi Lane would be paved; however an exception to City Standards, City of Wildomar Road Standard No. 105, would be required to allow two, 12-foot travel lanes but no on-street parking or sidewalks. A new sewer line would be built to connect approximately 1,800 feet north on Monte Vista Dr. and conveyed to EVMWD. The septic tanks would be abandoned.

Aesthetics

The EIR wrongly fails to consider whether the project would have a significant impact by substantially damaging scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. I-15 is eligible to be designated as a state scenic highway. Regardless, the project may damage scenic resources where open space and views of the mountains currently pervade in the area.

The finding that the project will have no impact on a scenic vista is unsupported. As noted in the EIR, drivers on I-15 can view open space and the mountains from the highway. The project will reduce these views. Views from neighboring rural residential properties will likewise be impacted by the project. The fact that no scenic vista has been officially designated does not definitively show no impact on a scenic vista will occur. The EIR notably fails to provide any photos of existing views/ vistas from adjacent residences or roadways, and/or mock-ups of how the project will impact those views and the visual character of the site. There is no evidence for finding no impact to scenic vistas.

Likewise, there is no evidence supporting the finding of less than significant impacts to damaging scenic resources or the visual character of the area and surroundings. To the contrary, the project proposes developing parking lot on existing open space areas where satellite imaging shows rock outcroppings. The project also proposes to build a 3-story administrative building in a rural residential area in front of local hills and open space. The likelihood of significant aesthetic impacts is high and has not been well evaluated or disclosed in this EIR.

2-1

Impacts from lighting are also likely significant. The project proposes the installation of seven lighting poles for the field: four of the proposed lighting poles will be 60 feet tall and the remaining three lighting poles will be 70 feet tall. The EIR presumes these lights will be fully shielded and in use only the 81 days per year that the temporary lights are currently used. There is no basis for the assumptions that the fields will continue to be used only 81 days per year. To the contrary, permanent field lighting would render the fields more available for use at night without hindrance.

Letter 2 Continued

The EIR should either evaluate the use of the fields at nights regularly, or a mitigation measure should be adopted requiring field lighting be fully shielded and limiting night use of the fields to the presumed 81 nights per year. In addition, mitigation should be adopted limiting the hours during which such lighting may be used, ie. field lighting shall not occur after 10pm. Parking lot lighting should also be limited to hours of church operation. Absent adoption of these requirements as mitigation, aesthetic impacts from lighting should be deemed significant. **2-1 cont.**

Air Quality

The Executive Summary, p. ES-2, states project impacts are considered cumulatively considerable and significant and unavoidable. Table ES-1, however, states that all air quality impacts including cumulative impacts will be less than significant. This inconsistency must be addressed. If air quality impacts are significant, all feasible mitigation must be adopted to reduce these effects. **2-2**

The following mitigation should be adopted for the project:
Construction

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., shall 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. Limit fugitive dust sources to 20 percent opacity.
6. Require a dust control plan for earthmoving operations. **2-3**
7. 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.
8. 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.
9. 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.
10. Post a publicly visible sign with the telephone number and person to contact regarding

Letter 2 Continued

dust complaints. This person shall respond and take corrective action within 24 hours.

11. Extend grading period sufficiently to reduce air quality impacts below a level of significance.

12. The simultaneous disturbance of the site shall be limited to five acres per day.

13. 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 wind erosion of the soil.

14. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.

15. Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.

16. 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.

17. 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.*

2-3 cont.

18. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees

19. Require high pressure injectors on diesel construction equipment.*

20. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*

21. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*

22. Utilize only CARB certified equipment for construction activities.*

23. Restrict engine size of construction equipment to the minimum practical size.*

24. Use electric construction equipment where technically feasible.*

25. Use methanol-fueled pile drivers.*

26. Install catalytic converters on gasoline-powered equipment.*

27. All forklifts shall be electric or natural gas powered.*

28. Suspend use of all construction equipment operations during second stage smog alerts.*

Letter 2 Continued

29. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

30. Reroute construction trucks away from congested streets and sensitive receptor areas.*

31. Configure construction parking to minimize traffic interference.*

32. 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.*

33. Minimize construction worker trips by requiring carpooling and providing for lunch onsite, and/or provide shuttle service to food service establishments/commercial areas for the construction crew.*

34. Provide shuttle service to transit stations/multimodal centers for the construction crew.*

35. Require the use of Zero-VOC paints, coatings, and solvents.

(* Would reduce impacts to GHGs as well)

Operation

1. Provide bus services to students of the preschool and existing school.*

2. Provide shuttle service from existing multi-modal centers and/or locales with clusters of congregants to/from weekend services to reduce single occupancy vehicle trips.*

3. Implement a carpool/vanpool program for the school and church to reduce single occupancy vehicle trips.*

4. Reschedule weekend services to provide a minimum of one hour between each service in order to reduce traffic congestion and queuing in the project vicinity.*

5. All buildings shall be constructed to LEED Platinum standards.*

6. Buildings shall exceed Title 24 requirements by 15%.*

7. Orient 75 percent 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.*

8. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.*

9. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire project.*

10. Install solar water heating systems to generate all hot water requirements.*

2-3 cont.

Letter 2 Continued

11. Utilize only electrical equipment for landscape maintenance. Install electrical outlets on project buildings for this purpose.*

12. Plant shade trees in parking areas to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*

13. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city landscaping requirements.*

14. 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.*

15. 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.*

16. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*

17. Provide safe, direct bicycle access to adjacent bicycle routes.*

18. Connect bicycle lanes/paths to city-wide network.*

19. Provide a display case or kiosk displaying transportation information in a prominent area accessible to residents.

(* Would reduce impacts to GHGs as well)

2-3 cont.

Health Risks

Health risks to students from locating the project adjacent to I-215 are not evaluated in the EIR. California Air Resources Board currently recommends a school setback of at least 500 ft- 1000 feet from major roadways to protect the public from exposure to traffic emissions where children are particularly at risk of health impacts. (e.g. Air Quality And Land Use Handbook: A Community Health Perspective (April 2005) California Environmental Protection Agency & California Air Resources Board, <http://www.arb.ca.gov/ch/handbook.pdf> p. 8-15; <http://www.arb.ca.gov/research/health/healthup/march07.pdf>) SCAQMD likewise expresses concern about the myriad health effects of air pollution on children. (The Health Effects Of Air Pollution On Children (Fall 2000) SCAQMD <http://www.aqmd.gov/docs/default-source/students/health-effects.pdf?sfvrsn=0>)

2-4

While usually CEQA does not require evaluation of the existing environment on the project, an exception exists where the project would bring development and people to an area and expose them to a potentially dangerous situation. Here, the project would increase the number of children and amount of time such children are exposed to diesel emissions along these roadways, thereby exposing sensitive receptors to substantial pollutant concentrations and justifying *detailed* evaluation in the EIR. These potential health risk effects justify consideration of an off-site alternative for the preschool.

Letter 2 Continued

Biological Resources

Three special status species plants have the potential to occur on the project site in addition to eight special status wildlife species. MM3.3.1 improperly defers needed studies regarding impacts to white rabbit-tobacco and/or bottle liver. There is no reason a qualified biologist cannot conduct a preliminary evaluation at present, particularly where groundbreaking is proposed to occur within 2 years.

The EIR states at p. 3.3-13 that burrowing owl is covered under the MSHCP. Proposed conservation under the MSHCP does not adequately conserve burrowing owl; specific survey and conservation requirements are needed. The EIR should be amended to reflect these requirements and disclose the project's potential to significantly impact burrowing owls. Mitigation measures 3.3.2a and 3.3.2b inadequately mitigate for impacts to the burrowing owl where they fail to cite more stringent mitigation required if 3 or more breeding pairs of owls are found onsite.

Four ephemeral drainages are located in the southern portion of the site. The EIR fails to provide any detail about these drainages including any investigation into whether they support riparian habitat. No jurisdictional delineation has yet been completed on the drainage in the area of the proposed parking lot, but the EIR concludes it may meet the definition of waters of the US due to its apparent connection to Murrieta Creek. The biological report states the waters also meet the definition of Waters of the State. This information must be evaluated and obtained prior to project approval so the public and decisionmakers are made aware of the real environmental impacts of the project. MM3.3.3, 3.3.4a, and 3.3.4b improperly defer these needed evaluations. **2-5**

The EIR also fails to consider cumulative impacts to jurisdictional waters and/or wetland communities. These impacts must be evaluated in the EIR.

Critical gnatcatcher habitat is located adjacent to the site. The EIR fails to disclose the distance to this habitat from the proposed development, or how impacts to this habitat will be avoided. In addition, Figure 3.3-2 discloses coastal California gnatcatcher has previously been recorded within the project site. Impacts to the gnatcatcher and its habitat must be evaluated in the EIR and all feasible mitigation adopted to reduce impacts to this species.

Climate Change/GHGs

The EIR evaluates impacts from GHGs against a 3,000 MT CO2e threshold, not the more stringent 1,400 MT CO2e proposed SCAQMD threshold. Moreover, the EIR fails to consider that the project is not a new project but will add to existing CO2e emissions at the site. The EIR should disclose the total GHGs for the Church with the addition of the proposed project, in addition to disclosing the project's individual effects. The above cited air quality mitigation should be adopted to reduce the project's GHG emissions. **2-6**

Cultural Resources

Letter 2 Continued

The site has not been evaluated for potential archaeological or paleontological impacts by any archaeologist or paleontologist on the basis that the site is already developed. The parking areas, however, extend to undeveloped portions of the site that will require grading and ground disturbing activities. Moreover, additional grading/ depth will be required for, e.g. the preschool and administrative building compared to that required for parking lot or merely graded surfaces. 2-7

In addition, as set forth below, some blasting and other significant earthwork may be necessary to develop structures on the site. Evaluation of potential archaeological and paleontological impacts in the EIR is thus essential, and has not occurred. The EIR must be appropriately updated and recirculated.

Geology/Soils

No project-specific geotechnical report has been prepared for the project to account for potential impacts of developing buildings onsite, or for the footprint currently proposed for development. A project specific geotechnical report must be prepared and incorporated into any EIR, and the EIR recirculated, to ensure that geological impacts are evaluated and mitigated. MM 3.6.2 improperly defers a needed geotechnical study to provide the public and decisionmakers with information concerning this Project's geological impacts where there is no reason to delay this analysis.

Reliance on the 2006 report prepared for the site is improper for several reasons. The report is outdated as it was prepared seven years prior to the NOP for this project. The report also does not evaluate geologic conditions for this proposed project's building footprint.

The 2006 report evaluated only surficial site conditions and only for development of a parking lot; there was no evaluation of the geotechnical feasibility or capacity of developing structures onsite. Subsurface exploration was not conducted. To the contrary, the report states, "This office should be notified if structures, foundation loads, grading, and/or other details different from those presented herein are proposed…." Simply stated, the report did not consider or evaluate development of a 3-story building, preschool, or maintenance building onsite—only parking. A new geotechnical report must be prepared and the EIR recirculated with this new information. 2-8

The 2006 report nevertheless discloses issues not considered in the EIR. For instance, the report states that "bedrock may be very hard, and special techniques, such as blasting, may be required" to achieve cuts into the granitic hills. If blasting is potentially needed for this project, that is a project characteristic that must be evaluated and disclosed both in the geology/ soils section and with respect to noise and vibration impacts. The report also states oversized rock is anticipated to be exported off-site. If oversized rock is to be exported because of cuts made in bedrock, this should be considered in the EIR. The EIR must be significantly amended and recirculated with this information.

In addition, Figure 3.6-1 shows the project site within close proximity to the fault zone of the Glen Ivy North Fault, yet the EIR fails to state how close this fault zone lies to the site. This information and potential impacts from faulting/ earthquakes should be detailed in the EIR.

Letter 2 Continued

Hydrology/ Water Quality

Appendices D, E, and G-H; and all Exhibits A-J listed relied on in DEIR Appendix 3.7 Hydrology and Water Quality are omitted from the study. Absent these appendices and exhibits, it is impossible to discern if the conclusions of the hydrology and water quality study and EIR are supported by evidence. It is also impossible to determine if mitigation is sufficient. These appendices and exhibits must be incorporated and the EIR recirculated with new opportunity for public review. 2-9

Noise

Construction

The EIR fails to quantify actual construct noise levels expected at neighboring sensitive receptors during project construction. Without this information, it is impossible to determine the extent of construction noise impacts and the ability of mitigation measures to reduce such effects. The EIR is extremely conclusory with respect to construction noise impacts and the ability of mitigation to reduce such effects below a level of significance. For instance, the EIR finds any noise associated with roadway paving will be reduced below significance through the incorporation of mitigation. Likewise construction of the maintenance building (adjacent to residences) and the administration building. There is simply no evidence these effects will be adequately reduced even with incorporation of the mitigation proposed where the EIR fails to first detail the extent of noise impacts and then detail the efficacy of proposed mitigation.

The EIR states that without an adopted construction noise standards, the project cannot generate noise in excess of established standards. This is simply untrue where the City has adopted noise standards in general that can be applied to construction impacts. 2-10

The EIR fails to evaluate construction noise impacts on the existing school uses. These impacts are likely significant given the proximity of proposed construction.

Construction noise impacts should be deemed significant absent evidence showing such effect have adequately been mitigation below a level of significance. Additional mitigation should be adopted for such effects.

Mitigation limiting construction to non-school hours to reduce impacts to the existing school uses should be adopted. In addition, temporary noise curtains with an STC rating of at least 30 should be placed around the existing school building.

In lieu of temporary noise curtains with a minimum STC rating of 20 installed near adjacent residences, the City should require noise curtains of an STC rating of at least 30 and/or installation of a permanent noise wall as soon as possible to reduce both construction and operational noise effects. Installation of significant landscaping adjacent to the parking areas to reduce noise at nearby residences should also be required. The EIR states temporary and/or permanent noise attenuation would likely be ineffective, but fails to provide any reasoning or evidence to back up this conclusory statement. This mitigation is feasible and would reduce temporary and permanent noise impacts to adjacent residences. (Sound Transmission Class

Letter 2 Continued

Guidance, Noise Notebook Chapter 4 Supplement, US Department of Housing and Urban Development, <http://portal.hud.gov/hudportal/documents/huddoc?id=DOC_16419.pdf>, [STC rating of Exterior Walls from 39-63]) Such mitigation should be required.

MM3.8.1 is uncertain to reduce noise impacts and is unenforceable by the City. The measure requires only the preparation of a noise control plan, not necessarily implementation of the measures set forth in that plan. The measures should each be required as project mitigation. They may also be included in a noise control plan for purposes of demonstrating that the construction supervisor has been notified of such measures. Hence noise mitigation should be re-worded to require the following:

1. Construction equipment staging areas shall be located as distant as possible from nearby sensitive receptors
2. Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
3. Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.
4. All construction activity including staging and haul truck deliveries shall be limited to between the hours of 6 am and 6pm between June and September, and the hours of 7 am to 6 pm between October and May.
5. Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles travelled.
6. Frame mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive residential receiver locations. The noise curtains shall be installed without any gaps or openings on the Project boundary between the noise-sensitive receiver and the construction activities.
7. 15 days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar; to each of the property owners along Via Carnaghi Lane; and to the home at 34520 Monte Vista Drive.
8. The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The Project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.
9. Each of these measures shall be drafted in a "Noise control plan" submitted to the city for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.

2-10 cont.

In the Project Description portion of the EIR, the EIR states that cut/fill will balance onsite and no fill will be imported. To the contrary, page 3.8-26 of the Noise section states that fill material will be imported as a base for the pavement at Via Carnaghi Lane. This discrepancy must be resolved. If import of fill is required, impacts to/from noise, traffic, air quality, etc. must be reevaluated accounting for these construction truck trips, dust, and other effects.

Operation

2-11

Letter 2 Continued

Guidance, Noise Notebook Chapter 4 Supplement, US Department of Housing and Urban Development, <http://portal.hud.gov/hudportal/documents/huddoc?id=DOC_16419.pdf>, [STC rating of Exterior Walls from 39-63]) Such mitigation should be required.

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2-10 cont.

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Operation

2-11

Letter 2 Continued

The EIR fails to disclose total operational noise expected at the property line and at adjacent residences, instead parsing out the noise expected with each portion of the project. The EIR also fails to adequately evaluate the impact on adjacent residences from parking lot noise, particularly where the nearest adjacent residence will be encircled by parking and thus subject to noise from several parking areas at once. The EIR must analyze noise impacts from several sources occurring simultaneously.

Noise from church and school patrons, and sports field event attendees, will cause a substantial part of this Project's noise. The EIR fails to consider noise *from people* caused as a result of the project, focusing only on traffic, HVAC, etc. The operational noise assessment should be re-prepared, and the EIR recirculated, accounting for this omission.

The noise calculations in the EIR likely understate project noise where noise at peak hours is averaged over 24 hours and where the EIR relies on average daily traffic volumes to estimate traffic noise. Noise during school drop-off and pick-up, and noise during church activities is likely to be far louder than disclosed in the EIR. The EIR should evaluate operational noise during these peak hours, e.g. around 7:45 am and 3:00 pm weekdays for school drop off and pick up; for Saturday services at 5 and 6:30 pm; and for Sunday services at 9 am, 10:20am, and 11:40 am.

2-11 cont.

The EIR inappropriately characterizes repeated noise events from use of the field and other activities as temporary/periodic. Since such events are regularly held (more often than once a week) and are not "one-time" events, the noise impacts of parking lot noise and sports field activity should be deemed a significant permanent operational impact. Moreover, as discussed above, there is no basis for the assumption such events will not increase with the additional accessibility of permanent lighting and nearby parking.

Pursuant to the first significance standard, the project would contribute to the exposure of people to traffic noise in excess of standards if the project would add to existing exceedences of traffic noise thresholds. There is no 3dBA limit. This should be considered a significant effect of the project.

The EIR also applies a 3dBA increase criteria to determine whether a significant increase in ambient noise has occurred, despite previously detailing that a 1.5 dBA increase is significant where noise levels exceed 65 dBA. A 1.5 dBA increase should be deemed significant where noise is above 65dBA.

The traffic noise assessment fails to evaluate noise on Via Carnaghi Lane. Noise on Via Carnaghi will likely be significantly increased by the project and result in exceedences of traffic noise thresholds at adjacent residences. This omission of must be remedied, and the EIR recirculated to incorporate noise impacts on Via Carnaghi Lane.

Noise impacts from operation of the preschool to adjacent sensitive receptors is not well considered in the EIR. Instead the EIR focuses on impacts on the preschool from existing noise. The noise impacts to adjacent receptors and with respect to the City's noise threshold from the

Letter 2 Continued

addition of these students and from additional car trips during school hours must be evaluated in the EIR.

With respect to mitigation for noise impacts, additional mitigation should be incorporated to limit the hours of project operation. Permits should be required for special events occurring outside the Project's normal operating hours. **2-11 cont.**

Land Use/Planning

The project presents *substantial* conflicts with surrounding rural residential land uses, general plan designations, and zoning designations. Significant consideration should be given to the impacts of the 63-space parking lot off Via Carnaghi Lane and drive to upper parking area, which essentially hems in the existing rural residential property at APN 357-210-040 and would also impact APN 367-210-037 and adjacent properties. Such development would without a doubt result in a constant nuisance to the existing properties from noise, traffic, air quality, etc.

No parking lot should be allowed to be slotted between the existing rural residential properties. Alternatives suggested in this letter (e.g. reducing cars to the project by shuttles/ carpooling, expanding time between services, etc.) should be considered to meet the project's parking needs. **2-12**

If the 63-space parking lot is allowed, the lot should not be lighted and should be limited to use as overflow parking. Mature trees, hedges, etc. and sound walls which achieve an STC rating of at least 40 should be installed on the property lines between the parking lot and residences to reduce noise and other impacts to these Project neighbors.

Conflicts with the existing equestrian uses adjacent to the site must also be addressed in the EIR, and are not. There is no consideration of the impact of project development, traffic, noise, etc. on the maintenance of these uses.

Traffic

The EIR relies on an improper baseline to assess traffic impacts. The baseline should be taken from the time of issuance of the NOP, here 2013. Yet all traffic counts are from a year prior, 2012, and are thus outdated and improper for use in the EIR. Traffic counts and estimates therefrom must be updated to reflect current traffic conditions.

The traffic impact evaluation in the EIR fails entirely to evaluate impacts to roadway segments and capacity, looking only at intersection delays. This is a huge omission in the EIR. Impacts to roadway segments and capacity on I-215, Via Carnaghi Lane, Monte Vista Drive, Baxter Road, and Bundy Canyon Road must be evaluated. **2-13**

Also, the EIR fails to evaluate impacts at the intersection of Via Carnaghi Lane and project driveways. These intersections must be considered in the EIR, especially where traffic will potentially block neighbors' residential access.

Letter 2 Continued

The EIR and Traffic Study state that a longer PM peak hour was considered for analysis to account for church activities. However, the longer PM peak hour begins at 4 pm, an hour after school concludes on weekdays. No traffic counts were conducted for ~3 pm hour when the school lets out. Traffic at pm peak may be greater if this hour is considered, particularly since this weekday traffic will likely coincide with higher ambient traffic volumes. The PM peak also fails to account for traffic during field events, since the PM peak hour concludes at 7pm before the field events end.

In addition, the am peak hour fails to account for Sunday traffic volumes from 9am-12pm as the traffic counts were collected on a Thursday (May 17, 2012). This additional data is needed given the project's use, and development of additional administrative and school facilities and parking to better accommodate these uses.

The EIR applies an unsupported standard of significance for whether a significant impact occurs pursuant to the Riverside County traffic study guidelines. The language "as measured by 50 or more peak hour trips" is the basis for determining the scope of the traffic study, not for determining whether the project reduces roadway operation below acceptable levels at the intersections included in the traffic study. If a roadway operates at acceptable levels and the project reduces such operation to unacceptable levels through the addition of *any* traffic, the impact should be deemed significant pursuant to the second standard of significance.

2-13 cont.

The EIR also omits to state a cumulative traffic impact would occur where the project's cumulative contribution causes an intersection with a previously acceptable LOS to operate below an acceptable LOS. (p. 3.10-11)

The EIR states that traffic impacts will be considered significant and unmitigated where, despite paying fair share fees, full funding is not reasonably assured. (p.3.10-11). These impacts should also be considered significant and unmitigated where funding is reasonably assured but timely development is not reasonably assured, as the measures would not be implemented sufficient to meet the needs of the project.

Construction traffic impacts are not considered in terms of substantially increasing traffic or conflicting with LOS standards, but are only regarding emergency access. The increased delays and traffic volume during project construction must be evaluated and disclosed in the EIR.

The EIR does not evaluate impacts from the exception to City Standards, City of Wildomar Road Standard No. 105, to allow two, 12-foot travel lanes but no on-street parking or sidewalks on Via Carnaghi Lane. Impacts to pedestrian use/facilities (standard of significance 6) may occur as a result of this exception, as well as hazards from people walking in the roadway. The EIR must analyze these potential effects.

MM3.10.1 requires only pro rata share of improvements despite the fact that the impacts caused are project specific, not cumulative. The City should require the Project complete the listed traffic improvements before issuance of occupancy or building permits:

1. Install a traffic signal at I-15 Southbound Ramps/Baxter Road (Intersection #2)
2. Install a traffic signal at I-15 Northbound Ramps/Baxter Road (Intersection #4)

Letter 2 Continued

3. Install a traffic signal at Monte Vista Drive/Bundy Canyon Road (Intersection #5)
4. Install a traffic signal at Monte Vista Drive/Baxter Road (Intersection #9)

There is no evidence MM 3.10.3 will reduce construction traffic impacts below a level of significance. Any TMP must prohibit construction traffic and haul trips during peak hours. Flag persons should also be utilized. **2-13 cont.**

Alternatives

Project Objectives

This project fails to meet its own objectives; and objectives could be easily met with less environmentally harmful alternatives. The project proposes to "Expand the existing school capabilities by adding a preschool building on the same site to take advantage of existing infrastructure." Existing infrastructure, however, will not be used. New sewer will be added, new parking will be added, new water quality basins will be added, a new administration building would be constructed, and Via Carnaghi Lane would be paved. It is difficult to see that the preschool would take advantage of existing infrastructure given these facts.

The project objectives further include, "Expand and improve parking opportunities at the church to compensate for the loss of parking associated with construction of the preschool and ease on-site congestion between services"; and "provide for a future administration building to enable a more efficient configuration of school resources." Neither of these objectives would be needed absent the proposed preschool expansion.

The project also proposes to increase efficiency and quiet by eliminating the use of generator powered field lighting. Unfortunately, additional traffic, construction, substantial new lighting in parking areas etc., undermine any gains made on the efficiency and quiet front. This objective could be more easily and better be achieved by merely installing field lighting without constructing the remainder of the proposed project. It surely does not justify the detrimental environmental effects of the other facets of this project. **2-14**

Alternatives Considered in the EIR

Alternative 4 was deemed the environmentally superior alternative despite the fact that Alternative 2-No Upper Parking Lot- accomplishes all but one of the project objectives while reducing seven of the impact categories compared to the one reduced by Alternative 4. Alternative 2 should be adopted in lieu of the project and should be deemed the environmentally superior alternative. As stated in the EIR, the increased traffic impacts of Alternative 2, its one negative effect, could be remediated by the church extending the time between services. Compared to the significant environmental effects of the developing this upper parking lot, this option seems entirely preferable.

Table 4.0-1 in the EIR erroneously states project traffic impacts will be less than significant with mitigation incorporated. This was not the conclusion of the traffic section, which found impacts significant and unavoidable.

Additional Feasible Alternatives that should be Considered in a Recirculated EIR

Letter 2 Continued

The EIR should consider an alternative that reduces project density and thereby reduces the need for additional parking spaces—e.g. no preschool, maintenance building, and/or 3-story administrative office building; or reduced size preschool, maintenance, and/or administrative office buildings.

The EIR should consider an off-site alternative for the preschool in an area with sufficient existing infrastructure. This would allow use of the proposed preschool site in its existing state for parking. The EIR states that this alternative was infeasible because it would account for on-site features of the school. While true, this alternative could take advantage of other existing infrastructure including: buildings, sewer, roads, etc. Consideration of this alternative is justified to reduce traffic, noise, air quality, and other impacts. This alternative would also reduce land use and health risk impacts from siting a preschool next to a highway.

2-14 cont.

The EIR should consider an alternative that develops parking in the area of the proposed maintenance building; and the maintenance building in the area of the proposed parking lot off of Via Carnaghi Lane without additional parking adjacent to the rural residential homes. Such an alternative would reduce noise impacts to the homes associated with 64- space parking lot.

An alternative developing a smaller administration building should also be considered to reduce aesthetic impacts, as well as impacts from construction. There is no explanation of why a 3-story building is needed to "enable a more efficient configuration of school resources," particularly in this rural residential area proximate to I-15.

Segmentation

Since its approval in 1988, the church has gone from a single building on 7 acres to six buildings totaling approximately 84,730 square feet on approximately 63.51 acres and seeking to further expand with this project. Prior expansions and development have been accomplished with successive alterations which alone qualified in the City's estimation for mitigated negative declarations, not full review via an EIR. The EIR should disclose if any further expansions are reasonably forseeable. If so, the EIR should evaluate the impacts of those future expansions. The project appears to be making such future growth more accessible- connecting to sewer, expanding parking, building a 3 story- administrative facility, permanently lighting the sports field, etc. If this project is not the "end game" at the site, the public and decision makers should be informed of that fact and the potential effects of any foreseeable future development on the project site.

2-15

Conclusion

In sum, the EIR omits significant information and analysis regarding the potential impacts of the project that must be remedied. In addition, a variety of mitigation measures are feasible for the project and should be incorporated in any later EIR. Additional alternatives capable of meeting this project's objectives with far fewer environmental consequences should also be considered. The EIR should be amended to incorporate this information and recirculated for public review.

Letter 2 Continued

Thank you for your consideration of these comments.

Sincerely,



Raymond W. Johnson
JOHNSON & SEDLACK

Letter 2 Continued

Additional Attachments & Electronic Citations

1. *Diesel and Health in America: the Lingering Threat,* Clean Air Task Force, February 2005, < http://www.catf.us/resources/publications/files/Diesel_Health_in_America.pdf>

2. "AQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning," <http://www.aqmd.gov/prdas/aqguide/doc/aq_guidance.pdf>, May 6, 2005.

3. U.S. Department of Transportation, Federal Highway Administration. (August 2006) *Construction Noise Handbook, Chapter 4.0 Construction Noise Criteria and Descriptors.* <http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/index.cfm>

4. U.S. Department of Transportation, Federal Highway Administration. (August 2006) *Construction Noise Handbook, Chapter 9.0 Construction Equipment Noise Levels and Ranges.* <http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/index.cfm>

5. U.S. Department of Housing and Urban Development. (March 1985) *The Noise Guidebook.* < https://www.onecpd.info/resource/313/hud-noise-guidebook/>

6. Suter, Dr. Alice H., Administrative Conference of the United States. (November 1991) *Noise and Its Effects.* <http://www.nonoise.org/library/suter/suter.htm>

7. Electronic Library of Construction Occupational Safety and Health (November/December 2002) Construction Noise: Exposure, Effects, and the Potential for Remediation; A Review and Analysis. <http://www.elcosh.org/document/1434/d000054/Construction%2BNoise%253A%2BExposure%252C%2BEffects%252C%2Band%2Bthe%2BPotential%2Bfor%2BRemediation%253B%2BA%2BReview%2Band%2BAnalysis.html?show_text=1>

Letter 2 Continued

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Johnson & Sedlack, an Environmental Law firm representing plaintiff environmental groups in environmental law litigation, primarily CEQA.

City Planning:

Current Planning

- Two years principal planner, Lenexa, Kansas (consulting)
- Two and one half years principal planner, Lee's Summit, Missouri
- One year North Desert Regional Team, San Bernardino County
- Twenty-five years subdivision design: residential, commercial and industrial
- Twenty-five years as applicants representative in various jurisdictions in: Missouri, Texas, Florida, Georgia, Illinois, Wisconsin, Kansas and California
- Twelve years as applicants representative in the telecommunications field

General Plan

- Developed a policy oriented Comprehensive Plan for the City of Lenexa, Kansas.
- Updated Comprehensive Plan for the City of Lee's Summit, Missouri.
- Created innovative zoning ordinance for Lenexa, Kansas.
- Developed Draft Hillside Development Standards, San Bernardino County, CA.
- Developed Draft Grading Standards, San Bernardino County.
- Developed Draft Fiscal Impact Analysis, San Bernardino County

Environmental Analysis

- Two years, Environmental Team, San Bernardino County
  - Review and supervision of preparation of EIR's and joint EIR/EIS's
  - Preparation of Negative Declarations
  - Environmental review of proposed projects
- Eighteen years as an environmental consultant reviewing environmental documentation for plaintiffs in CEQA and NEPA litigation

Representation:

Letter 2 Continued

- Represented various clients in litigation primarily in the fields of Environmental and Election law. Clients include:
  - Sierra Club
  - San Bernardino Valley Audubon Society
  - Sea & Sage Audubon Society
  - San Bernardino County Audubon Society
  - Center for Community Action and Environmental Justice
  - Endangered Habitats League
  - Rural Canyons Conservation Fund
  - California Native Plant Society
  - California Oak Foundation
  - Citizens for Responsible Growth in San Marcos
  - Union for a River Greenbelt Environment
  - Citizens to Enforce CEQA
  - Friends of Riverside's Hills
  - De Luz 2000
  - Save Walker Basin
  - Elsinore Murrieta Anza Resource Conservation District

Education:

- B. A. Economics and Political Science, Kansas State University 1970
- Masters of Community and Regional Planning, Kansas State University, 1974
- Additional graduate studies in Economics at the University of Missouri at Kansas City
- J.D. University of La Verne. 1997 Member, Law Review, Deans List, Class Valedictorian, Member Law Review, Published, Journal of Juvenile Law

Professional Associations:

- Member, American Planning Association
- Member, American Institute of Certified Planners
- Member, Association of Environmental Professionals

Johnson & Sedlack, Attorneys at Law
26785 Camino Seco 12/97- Present
Temecula, CA 92590
(951) 506-9925

Principal in the environmental law firm of Johnson & Sedlack. Primary areas of practice are environmental and election law. Have provided representation to the Sierra Club, Audubon Society, AT&T Wireless, Endangered Habitats League, Center for Community Action and Environmental Justice, California Native Plant Society and numerous local environmental groups. Primary practice is writ of mandate under the California Environmental Quality Act.

Planning-Environmental Solutions
26785 Camino Seco 8/94- Present
Temecula, CA 92590

Letter 2 Continued

(909) 506-9825

Served as applicant's representative for planning issues to the telecommunications industry. Secured government entitlements for cell sites. Provided applicant's representative services to private developers of residential projects. Provided design services for private residential development projects. Provided project management of all technical consultants on private developments including traffic, geotechnical, survey, engineering, environmental, hydrogeological, hydrologic, landscape architectural, golf course design and fire consultants.

San Bernardino County Planning Department
Environmental Team 6/91-8/94
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

Responsible for coordination of production of EIR's and joint EIR/EIS's for numerous projects in the county. Prepared environmental documents for numerous projects within the county. Prepared environmental determinations and environmental review for projects within the county.

San Bernardino County Planning Department
General Plan Team 6/91-6/92
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

Created draft grading ordinance, hillside development standards, water efficient landscaping ordinance, multi-family development standards, revised planned development section and fiscal impact analysis. Completed land use plans and general plan amendment for approximately 250 square miles. Prepared proposal for specific plan for the Oak Hills community.

San Bernardino County Planning Department
North Desert Regional Planning Team
15505 Civic 6/90-6/91
Victorville, CA
(619) 243-8245

Worked on regional team. Reviewed general plan amendments, tentative tracts, parcel maps and conditional use permits. Prepared CEQA documents for projects.

Broadmoor Associates/Johnson Consulting
229 NW Blue Parkway
Lee's Summit, MO 64063
(816) 525-6640 2/86-6/90

Sold and leased commercial and industrial properties. Designed and developed an executive office park and an industrial park in Lee's Summit, Mo. Designed two

Letter 2 Continued

additional industrial parks and residential subdivisions. Prepared study to determine target industries for the industrial parks. Prepared applications for tax increment financing district and grants under Economic Development Action Grant program. Prepared input/output analysis of proposed race track Provided conceptual design of 800 acre mixed use development.

Shepherd Realty Co.
Lee's Summit, MO 6/84-2-86

Sold and leased commercial and industrial properties. Performed investment analysis on properties. Provided planning consulting in subdivision design and rezoning.

Contemporary Concepts Inc.
Lee's Summit, MO 9/78-5/84
Owner

Designed and developed residential subdivision in Lee's Summit, Mo. Supervised all construction trades involved in the development process and the building of homes.

Environmental Design Association
Lee's Summit, Mo.
Project Coordinator 6/77-9/78

Was responsible for site design and preliminary building design for retirement villages in Missouri, Texas and Florida. Was responsible for preparing feasibility studies of possible conversion projects. Was in charge of working with local governments on zoning issues and any problems that might arise with projects. Coordinated work of local architects on projects. Worked with marketing staff regarding design changes needed or contemplated.

City of Lee's Summit, MO
220 SW Main
Lee's Summit, MO 64063
Community Development Director 4/75-6/77

Supervised Community Development Dept. staff. Responsible for preparation of departmental budget and C.D.B.G. budget. Administered Community Development Block Grant program. Developed initial Downtown redevelopment plan with funding from block grant funds. Served as a member of the Lee's Summit Economic Development Committee and provided staff support to them. Prepared study of available industrial sites within the City of Lee's Summit. In charge of all planning and zoning matters for the city including comprehensive plan.

Howard Needles Tammen & Bergendoff
9200 Ward Parkway
Kansas City, MO 64114
(816) 333-4800 5/73-4/75
Economist/Planner

Letter 2 Continued

Responsible for conducting economic and planning studies for Public and private sector clients. Consulting City Planner for Lenexa, KS.

Conducted environmental impact study on maintaining varying channel depth of the Columbia River including an input/output analysis. Environmental impact studies of dredging the Mississippi River. Worked on the Johnson County Industrial Airport industrial park master plan including a study on the demand for industrial land and the development of target industries based upon location analysis. Worked on various airport master plans. Developed policy oriented comprehensive plan for the City of Lenexa, KS. Developed innovative zoning ordinance heavily dependent upon performance standards for the City of Lenexa, KS.

Comment Letter 2
Johnson & Sedlack

2-1 The commenter states that the EIR wrongly fails to consider whether the project would have a significant impact by substantially damaging scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

As a point of clarification, page 3.1-5 of the DEIR identifies that Interstate 15 is "eligible" as a state designated scenic highway. However, at this time, Interstate 15 is not a state designated scenic highway. Additionally, as stated on page 3.1-5, there are no other federal, state, or local designation recognizing the project site or any land adjacent to the project site as a scenic resource or vista.

Page 3.1-5 of the DEIR states that, "Construction of the proposed school building, administration building, maintenance building, and parking lots will alter the existing visual character of the area by potentially requiring the removal of some existing trees and naturally occurring vegetation and by creating new buildings that will be seen from Interstate 15, Monte Vista Drive, and some adjacent properties. However the construction of these facilities will not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource."

Considering the comment regarding rock outcroppings, as part of the EIR analysis, a site visit was completed on March 13, 2012. No prominent rock outcroppings were observed during this visit. Additionally, an aerial photograph included in the Draft EIR as Figure 2.0-2 does not show any satellite imagery of 'rock outcroppings' associated with the upper parking lot area. Finally, Google Earth[1] was used to further investigate the potential for "rock outcroppings" on the project site. This investigation looked at the project site from approximately 2,000 feet above the earth surface, as well as, "street view" from Monte Vista Drive along the whole western boundary of the project site. Additionally, street view from the upper parking lot was also used to observe the surrounding hills. No prominent rock outcroppings were observed in the Google Earth investigation.

The City of Wildomar General Plan identifies outcroppings in the Santa Ana Mountains and the Gavilan Hills mountainous areas and also in the Menifee Valley area. The proposed project site is not located near to the areas that have identified rock outcroppings and the proposed project is not identified as an area that has prominent visual rock outcroppings that is considered a scenic resource. Therefore, the proposed project will not remove outcroppings that are considered visual resources.

Based on the information provided above, the DEIR is considered adequate in its analysis of the potential for the project to damage scenic resources within a state scenic highway regarding rock outcroppings.

The commenter also declares that the finding that the project will have no impact on a scenic vista is unsupported stating that project would reduce the views of the open space and mountains from the highway and neighboring residential areas.

[1] Google Earth. 2014. Imagery date 1/12/2013. Street view date 10/2013. Accessed: September 24, 2014.

However, page 3.1-5 supports the claim that the proposed project will have no impact on any scenic vista. The EIR states that while Interstate 15 which is directly west of the project site, is eligible to be designated as a scenic highway, it has not yet been recognized as such (Caltrans 2014). In addition, there is no other federal, state, or local designation recognizing the project site or any land adjacent to the project site as a scenic resource or vista. Therefore, it is unnecessary to provide photos of existing views if no scenic resource or vista has been officially designated.

Additionally, the proposed parking lots are flat, and will not block any views from existing homes on Via Carnighi Lane. Further, because I-15 is approximately 20 feet below the elevation of the project site, the new parking lots will not be visible from I-15. The commenter is incorrect in the assertion that the office building will block views of the hills. The 3-Story office building is set into an existing landscaped slope that leads to an open space area between the existing classroom building and the church itself. There are no homes within any line of sight of the office building and the existing church buildings are taller than the proposed office building.

Further, no scenic vistas or views have been identified within proximity to the project site. As such, the proposed project would not result in impacts to these features. The proposed project will be consistent with existing architectural elements currently found on site and will also adhere to the City of Wildomar design review process to ensure conformity with the existing buildings onsite and to stay within the height requirements allowed by the R-R zoning district.

Based on the information provided above, the DEIR is considered adequate in its analysis of the potential for the project to damage scenic resources.

The commenter continues and states that the analysis for visual impacts from lighting the athletic field should require mitigation measures for shielding and time limits on the lighting of the field and parking areas.

As to usage of the sports field, the information on was provided by the applicant and the limitation on usage to 81 days is included as a condition of approval. As noted on page 3.1-6, the sports field currently has lighting provided by portable generators. The new lighting standards are evaluated in the photometric plan included as Appendix 3.1 to the Draft EIR. In the analysis of impact 3.1.3, the applicant has stated that the addition of permanent lighting will not increase the number of days of use of the athletic field. There is no evidence to suggest that field usage will increase through the replacement of the existing portable lighting sources with permanent lighting fixtures.

Impacts of the project on night lighting are discussed in Section 3.1 Aesthetics and Visual Resources of the EIR. That section evaluates the lighting impacts of the proposed project, and includes a photometric plan included as Appendix 3.1 of the Draft EIR. Lighting on the project site is also subject to City of Wildomar Municipal Code Section 8.64 Light Pollution. The commenter is also referred to Response 1-1 for further information regarding this issue.

2-2 The commenter notes that page ES-2 states that project air quality impacts are considered cumulatively considerable and significant and unavoidable. Table ES-1, however, states that all air quality impacts including cumulative impacts will be less than significant. The commenter is correct and this inconsistency will be addressed. The commenter is referred to Section 3.0 of this FEIR for this revision. As shown in Section 3.2 Air Quality of the Draft EIR, both the direct and cumulative impacts of the proposed project are less than significant.

2-3 The commenter suggested a list of mitigation measures to be adopted for the project. The suggested mitigation measures: 3, 4, 6 and 7 are already listed under SCAQMD Rules 403 and 403.1 in Section 3.2 Air Quality of the DEIR and required of the project without the need to include them as mitigation measures. Section 3-2 Air Quality of the Draft EIR determined that the Air Quality impacts associated with the proposed project are less than significant. As such, the additional mitigation measures listed by the commenter are not necessary to reduce air quality impact to a less than significant level. The typographical error on page ES-2 of the DEIR is corrected in Section 3.0 Revisions to the Draft EIR, in this Final EIR. Attachment B, "Responses to Suggested Mitigation Measures from Letter 2," includes responses to the suggested mitigation measures included in this comment.

2-4 The commenter states that health risks to students from locating the project adjacent to I-215 are not evaluated in the DEIR. As a point of clarification, the closest portion of the preschool is located approximately 300 feet east of I-15 and is not near I-215. Interstate 15 between Bundy Canyon Road and Baxter Road. The commenter also noted that the project would increase the number of children and amount of time such children are exposed to diesel emissions along roadways, thereby exposing sensitive receptors to substantial pollutant concentrations and justifying detailed evaluation in the DEIR.
The primary pollutant of concern sourced from I-15 is diesel particulate matter (diesel PM). The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel PM emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of pre-school attendance. Pre-school students can attend the Cornerstone Church Pre-School beginning at the age of three through their entering kindergarten, which would typically equal 2 years of pre-school attendance.

In addition, as stated in Section 4.0, Alternatives, of the Draft EIR, decision makers and the public are presented with Alternative 4, that if implemented would move the proposed preschool to the upper parking lot which is approximately 600 feet east of the proposed project pre-school site and thus farther from I-15.

Toxic air contaminant impacts to sensitive receptors are considered to be **less than significant**.

2-5 The commenter states that mitigation measure MM3.3.1 improperly defers needed studies regarding impacts to special-status plants not covered by the MSHCP. However, the mitigation measure gives detailed instructions for mitigation, should special-status plants be found in areas proposed for disturbance. Suitable habitat for the plant species is present within the footprint of disturbance.

As a result of this statement , the following changes will be made to the first paragraph of MM 3.3.1 on page 3.3-26:

MM 3.3.1 Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct ~~a preliminary evaluation to determine if suitable habitat for white rabbit tobacco and/or bottle liver occurs within the disturbance footprint. If suitable habitat is identified,~~ focused surveys ~~shall be conducted~~ to determine the presence/absence of special-

> status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern.

The commenter states that the EIR does not properly reflect burrowing owl survey and conservation requirements as stated under the MSHCP. The commenter also states that the EIR does not disclose the project's potential to significantly impact burrowing owls and that it inadequately mitigates for impacts to burrowing owl, specifically if 3 or more breeding pairs are found onsite. However, the EIR states on page 3.3-27 that impacts to special-status wildlife species (including burrowing owl) would be considered potentially significant. The EIR goes on to say that project compliance with the MSHCP fully mitigates for burrowing owl, which is true. It goes on to say: "To ensure compliance with the requirements of the MSHCP, additional surveys are required for burrowing owl and coastal California gnatcatcher. Therefore, mitigation measures **MM 3.3.2a** through **MM 3.3.2c** shall be implemented to ensure MSHCP compliance". Thus, the EIR does state the project's potential to significantly impact burrowing owl, it also lays out the additional surveys and requirements that are necessary to ensure compliance with the MSHCP. In regards to commenter's statement about inadequate mitigation, please refer to revisions made to MM3.3.2a and MM 3.3.2b in the response to Comment A-1.

The commenter states that the EIR fails to provide details regarding the ephemeral drainages onsite. The commenter also states that information regarding the jurisdiction of these features must be obtained prior to project approval and that mitigation measures MM 3.3.3, MM 3.3.4a, MM 3.3.4b improperly defer these evaluations. As shown in Figure 1 and discussed in response A-3, the proposed project does not impact any wetlands or riparian area. Therefore a jurisdictional delineation is not necessary. A jurisdictional delineation has yet to be done on the project site; however, the aforementioned mitigation measures require a delineation and if features are determined to be impacted, a no net loss of riparian vegetation and jurisdictional waters. Furthermore, please refer to the response and revisions made to Impact 3.3.7 in the response to Comment A-3. This revision will ensure any impacts to water features are consistent with the MSHCP.

The commenter states that the EIR fails to consider cumulative impacts to jurisdictional water and/or wetlands. The following changes will be made to Impact 3.3.8 (Cumulative Impacts) on page 3.3-33:

> **Impact 3.3.8** Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.
>
> The City, along with other jurisdictions in western Riverside County, participates in the MSHCP. The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on

covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures **MM 3.3.2.a** and **MM 3.3.2b,** ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measures **MM 3.3.2c** and **MM 3.3.2d** ensures that impacts to coastal California gnatcatchers and other nesting birds are minimized. Furthermore, mitigation measures **MM 3.3.3**, **MM 3.3.4a** and **MM 3.3.4b** ensure that impacts to jurisdictional waterways and associated riparian areas are minimized. Though the development of the proposed project will continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

Mitigation Measures

Implement mitigation measures **MM 3.3.2a** through **MM 3.3.2d** and **MM 3.3.3**, **MM 3.3.4a** and **MM 3.3.4b**.

The commenter states that the EIR fails to disclose the distance from the proposed development to designated critical habitat for coastal California gnatcatcher and how impacts to this habitat will be avoided. In addition, the commenter states that impacts to the gnatcatcher and its onsite habitat must be evaluated in the EIR. However, the designated critical habitat is adjacent to a portion of the project site that is not planned for development; thus, it will not be impacted by project-related activities. Implementation of mitigation measure MM3.3.2c mitigates for impacts to nesting gnatcatchers. Participation in the MSHCP fully mitigates for all species covered by the plan, including the coastal California gnatcatcher and its habitats, thus, no additional mitigation is required.

2-6 The commenter states that the project should have been evaluated for greenhouse gas (GHG) emission based on the more stringent threshold of 1,400 MT CO_2^e for commercial instead of the 3,000 MT CO_2^e residential/commercial combined threshold.

As a point of clarification, the thresholds listed in the comment letter and identified in the DEIR are proposed thresholds not yet adopted by the South Coast Air Quality Management District and therefore are not regulatory at this time. In any case, as discussed under Impact 3.4.1, the proposed project's construction related GHG emissions are estimated at 538 MT CO_2^e annually until construction is completed. Once construction is competed generation of these GHG emissions would cease. Additionally, operational GHG emissions are estimated to be 997.47 MT CO_2^e annually. Both of these GHG emissions are less than the proposed SCAQMD threshold of 3,000 MT CO_2^e annually as well as 1,400 MT CO_2^e annually for commercial projects.

The commenter continues and states that the DEIR should have included the existing project facilities GHG emission in the GHG analysis.

CEQA requires an analysis of a proposed project's environmental impacts, including GHG emissions, based on existing conditions. Existing conditions have been determined to be the environmental conditions exist at the time the Notice of Preparation (NOP) is published (CEQA Guidelines Section 15125(a)). CEQA does not require an analysis of existing GHG emission impacts, nor require mitigation of the existing impacts.

2-7 The commenter states that the site should have been evaluated for potential archaeological and paleontological impacts in the currently undeveloped areas that

would be parking lots. The commenter also states that blasting and other significant earthwork may be necessary to develop structures on the site.

As discussed on page 3.5-1, the Cultural Resources section of the DEIR is based on the Cultural Resources Assessment produced by Jean A. Keller, PhD completed for the project site. Additionally, as identified on page 3.5-11 and 3.5-12 of the DEIR, since the project site is already developed, it is likely that any potential archeological resources at the project site would currently be buried. As a result, the project site has not been investigated by a professional archaeologist. However, excavations could occur in association with development of the proposed project that could affect archeological resources buried within the project site. Therefore, it is possible that project related ground-disturbing activities could uncover previously unknown archaeological resources within project boundaries. Accordingly, mitigation measures 3.5.2a and 3.5.2c have been incorporated.

Additionally, page 3.5-13 of DEIR, identifies, that excavations could occur in association with development of the proposed project that could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Accordingly, mitigation measures MM 3.5.3a, 3.5.3b, and 3.5.3e have been incorporated.

The applicant has indicated that no blasting will be necessary to complete the project. A restriction on blasting is a condition of approval of the proposed project.

2-8 The commenter states that no project-specific geotechnical report has been prepared for the project and that mitigation measure MM 3.6.2 improperly defers a subsequent geotechnical study.

The EIR provides extensive discussion and reliance on required future compliance with state and city building codes designed to reduce risk of ground failure, prevent building collapse, and protect public safety. The 2006 Geotechnical Feasibility Study (Appendix 3.6 of the DEIR) also includes recommendations such as the installation and maintenance of drainage devices to prevent slope failure and planting vegetation on slopes to minimize or prevent erosion. Other recommendations include that the project be designed with seismic design parameters due to the proximity of the project site to the Elsinore Fault; building foundation guidelines; and parking lot design. The proposed project is currently designed to meet the recommended parameters through the grading features directing flow around the slope. Compliance with applicable regulatory framework is a common and acceptable practice, under CEQA. Additionally, commitment to such standards and general measures are adequate under CEQA, even though future site-specific investigations and future soils and other reports from registered civil engineers are recommended and required to determine final project foundation and structure design, type and sizing of structural building materials, grading plans, and so on as determined by a case (Oakland Heritage Alliance v. City of Oakland (2011)) with similar mitigation measure requirements to conduct a Geotechnical Report to supplement the existing feasibility study. The outcome of the case resulted in a finding that a subsequent geotechnical study can be required in mitigation measures as long as the details of exactly how mitigation will be achieved under the identified measures pending completion of a subsequent geotechnical study requirements are discussed.

The commenter states that the geotechnical report is outdated and does not evaluate geologic conditions for the proposed project's footprint. The commenter also states that

the geotechnical feasibility study did not consider the development of a 3-story building, preschool, or maintenance building onsite and only considered the construction of the parking lot. The commenter noted that blasting may be required to achieve cuts in the granite and is a project characteristic that needs to be evaluated and discussed in terms of noise and vibration impacts. The commenter also noted that the geotechnical feasibility report indicated that oversized rocks would have to be exported off site, if cuts were made into granite

With respect to the age of the technical study, conditions on site have not been altered since the geotechnical study was issued and geologic conditions typically do not change in the amount of time since the study was conducted. Additionally, no blasting will be associated with the proposed project. As stated in the EIR, the City considers the previous report adequate to determine that construction of the proposed project is feasible, but will need to approve an update to the geotechnical report prior to issuance of a grading or building permits to identify grading and building practices necessary to ensure stable building conditions. As some of the proposed project features, such as construction of the upper parking lot, will involve cutting into the hillside, an update to the geotechnical report is necessary to ensure that the best management practices for slope stabilization are considered. The study will identify specific design parameters for the project site. Additionally, building plans will be required to incorporate all applicable recommendations of the subsequent geotechnical study and the most updated version of the CBC.

The commenter further noted that Figure 3.6-1 fails to state how close the Glen Ivy North Fault zone lies to the site.

Figure 3.6-1 has been updated to include the site of the proposed project in relation to the Glen Ivy Fault zone. As discussed in the DEIR, the Elsinore and Wildomar faults are Alquist-Priolo faults, meaning that they pose a risk of surface ground rupture as evidenced by previous visible and documented surface fault ruptures along portions of the faults. Although considered an active fault, the Glen Ivy North fault is not categorized as an Alquist-Priolo fault zone. Additionally, no faulting was observed during site reconnaissance conducted by EnGEN. Although some structural damage is typically not avoidable during a large earthquake, the proposed project components would be constructed to meet existing construction ordinances and the CBC in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures intended to maximize structural stability in the event of an earthquake.

2-9 The commenter states that Appendices D, E, G and H and all Exhibits A-J listed in Appendix 3.7 are missing from the document.

Appendix 3.7 is included on a separate CD (along with all the other Appendices) as a 598-page PDF. Appendix D starts on page 143 of the PDF; Appendix E starts on page 242 of the PDF; Appendix F starts on page 330; and Appendix G starts on page 320 of the PDF. There is no Appendix H in the Hydrology and Water Quality Report. An Appendix H exists in the Preliminary Water Quality Management Plan (WQMP), which was included on a separate CD (along with all of the other Appendices); All the exhibits are found starting on page 330 of the Hydrology and Water Quality Report PDF. All of the technical studies and documents were and are available at Wildomar City Hall and have been throughout the circulation period of the document. The Draft EIR and notice of availability all included methods of contacting the City for information if the commenter believed one or more pieces of information was missing.

2-10 The commenter states that the DEIR fails to quantify actual construction noise levels. The commenter also states that the mitigation measure MM 3.8.1a on page 3.8-27 of the DEIR is uncertain to reduce noise impacts and believes that it is unenforceable by the City as the measure requires only the preparation of a noise control plan, not necessarily implementation of the measures set forth in that plan.

Construction noise is addressed under Impact 3.8.1. As discussed under Impact 3.8.1, Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. Because actual construction noise cannot be determined until the project is under construction, it is not possible to analyze the actual construction noise of the project. However, these noise levels can be predicted utilizing typical noise levels and usage rates associated with construction equipment, derived from the FHWA Roadway Construction Noise Model (version 1.1). This was done for the project as stated on page 3.8-23 of the DEIR.

All mitigation measures in MM 3.8.1a are enforceable by the City.

The Commenter recommends the following changes to the mitigation measure:

1. Construction equipment staging areas shall be located as distant as possible from nearby sensitive receptors.

2. Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.

3. Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

4. All construction activity including staging and haul truck deliveries shall be limited to between the hours of 6 am and 6 pm between June and September, and the hours of 7 am to 6 pm between October and May.

5. Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles travelled.

6. Frame mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive residential receiver locations. The noise curtains shall be installed without any gaps or openings on the Project boundary between the noise-sensitive receiver and the construction activities.

7. 15 days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar; to each of the property owners along Via Carnaghi Lane; and to the home at 34520 Monte Vista Drive.

8. The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The Project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.

9. Each of these measures shall be drafted in a "Noise control plan" submitted to the city for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.

The proposed changes are included in Section 3.0 Errata in this Final EIR.

In regard to the import of material, the proposed project site does in fact 'balance' and will not require the import or haul of material. The paving of Via Carnighi Lane will result in the need to haul suitable 'base' material for the paving of the roadway. This is different than cut and fill material needed for some construction projects to level the site. In this instance the gravel base material is an essential part of the drainage and structure of the roadway and is therefore part of the construction. All roadway projects would require a similar import of base material to support pavement. The EIR is correct in that the proposed project does not require the import of fill material to level or construct on the project site.
As the project applicant and the operator of the school are the same, the expectation is that the applicant will know best when to construct to avoid conflict with school operations. The applicant will likely construct during non-school periods so as to avoid conflict.

2-11 The commenter states that the EIR fails to disclose total operational noise at the property line and at adjacent residences, and instead divides the impact with each portion of the project. The commenter states that noise from the church and school patrons, and sports field event attendees, will cause a substantial part of this Project's noise.

The church, school and sports field represent existing conditions and are included in the ambient noise measurements associated with the project. The proposed project will add a preschool which is close to an existing home on 34520 Monte Vista Drive. As discussed on page 3.8-26 of the Draft EIR, the area of the preschool is already at 72.4 dBA which exceeds the allowable exterior noise level. As noted in the EIR, the playground area is approximately 3 feet below grade, which will shield the playground area from existing noise. This grade differential will also shield the adjacent residence from noise associated with children playing. Any noise associated with the parking lot that will be the site of the preschool will be diminished by the removal of parking spaces to accommodate the preschool. The existing home on 34620 Carnighi Via Lane is adjacent to an existing parking lot, and already subject to noise associated with the existing traffic on the site. The operations of the parking area is discussed beginning on page 3.8-34 of the Draft EIR and indicates that the parking lot noise will be below the 65 dBA limit established by the City. The Draft EIR also includes mitigation measure 3.8.5 on page 3.8-35, that restricts access to the upper parking lot to avoid noise during periods when the church is not in operation.

Additionally, Impact 3.8.3 discusses off-site ambient noise increases due to operational noise from building operations and traffic related noise. As discussed in Impact 3.8.3, operational noise related to building HVAC equipment is reduced to less than 65 dBA with the use of a screening wall. Additionally, as discussed in Impact 3.8.3 potential traffic noise increase will range from 0.0 to 0.4 dBA CNEL; therefore, the proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible (less than 3.0 dBA CNEL). The proposed project will not generate a substantial permanent increase in transportation-related ambient noise levels.

The commenter states that the noise calculations in the DEIR likely understate the noise levels during the peak hours because the DEIR relies on average daily traffic volumes for the noise assessment.

The City's community noise exposure thresholds are based on a Day-Night Average Level or L_{dn}. L_{dn} is defined as the 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours. Using a peak hour traffic level would not be an accurate depiction of traffic related noise levels over a 24-hour period.

Additionally, the commenter states that the DEIR should use the 1.5 dBA ambient noise level increase in areas where the noise level is above 65dBA.

As discussed above, Impact 3.8.3 identifies that operational noise related to building HVAC equipment is reduced to less than 65 dBA with the use of a screening wall. Additionally, as discussed in Impact 3.8.3 potential traffic noise increase will range from 0.0 to 0.4 dBA CNEL. These levels are all within the acceptable ambient noise criteria of an increase of less than3.0 dBA as well as less than 1.5 bBA.

The commenter states that noise on Via Carnaghi Lane should have been assessed as part of the DEIR.

As is shown on Table 3.8-11, noise levels with the project on Monte Vista Drive north of Via Carnaghi Lane is at 65 dBA within the right-of–way (ROW) of the Monte Vista roadway. The amount of traffic on Monte Vista Drive, a two lane secondary roadway with an existing average daily traffic count of approximately 2,000 automobiles (see Table 3.8-18), is much greater than the traffic on Via Carnaghi Lane, a one lane dirt road that serves three residences and the existing Church parking lot. If the current traffic volume on Monte Vista Drive does not exceed 65 dBA, the comparatively small amount project related traffic using Via Caraghi Lane would not exceed the City's noise thresholds. Therefore, traffic noise assessment on Via Carnaghi Lane is considered not necessary.

2-12 The commenter states that the project presents substantial conflicts with surrounding rural residential land uses, general plan designations, and zoning designations. The commenter goes on to state that significant consideration should be given to the impacts of the 63-space parking lot off Via Carnaghi Lane and drive to upper parking area, which essentially hems in the existing rural residential property at APN 367-210-040 and would also impact APN 367-210-037 and adjacent properties. The proposed project is consistent with the existing land use designations and zoning for the project site and the parcels along Via Carnighi Lane as discussed on page 3.11-1 of the Draft EIR. The noise and light impacts of the upper parking lot are discussed in the EIR, and mitigation recommended for the upper parking lot. Because of the grade difference between the home and the parking lots, there is no effective construction noise mitigation that would reduce impacts to a less than significant level. 'Equestrian' activity in the area are the horses kept at 34620 Via Carnighi Lane. The owner was present at all scoping meetings, met with City staff separately before and during circulation of the Draft EIR, and did not comment on the document. Additionally, horses are kept at 34720 Carneghi Lane. The existing church complex has been established for a number of years. There is no evidence to suggest that the operational uses of the project would conflict with existing equestrian uses.

The commenter also states that if the 63-space parking lot is allowed, the lot should not be lighted and should be limited to use as overflow parking. Comment noted.

2-13 The commenter states, "The EIR relies on an improper baseline to assess traffic impacts. The baseline should be taken from the time of issuance of the NOP, here 2013. Yet all traffic counts are from a year prior, 2012, and are thus outdated and improper for use in the EIR. Traffic counts and estimates must be updated to reflect current traffic conditions." The timing of the traffic counts was reviewed and approved by the City Engineer as part of the traffic scoping agreement included in Appendix 3.10 of the Draft EIR. The City has not had substantial growth in the short period between the collection of traffic counts in May 2012 and the issuance of the NOP in October 2013. It is typical for writing of an EIR to take some time and the collection of data to occur prior to the issuance of notices and draft documents. The TIA evaluates project impacts at 2017 and accounts for area-wide growth as discussed on page 3.10-22 of the Draft EIR.

The commenter also states that the traffic evaluation in the EIR fails entirely to evaluate impacts to roadway segments and capacity, while looking only at intersection delays. Roadway segment analysis is not a requirement for the City of Wildomar. The City recognizes that average daily traffic volumes are intended as guidelines for planning purposes and are not affected by such factors as intersections (spacing, configuration, and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic), and pedestrian bicycle traffic. The more detailed peak-hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak-hour intersection analysis indicates the need for additional through lanes.

The commenter states that roadway segments and capacity on I-215, Via Carnaghi Lane, Monte Vista Drive, Baxter Road, and Bundy Canyon Road must be evaluated. The intersection of Via Carnaghi Lane and Monte Vista Drive was evaluated in the Draft EIR (Intersection 8 in Table 3.10-3 of the Draft EIR). Analysis of the I-215 freeway mainline was deemed unnecessary because the project site is approximately 7 road miles west of Interstate 215 and is anticipated to contribute fewer than 50 peak-hour trips.

The commenter states that the EIR fails to evaluate impacts at the intersection of Via Carnaghi Lane and project driveways. The City did not deem operational analysis of private driveways along Via Carnaghi Lane necessary, as the traffic volume at the driveway locations is very low. Temporary blockage of access is discussed in the Draft EIR in Impact 3.10.3 beginning on page 3.10-42. Note that the impact is considered significant and the project is required to develop a traffic management plan (TMP) in mitigation measure MM 3.10.3.

Additionally, the commenter states that no traffic counts were conducted for the 3 PM hour when the school lets out. The PM peak hour of 4 PM also fails to account for traffic during field events, since the PM peak hour concludes at 7 PM before the field events end. However, while school traffic peaks between 2 and 3 PM, the traffic on the adjacent streets is much lower than what is typically observed during the hours of 4 to 6 PM. As such, the higher volumes generated by the school would not result in a higher volume than what was evaluated in the traffic analysis due to the lack of commuter traffic during these early hours. Similarly, traffic volumes on the adjacent streets are typically lower after 7 PM when there are fewer commuters. As such, higher traffic generators that let out after these hours

(such as the field events) will not result in higher volumes when observed with adjacent street traffic.

The commenter states that the AM peak hour fails to account for Sunday traffic volumes from 9 AM to 12 PM, as the traffic counts were collected on a Thursday. However, as provided in Appendix 3.1 of the traffic impact analysis, the counts collected on Sunday were also performed on May 20, 2012, between the hours of 8 AM and 12 PM to determine the morning peak due to church services. As noted in the Draft EIR on page 3.10-14, after review of the TIA data, the City Engineer determined that analysis of a Sunday peak hour was unnecessary.

The commenter states that the language "as measured by 50 or more peak hour trips" is the basis for determining the scope of the traffic study, not for determining whether the project reduces roadway operations below acceptable levels at the intersections included in the traffic study. In response, the 50 peak-hour trips threshold is utilized by several jurisdictions to identify study areas because it is understood to be the threshold at which a project may potentially impact intersections. Projects contributing less than 50 peak-hour trips to a study area intersection are not required for analysis because the likelihood of the project creating an impact is nominal. For this reason, the City uses the threshold of 50 peak-hour trips in determining significance.

The commenter writes that the EIR also omits to state a cumulative traffic impact would occur where the project's cumulative contribution causes an intersection with a previously acceptable LOS to operate below an acceptable LOS. The commenter is incorrect; standards of significance 1 and 2, on page 3.10-10 of the Draft EIR, address project impacts to an existing level of service.

The commenter then states that the construction traffic impacts are not considered in terms of substantially increasing traffic or conflicting with LOS standards, but are only regarding emergency access. Therefore, the increased delays and traffic volumes during project construction must be evaluated and disclosed in the EIR. Temporary disruption of traffic along Monte Vista Drive and Via Carnighi Lane is discussed in the Draft EIR in Impact 3.10.3 beginning on page 3.10-42. Note that the impact is considered significant and the project is required to develop a traffic management plan (TMP) in mitigation measure MM 3.10.3.

The commenter states that the EIR fails to analyze the exception to City standards, City of Wildomar Road Standard No. 105, to allow two 12-foot travel lanes but no on-street parking or sidewalks on Via Carnaghi Land. The commenter is incorrect; the exception is analyzed in Impact 3.10.2 of the Draft EIR beginning on page 3.10-41.

The commenter concludes that mitigation measure MM 3.10.1 requires only pro rata share of improvements despite the fact that impacts caused are project specific, not cumulative, and states new mitigation measures the City should require the project to complete. However, the impacts at I-15 Southbound Ramps/Baxter Road and I-15 Northbound Ramps/Baxter Road are currently deficient under existing conditions. As shown in Table 3.10-16 of the Draft EIR, the project is responsible for only a portion of the impact. As a result, the City may only require that the project contribute its fair share of the cost of improvements to these intersections.

2-14 The commenter states that the project fails to meet its own objectives in its proposal to expand the existing school capabilities by adding a preschool building on the same site to

take advantage of existing infrastructure. According to commenter, this is contradictory because existing infrastructure will not be used with the addition of new sewer, buildings, and parking lot and the pavement of Via Carnaghi Lane. The commenter does not discuss the adequacy of the DEIR with this comment. Infrastructure in this instance also includes the main school buildings with administrative, kitchen, and gymnasium, in addition to parking lots, driveways and electrical power on the site.

The commenter continues and states that the expansion of parking and the future administration building objectives would not be necessary absent the proposed preschool expansion. The commenter does not discuss the adequacy of the DEIR with this comment. Comment noted.

The commenter also states that construction and additional traffic and substantial new lighting in parking areas associated with the proposed project offsets any reduction in noise associated with existing generator powered lighting with the addition of field lighting. The commenter suggests that installing only the field lighting without constructing the remainder of the project. The commenter does not discuss the adequacy of the DEIR with this comment. Comment noted.

The commenter states that Alternative 4 was considered the environmentally superior alternative despite the fact the Alternate 2 accomplishes all but one of the project objectives. Alternative 2 should be adopted in lieu of the project and should be deemed the environmentally superior alternative.

As stated in the DEIR, while Alternative 2 – Removing the Upper Parking Lot would reduce some of the project impacts, removing the upper parking lot from the project would result in significantly less parking. This could result in overflow onto Via Carnaghi Lane and Monte Vista Drive. The resulting congestion could also result in more vehicle idling time as church members wait for others to leave in order to find parking. Operational changes to the church services, such as extending the time between services, might alleviate some of the congestion; however, this would be at the expense of reducing opportunities for fellowship and visitation between members. The DEIR determined that Alternative 3 the No Maintenance Building Parking Lot alternative is the environmentally superior alternative because it meets all of the project objectives and is the least disruptive to the proposed project site plan and design.

The commenter provides a number of additional alternatives that should be considered in a Recirculated EIR; 1) a reduced density alternative, 2) an off-site preschool alternative, 3) an alternative parking area alternative, and 4) a smaller administration building alternative.

The DEIR considered a total of six alternatives, two of which were rejected as infeasible, an off-site preschool alternative and a reduced project size alternative. An EIR is not required to analyze every suggested alternative. Section 15126.6 of the CEQA Guidelines discusses the requirements for alternatives analysis. Section 15126.6(a) states:

> "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision

making and public participation. An EIR is not required to consider alternatives which are infeasible."

As stated on page 4.0-1, the alternatives analyzed in the DEIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more of the project's significant effects. The analysis provides readers with adequate information to compare the effectiveness of identified mitigation or significant adverse impacts and to enable readers to make decisions about the project. CEQA requires EIRs to address a reasonable range of reasonable alternatives, not all potential alternatives.

2-15 The commenter states that the public and decisions makers should be informed if there are any additional future plans for expansion at the site. Section 2.0 of the Draft EIR includes the entire project description. The project is discussed in two phases beginning on page 2.0-7 of the Draft EIR. The DEIR analyzes the project as proposed. No other future development of the project site has been proposed or insinuated by the project proponent.

3.0 – REVISIONS TO DRAFT EIR

3.1 INTRODUCTION

This section includes text revisions and other edits to the DEIR. These modifications resulted from comments received during the DEIR public review period.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text) and are organized by section of the DEIR.

3.2 REVISIONS TO THE DEIR

As a result of the comments received, the following changes have been made to the Draft EIR. However, none of this information requires recirculation of the EIR. Recirculation is required when significant new information is added to an EIR after circulation but before final certification. This new information must include significant changes to the project or environmental setting, or a substantial new adverse impact, or a feasible project alternative or mitigation measure that would clearly reduce the impact but will not be implemented on which the public and other agencies must have an opportunity to evaluate and comment (see Public Resources Code (PRC) Section 21091.1; 14 California Code of Regulations (CCR or Guidelines) Section 15088.5; *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 447). The information here only adds to that already discussed in the EIR for purposes of clarification. Conflicting information, including that submitted by experts, does not require recirculation (*Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 97). Recirculation is not required when changes merely clarify, amplify, or make small modifications (see 14 CCR Section 150833.5(b)). The agency's determination on recirculation is presumed to be correct unless the challenger can show that determination is not supported by substantial evidence (*Western Placer Citizens for an Agricultural & Rural Environment v. County of Placer* (2006) 144 Cal. App. 4th 890, 903).

ES EXECUTIVE SUMMARY

The following changes to the text have been made on page ES-2, sixth paragraph:

> Of the potential environmental impacts discussed in Section 3.0 of the DEIR, project impacts resulting from ~~air quality~~ temporary construction noise are considered ~~cumulatively considerable and~~ significant and unavoidable. CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance.

The following changes have been made to Table ES-1:

Biological Resources					
Impact 3.3.1	Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status plant species, which would be considered a **potentially significant** impact.	PS	**MM 3.3.1**	Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct ~~a preliminary evaluation to determine if suitable habitat for white rabbit-tobacco and/or bottle liver occurs within the disturbance footprint. If suitable habitat is identified,~~ focused surveys ~~shall be conducted~~ to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern. If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.	LS

				If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold. Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., one acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, offsite mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted. A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval. *Timing/Implementation: Prior to approval of grading permits* *Enforcement/Monitoring: City of Wildomar Planning Department*	
Impact 3.3.2	Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status wildlife species, which would be considered a **potentially significant** impact.	PS	**MM 3.3.2a**	Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside MSHCP* (March 29, 2006).	LS

		In addition, ~~P~~per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. ~~Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season.~~ If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. *Timing/Implementation: Within 30 days prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments* **MM 3.3.2b** If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's *Staff Report on Burrowing Owl Mitigation* (2012). ~~If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:~~ ~~Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 250 foot (75 meter) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively~~	

		~~relocated by a qualified biologist.~~ ~~If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season. A qualified biologist must verify through noninvasive methods that the burrow is no longer occupied.~~ ~~If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:~~ • ~~The location of the nest and owls proposed for relocation.~~ • ~~The location of the proposed relocation site.~~ • ~~The number of owls involved and the time of year when the relocation is proposed to take place.~~ • ~~The name and credentials of the biologist who will be retained to supervise the relocation.~~ • ~~The proposed method of capture and transport for the owls to the new site.~~ • ~~A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).~~ • ~~A description of efforts and funding support proposed to monitor the relocation.~~ ~~If paired owls are present within 160 feet (50 meters) of a temporary project disturbance (e.g., parking areas), active burrows shall be~~	

		~~protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort. Any identified loss shall be reported to the CDFW.~~ *Timing/Implementation: Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments* **MM 3.3.2c** Prior to any construction occurring in Riversidean sage scrub during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS *Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines* dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing. If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15). *Timing/Implementation: Within 30 days prior to any vegetation removal or ground-disturbing activities affecting Riversidean sage scrub* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments* **MM 3.3.2d** **Migratory Bird Surveys**. If clearing and/or construction activities will occur, within undisturbed portions of the project site,	

			during the migratory bird nesting season (~~March 15~~ January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within ~~14~~ 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible). If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW. *Timing/Implementation: Prior to the initiation of construction activities* *Enforcement/Monitoring: City of Wildomar Planning and Public Works Department*	
Cultural Resources				
Impact 3.5.2	Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features).	PS	**MM 3.5.2a**	If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be	LS

		evaluated ~~and a~~ in the 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 ~~CUL 2~~ **MM 3.52b**. This mitigation measure shall be incorporated in all construction contract documentation. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Building and Planning Departments* **MM 3.5.2b** At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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 *Timing/Implementation: Prior to the issuance of a grading permit* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.2c** 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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.2d** 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~~ archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the project. Final copies of the report will be submitted to the City of Wildomar, the developer, the Eastern Information Center, and the Pechanga Tribe. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	
Impact 3.5.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.	PS	**MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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	LS

		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~~ 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within ~~24 hours~~ a reasonable time frame of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments* **MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure 3.5.2b, 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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	

			MM 3.5.4c	All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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. *Timing/Implementation: As a condition of project approval, and implemented during ground-disturbing construction activities* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	
Noise					
Impact 3.8.1	The completed proposed project may expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PS	**MM 3.8.1a**	Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. ~~The plan shall:~~ • ~~Depict the location of construction equipment staging areas.~~ • ~~Require that construction contractors equip construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards.~~ • ~~Require that the construction contractor place stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.~~ • ~~Describe other noise control measures that will be implemented during project-related construction activities.~~ • ~~Specify that all construction activity, including staging and haul truck~~	LS

		~~deliveries, is subject to the same hours specified for construction equipment (i.e., between the hours of 6 a.m. and 6 p.m. during the months of June through September, and between the hours of 7 a.m. and 6 p.m. during the months of October through May). Where alternative routes are available that would not substantially increase vehicle miles traveled, the plan shall denote haul routes that do not pass noise sensitive land uses or residential dwellings. The construction-related noise control plan shall also incorporate any other restrictions imposed by City staff.~~ • ~~Indicate the location of frame mounted temporary noise curtains. The noise curtains shall be installed near the noise-sensitive residential receiver locations to shield the neighboring homes from construction noise. Noise control curtains shall provide a minimum STC (Sound Transmission Class) rating of 20. The temporary noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.~~ • Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors. • Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. • Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site. • All construction activity including staging and haul truck deliveries shall be limited	

		to the hours of 6 a.m. to 6 p.m. between June and September, and the hours of 7 a.m. to 6 p.m. between October and May. • Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles traveled. • Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities. • Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive. • The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints. • Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also	

		conduct periodic inspections at its discretion to ensure compliance. ~~The construction supervisor shall provide written notification of planned activities to the City of Wildomar and to each of the property owners located along Via Carnaghi Lane and the home at 34520 Monte Vista Drive 15 days prior to commencement of each phase of construction.~~ ~~The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community, a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.~~ ~~The construction supervisor shall ensure compliance with the noise control plan, and the City shall conduct periodic inspections at its discretion.~~ *Timing/Implementation: During construction activities* *Enforcement/Monitoring: City of Wildomar Building and Planning Departments* **MM 3.8.1b** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building. *Timing/Implementation: Prior to a certificate of occupancy of the preschool (as part of building permit requirements)* *Enforcement/Monitoring: City of Wildomar Planning and Building Departments* **MM 3.8.1c** For the preschool building, the project	

		applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19. *Timing/Implementation: Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)* *Enforcement/Monitoring: City of Wildomar Planning and Building Departments* **MM 3.8.1d** All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped. *Timing/Implementation: Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)* *Enforcement/Monitoring: City of Wildomar Planning and Building Departments* **MM 3.8.1e** The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the	

		southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA. *Timing/Implementation: Prior to occupancy of the preschool* *Enforcement/Monitoring: City of Wildomar Planning and Building Departments*	

1.0 INTRODUCTION

No revisions.

2.0 PROJECT DESCRIPTION

No revisions.

3.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

No revisions.

3.1 AESTHETICS AND VISUAL RESOURCES

No revisions.

3.2 AIR QUALITY

No revisions.

3.3 BIOLOGICAL RESOURCES

The following changes to the text have been made on page 3.3-26:

MM 3.3.1 Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct ~~a preliminary evaluation to determine if suitable habitat for white rabbit-tobacco and/or bottle liver occurs within the disturbance footprint. If suitable habitat is identified,~~ focused surveys shall be conducted to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods and/or during appropriate developmental periods that are necessary to identify the plant species of concern.

The following changes to the text have been made on page 3.3-28:

MM 3.3.2a Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside MSHCP* (March 29, 2006).

In addition, p~~P~~er MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. ~~Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present~~

~~outside the nesting season.~~ If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

MM 3.3.2b If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's *Staff Report on Burrowing Owl Mitigation* (2012).

~~If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:~~

~~Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 250-foot (75-meter) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.~~

~~If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season. A qualified biologist must verify through noninvasive methods that the burrow is no longer occupied.~~

~~If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:~~

- ~~The location of the nest and owls proposed for relocation.~~
- ~~The location of the proposed relocation site.~~
- ~~The number of owls involved and the time of year when the relocation is proposed to take place.~~
- ~~The name and credentials of the biologist who will be retained to supervise the relocation.~~
- ~~The proposed method of capture and transport for the owls to the new site.~~
- ~~A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).~~

- ~~A description of efforts and funding support proposed to monitor the relocation.~~

~~If paired owls are present within 160 feet (50 meters) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort. Any identified loss shall be reported to the CDFW.~~

The following changes to the text have been made on page 3.3-29:

MM 3.3.2d **Migratory Bird Surveys.** If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (~~March 15~~ January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within ~~14~~ 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.

The following additions to the text have been made on page 3.3-32:

Implementation of the proposed project could conflict with the provisions of the Western Riverside County MSHCP. This would be considered a **potentially significant** impact.

The MSHCP protects and preserves certain habitats and species in the region. The MSHCP delineates particular areas of concern through the identification of specific areas known as Criteria Cells. Areas identified as Criteria Cells typically contain certain restrictions on development and land alterations. The PSA is not within a Criteria Cell or any other special conservation area. A full analysis of the proposed project's consistency with the MSHCP can be found in **Appendix 3.3**.

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (**Appendix 3.3**).

Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. The proposed project may result in on-site improvements that will have direct permanent impacts to MSHCP riverine/riparian habitat within the PSA. Impacts to the riverine/riparian area may occur from construction of a parking lot. In order to comply with MSHCP Section 6.1.2, the project applicant shall prepare and submit a Determination of Biologically Equivalent or Superior Preservation (DBESP) to the

City. Off-site mitigation could be in the form of purchased mitigation credits from the Elsinore-Murrieta-Anza Resource Conservation District (EMARCD).

A final component of the MSHCP is Mitigation Fee Areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization to certain endemic species. The proposed project is located within the MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2) and the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663). A standard condition for the proposed project includes the payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

As demonstrated in the analysis by Principe and Associates (2013a) (see **Appendix 3.3**), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures **MM 3.3.2a** and **MM 3.3.2b** included above will result in the project having **no impact** with regard to the MSHCP.

The following additions to the text have been made on pages 3.3-33 and 3.3-34:

Impact 3.3.8 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in the MSHCP. The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures **MM 3.3.2.a** and **MM 3.3.2b,** ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measures **MM 3.3.2c** and **MM 3.3.2d** ensures that impacts to coastal California gnatcatchers and other nesting birds are minimized. Furthermore, mitigation measures **MM 3.3.3**, **MM 3.3.4a**, and **MM 3.3.4b** ensure that impacts to jurisdictional waterways and associated riparian areas are minimized. Though the development of the proposed project will continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

Mitigation Measures

Implement mitigation measures **MM 3.3.2a** through **MM 3.3.2d, MM 3.3.3**, and **MM 3.3.4a** and **MM 3.3.4b**.

3.4 CLIMATE CHANGE

No revisions.

3.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

The following changes to the text have been made on page 3.5-12:

MM 3.5.2a If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated ~~and a~~ in the 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 ~~CUL-2~~ **MM 3.5.2b**.

The following changes to the text have been made on page 3.5-13:

MM 3.5.2d 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~~ archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records, and any other pertinent information associated with the project. Final copies of the report will be submitted to the City of Wildomar, the developer, the Eastern Information Center, and the Pechanga Tribe.

The following changes to the text have been made on page 3.5-16:

MM 3.5.4a If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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~~ 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within ~~24 hours~~ a reasonable time frame 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.

3.6 GEOLOGY AND SOILS

No revisions.

3.7 HYDROLOGY AND WATER QUALITY

No revisions.

3.8 NOISE

The following changes to the text have been made on page 3.8-27:

Mitigation Measures

MM 3.8.1a Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. ~~The plan shall:~~

- ~~Depict the location of construction equipment staging areas.~~
- ~~Require that construction contractors equip construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards.~~
- ~~Require that the construction contractor place stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.~~
- ~~Describe other noise control measures that will be implemented during project-related construction activities.~~
- ~~Specify that all construction activity, including staging and haul truck deliveries, is subject to the same hours specified for construction equipment (i.e., between the hours of 6 a.m. and 6 p.m. during the months of June through September, and between the hours of 7 a.m. and 6 p.m. during the months of October through May). Where alternative routes are available that would not substantially increase vehicle miles traveled, the plan shall denote haul routes that do not pass noise-sensitive land uses or residential dwellings. The construction-related noise control plan shall also incorporate any other restrictions imposed by City staff.~~
- ~~Indicate the location of frame-mounted temporary noise curtains. The noise curtains shall be installed near the noise-sensitive residential receiver locations to shield the neighboring homes from construction noise. Noise control curtains shall provide a minimum STC (Sound Transmission Class) rating of 20. The temporary noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.~~
- Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors.

- Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.

- Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

- All construction activity including staging and haul truck deliveries shall be limited to the hours of 6 a.m. to 6 p.m. between June and September, and the hours of 7 a.m. to 6 p.m. between October and May.

- Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized as long as such haul routes do not substantially increase vehicle miles traveled.

- Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.

- Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive.

- The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.

- Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.

~~The construction supervisor shall provide written notification of planned activities to the City of Wildomar and to each of the property owners located along Via Carnaghi Lane and the home at 34520 Monte Vista Drive 15 days prior to commencement of each phase of construction.~~

~~The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community, a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.~~

~~The construction supervisor shall ensure compliance with the noise control plan, and the City shall conduct periodic inspections at its discretion.~~

3.9 PUBLIC SERVICES AND UTILITIES

The following changes to the second paragraph on page 3.9-5 under Impact 3.9.1.1:

The Cornerstone Christian School at the proposed project site has a current enrollment of ~~225~~ 240 students, and those students are supported by 45 faculty members, resulting in a ratio of one faculty member for every five students.

3.10 TRAFFIC AND CIRCULATION

No revisions.

3.11 EFFECT FOUND TO NOT BE SIGNIFICANT

No revisions.

4. 0 ALTERNATIVES

No revisions.

5.0 OTHER CEQA ANALYSIS

No revisions.

6.0 ABBREVIATIONS

No revisions.

7.0 REPORT PREPARERS

No revisions.

ATTACHMENT A

Marsha Swanson, Mayor
Ben Benoit, Mayor Pro Tem
Bob Cashman, Council Member
Bridgette Moore, Council Member
Timothy Walker, Council Member

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TO: Reviewing Agencies and Other Interested Parties

FROM: Matthew C. Bassi, Planning Director

DATE: June 20, 2014

SUBJECT: **City of Wildomar Cornerstone Community Church Draft Environmental Impact Report (Planning Application No. 12-0194)**

The City of Wildomar ("City") is the Lead Agency for the preparation and review of an Environmental Impact Report (EIR) for the Cornerstone Community Church project. The proposed project comprises the following actions by the City of Wildomar:

1. Public Use Permit 778, Revised Permit No. 5 – Amendment to the previously submitted PUP 778. The modification will allow for the construction of a preschool (17,135 s.f.), administrative office building (23,024 s.f.), maintenance building (2,438 s.f.), sports field lighting, signage, and new parking lots at the existing church.
2. Grading Permit – A grading permit will need to be prepared for the property development. The proposed project estimates approximately 49,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.
3. Building Permit – Building permits will be needed to allow construction.
4. Encroachment Permit – Encroachment permits will be needed for any construction that will occur on public property or within publicly held easements.

The construction is anticipated to occur over two phases. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer line at Canyon Drive. By connecting to the sewer, the proposed project can abandon the existing on-site septic tanks.

The City is requesting comments on the Draft EIR for the proposed project. This notice is being sent to responsible agencies, trustee agencies, and other interested parties along with a copy of the Draft EIR on CD. The public response period for the Draft EIR will begin on **Tuesday, June 24, 2014 and end on Thursday, August 7, 2014.** Written comments can be provided to Matthew C. Bassi, Planning Director, City of Wildomar, 23837 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Comments can also be emailed to me at mbassi@cityofwildomar.org.

The Planning Commission is tentatively scheduled to review the proposed project and the DEIR at their October 1, 2014 meeting, and the City Council is tentatively scheduled to review the proposed project at their November 12, 2014 meeting. Should you have any questions or require additional information, please contact me at the above address, or telephone 951-677-7751(extension 213).

Sincerely,

Matthew Bassi

Matthew C. Bassi
Planning Director

Enclosure-Draft EIR on CD

City of Wildomar
Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044
(916) 445-0613 state.clearinghouse@opr.ca.gov

SCH # 2013111005

PROJECT TITLE
Cornerstone Community Church (Planning Application No. 12-0194) Environmental Impact Report (EIR)

LEAD AGENCY		CONTACT PERSON
City of Wildomar		Matthew C. Bassi, Planning Director
STREET ADDRESS		PHONE
23873 Clinton Keith Road, Suite 201		951/677-7751, Ext. 213
CITY	ZIP CODE	COUNTY
Wildomar	92595	Riverside

PROJECT LOCATION

COUNTY		CITY/NEAREST COMMUNITY	
Riverside		City of Wildomar	
CROSS STREETS		ZIP CODE	TOTAL ACRES
Monte Vista Drive & Via Carnaghi Lane		92595	63.51
ASSESSOR'S PARCEL NUMBER	SECTION	TOWNSHIP	RANGE
367-210-008, 018, 034, 035, 039, 041, 043, and 367-140-008	36	6 South	4 West

WITHIN 2 MILES:

STATE HIGHWAY NUMBER	AIRPORTS	SCHOOLS
Interstate 15	None within 2 miles; closest airport is Skylark Field in Lake Elsinore (3 miles northwest)	Ronald Reagan Elementary School (2 miles southeast)

RAILWAYS	WATERWAYS
None	None

RECEIVED
JUN 23 2014
STATE CLEARING HOUSE

DOCUMENT TYPE

CEQA			NEPA		OTHER	
	☐ NOP	☐ Supplement/Subsequent EIR		☐ NOI		☐ Joint Document
	☐ Early Cons	(Prior SCH No.) _____		☐ EA		☐ Final Document
	☐ Neg Dec	☐ Other		☐ Draft EIS		☐ Other _____
	☒ Draft EIR			☐ FONSI		

LOCAL ACTION TYPE

☐ General Plan Update	☐ Specific Plan Amendment	☐ Rezone	☐ Annexation
☐ General Plan Amendment	☐ Master Plan	☐ Prezone	☐ Redevelopment
☐ General Plan Element	☐ Planned Unit Development	☒ Use Permit	☐ Coastal Permit
☐ Community Plan	☒ Site Plan	☐ Land Division (Subdivision, etc.)	☐ Other _____

DEVELOPMENT TYPE

☐ Residential	Units _____	Acres		☐ Transportation	Type _____
☒ Office	Sq. ft. 23,024	Acres _____	Employees _____	☐ Mining	Mineral _____
☐ Shopping/Commercial	Sq. ft. _____	Acres	Employees _____	☐ Waste Treatment	Type _____
☐ Industrial	Sq. ft. _____	Acres _____	Employees _____	☐ Hazardous Waste	Type _____
☒ Educational	Sq. ft. 17,315				
☒ Other Maintenance Building	Sq. ft. 2,438				
☐ Recreational				☐ Water Facilities	Type _____ MGD _____
				☐ Power	Type _____ Watts _____

FUNDING

Federal $ _____ State $ _____ Total $ _____

PROJECT ISSUES DISCUSSED IN DOCUMENT

☒ Aesthetic/Visual	☐ Flood Plain/Flooding	☒ Schools/Universities	☐ Water Supply
☐ Agricultural Land	☐ Forest Land/Fire Hazard	☐ Septic Systems	☐ Wetland/Riparian
☒ Air Quality	☒ Geological/Seismic	☒ Soil Erosion/Compaction/Grading	☐ Wildlife
☒ Archaeological/Historical	☐ Minerals	☒ Solid Waste	☐ Growth Inducing
☐ Coastal Zone	☒ Noise	☐ Toxic/Hazardous	☐ Land Use
☒ Drainage/Absorption	☒ Population/Housing Balance	☒ Traffic/Circulation	☒ Cumulative Effects
☐ Economic/Jobs	☒ Public Services/Facilities	☐ Vegetation	☐ Other _____
☐ Fiscal	☐ Recreation/Parks	☒ Water Quality	

PRESENT LAND USE/ZONING/GENERAL PLAN DESIGNATION: R-R, Rural Residential/BP, Business Park.

PROJECT DESCRIPTION:

The proposed project comprises the following actions by the City of Wildomar:

1. Public Use Permit 778, Revised Permit No. 5 – Amendment to the previously submitted PUP 778. The modification will allow for the construction of a preschool (17,135 s.f.), administrative office building (23,024 s.f.), maintenance building (2,438 s.f.), sports field lighting, signage, and new parking lots at the existing church.
2. Grading Permit – A grading permit will need to be prepared for the property development. The proposed project estimates approximately 49,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.
3. Building Permit – Building permits will be needed to allow construction.
4. Encroachment Permit – Encroachment permits will be needed for any construction that will occur on public property or within publicly held easements.

The construction is anticipated to occur over two phases. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer line at Canyon Drive. By connecting to the sewer, the proposed project can abandon the existing on-site septic tanks.

REVIEWING AGENCIES CHECKLIST

☐ Resources Agency
☐ Boating & Waterways
☐ Coastal Conservancy
☐ Colorado River Board
☐ Conservation
☒ Fish and Wildlife
☐ Forestry & Fire Protection
☐ Office of Historic Preservation
☐ Parks and Recreation
☐ Reclamation Board
☐ San Francisco Bay Conservation & Development Commission
☐ Water Resources

Business, Transportation & Housing

☐ Aeronautics
☐ California Highway Patrol
☒ CALTRANS District # 8
☐ Department of Transportation Planning (headquarters)
☐ Housing & Community Development
☐ Food & Agriculture Health & Welfare
☐ Health Services ____

State & Consumer Services

☐ General Services

Environmental Protection Agency

☒ Air Resources Board
☒ California Waste Management Board
☐ SWRCB: Clean Water Grants
☐ SWRCB: Delta Unit
☐ SWRCB: Water Quality
☐ SWRCB: Water Rights
☒ Regional WQCB # 8 (San Ana Region
☒ Regional WQCB # 9 (San Diego Region)

Youth & Adult Corrections

☐ Corrections

Independent Commissions & Offices

☐ Energy Commission
☐ Native American Heritage Commission
☐ Public Utilities Commission
☐ Santa Monica Mountains Conservancy
☐ State Lands Commission
☐ Tahoe Regional Planning Agency

☒ Other U. S. Army Corps of Engineers, San Diego District
☒ Other U. S. Fish & Wildlife Services

PUBLIC REVIEW PERIOD

Starting Date Tuesday, June 24, 2014

Ending Date Thursday, August 7, 2014

Signature Matthew Bassi

Matthew C. Bassi, Planning Director
City of Wildomar Planning Department

Date June 23, 2014

Consultant:

Consulting Firm: Pacific Municipal Consultants
Address: 6020 Cornerstone Court West, Suite 260
City/State/Zip: San Diego, CA 92128
Contact: Mark Teague, AICP
Phone: (858) 453-3602, ext 15201

Lead Agency:

Matthew C. Bassi, Planning Director
City of Wildomar
23837 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Phone: (951) 677-7751

For SCH Use Only: ____

Date Received at SCH ____
Date Review Starts ____
Date to Agencies ____
Date to SCH ____
Clearance Date ____
Notes:

Army Corps of Engineers
Environmental Resources Branch
915 Wilshire Boulevard
Los Angeles, CA 90017
Attn: Eric Stein

California Dept. of Fish & Wildlife
3602 Inland Empire Blvd. #C-220
Ontario, CA 91764
Attn: Leslie MacNair

U.S. Fish & Wildlife Services
Ecological Svcs – Carlsbad Field Off.
2177 Salk Avenue- Suite 250
Carlsbad, CA 92008-7385
Attn: Michelle Shaughnessy

Riverside County Flood Control Dist.
1995 Market Street
Riverside, CA 92501
Attn: Shaheen Mooaman

Riverside County Transportation Dept
4080 Lemon Street, 8th Floor
Riverside, CA 92502
Attn: Farah Khorashadi, Division Mgr.

Western Riverside County
Regional Conservation Authority
Riverside Center Building
3403 10th Street, Suite 320
Riverside, CA 92501

Riverside County Fire Department
2300 Market St., Ste. 150
Riverside, CA 92501
Attn: Dan Wagner

WRCOG
4080 Lemon St. 3rd Floor, MS1032
Riverside, CA 92501-3609
Attn: Rick Bishop, Executive Director

Riverside County Env. Health Dept.
4065 County Circle Dr. #104
Riverside, CA 92503
Attn: Brent Casey

South Coast AQMD
21865 East Copley Drive
Diamond Bar, CA 91765-4182
Attn: Steve Smith, Program
Supervisor Local Government- CEQA

San Diego RWQCB Region (9)
2375 Northside Drive, Suite #100
San Diego, CA 92108
Attn: Program Director

Santa Ana RWQCB Region 8
3737 Main Sreet, Suite 500
Riverside, CA 92501
Attn: Mark G. Adelson

Lake Elsinore Unified School District
545 Chaney Street
Lake Elsinore, CA 92530
Attn: Doug Kimberly

Elsinore Valley Municipal Water Dist.
31315 Chaney Street
Lake Elsinore, CA 92531
Attn: Imad Baiyasi, Project Mgr.

Pechanga Band of Luiseno Indians
Cultural Resources Department
12705 Pechanga Road
Temecula, CA 92593
Attn: Anna Hoover

Southern Calif Assoc of Governments
818 West 7th St, 12th Floor
Los Angeles, CA 90017-3435
Attn: Intergovernmental Review

Southern California Edison
Third Party Environmental Review
2244 Walnut Grove Ave. Quad 4C472A
Rosemead, CA 91770
Attn: Karen Cadavona

Southern California Edison
Local Governmente Affairs
24487 Prielipp Road
Rosemead, CA 91770
Attn: Jeremy Goldman

California Dept. of Transportation
464 W. 4th Street, MS 725
San Bernardino, CA 92401
Attn: Dan Kopulsky, Chief Planner

City of Lake Elsinore Planning Dept.
130 S. Main Street
Lake Elsinore, CA 92530
Attn: Richard MacHott, Acting
Planning Manager

City of Murrieta Planning Department
24601 Jefferson Avenue
Murrieta, CA 92562
Attn: Cynthia Kinser, City Planner

City of Menifee, Planning Department
29714 Haun Road
Menifee, CA 92586
Attn: Planning Director

Cal-Tech/Mount Palomar Observatory
1200 E. California Road, M.S. 105-24
Pasadena, CA 91125
Attn: Robert Brucato, Asst. Director

Marty Nicholson
24910 Lasbrisas Road Suite 110
Murrieta, CA 92562

Ray Johnson, Esq., AICP
Johnson & Sedlack, Attorneys at Law
26785 Camino Seco
Temecula, CA 92590

Tony Boyd
40380 Calle Torcida
Temecula, CA 92591

Eric Campbell
PO Box 639
Wildomar, CA 92595

Frank Roberts
34720 Via Carnaghi Lane
Wildomar, CA 92595

Jesse & Monica Munoz
34620 Via Carnaghi Lane
Wildomar, CA 92595

Mary Flores
PO Box 1329
Upland, CA 91785

Jeff Rosen
Senior Associate Pastor
Cornerstone Community Church
34570 Monte Vista Drive
Wildomar, CA 92595

Larry Markham
Markham Development Management Group
41635 Enterprise Circle North
Temecula, CA 92590

NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF WILDOMAR CORNERSTONE COMMUNITY CHURCH PROJECT

A Draft Environmental Impact Report (DEIR) has been prepared by the City of Wildomar for the Cornerstone Community Church. The DEIR is available for public review and can be downloaded from the City of Wildomar website at www.cityofwildomar.org on June 24, 2014. A printed copy of the Cornerstone Community Church DEIR will also be available for review at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595 (8 am – 5 pm, Monday – Thursday).

The proposed project comprises the following actions by the City of Wildomar:

1. Public Use Permit 778, Revised Permit No. 5 – Amendment to the previously submitted PUP 778. The modification will allow for the construction of a preschool (17,135 sf), administrative office building (23,024 sf), maintenance building (2,438 sf), sports field lighting, signage, and new parking lots at the existing church.
2. Grading Permit – A grading permit will need to be prepared for the property development. The proposed project estimates approximately 49,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.
3. Building Permit – Building permits will be needed to allow construction.
4. Encroachment Permit – Encroachment permits will be needed for any construction that will occur on public property or within publicly held easements.

The construction is anticipated to occur over two phases. As part of the project, a new approximately 1,900-lineal-foot sewer line will be constructed in Monte Vista Drive to connect to an existing Elsinore Valley Municipal Water District sewer line at Canyon Drive. By connecting to the sewer, the proposed project can abandon the existing on-site septic tanks.

The DEIR identifies impacts that require mitigation in the following topic areas: Aesthetics; Biological Resources; Cultural Resources; Geology and Soils; Hydrology and Water Quality; Noise; and Transportation and Circulation. Significant and unavoidable impacts have been identified for project related construction noise. The proposed project site is not on any of the sites enumerated under Section 65962.5 of the Government Code, is not a hazardous waste facility, land designated as hazardous waste property, or a designated hazardous waste disposal site as reported on the California Department of Toxic Substance Control EnviroStor website. http://www.envirostor.dtsc.ca.gov/public/.

In accordance with Sections 15072(a) and (b) of the CEQA Guidelines, this Public Notice is posted to officially notify the public, public agencies, responsible and trustee agencies, that the required 45-day public review period will commence on Tuesday, June 24, 2014 and conclude on Thursday, August 7, 2014. Any written comments (via email or letter) on the DEIR must be submitted no later than 5 p.m. on August 7, 2014. Written comments may be mailed to: Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Email comments can be sent to mbassi@cityofwildomar.org.

Posted: June 24, 2014

ATTACHMENT B

ATTACHMENT B

Response to Suggested Mitigation Measures from Letter 2

The following refers to Comment Letter 2 and the list of recommended mitigation measures concerning air quality impacts.

1. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.	The access road from Monte Vista through the project site is paved as it is also the main Church driveway and parking lot. Therefore the construction of the preschool building will occur on a paved roadway. The only other access to the project site is from the unpaved public Via Carnighi Roadway. This public road will be paved as part of the project. As the only public access to the project is from an unpaved road, there is no value in establishing a 'gravel pad' to prevent tracking of mud onto public roads.
2. Install and maintain track out 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.)	See 1. Above.
3. All roadways, driveways, sidewalks, etc., shall 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.	The area for the proposed preschool is already paved. The parking lots and roadway will be paved as part of the project.
4. Pave all construction roads.	See 3. Above. All construction roads will be paved.
5. Limit fugitive dust sources to 20 percent opacity.	Required by SCAQMD Rule 403.
6. Require a dust control plan for earthmoving operations.	Required by SCAQMD Rule 403.
7. 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.	Required by SCAQMD Rule 403.
8. 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.	Street sweeping to avoid track-out is required by SCAQMD Rule 403.
9. The contractor or builder shall designate a person or persons to monitor the dust	The owner and applicant is on site and will be available

control program and to order increased watering, as necessary, to prevent transport of dust offsite.	at all times during construction.
10. 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.	The owner and applicant is on site and will be available at all times during construction.
11. Extend grading period sufficiently to reduce air quality impacts below a level of significance.	The air quality impact associated with construction is already below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR
12. The simultaneous disturbance of the site shall be limited to five acres per day.	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
13. 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 wind erosion of the soil.	Required by SCAQMD Rule 403. Further the City will require that all landscaping be in place prior to occupancy or completion of each project feature. As the primary construction activity involves paving, the pavement itself will minimize erosion. Erosion during construction is also addressed through the water quality management plan required as MM 3.7.1 and included as Appendix 3.7 to the Draft EIR.
14. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.	Required by SCAQMD Rule 403.
15. Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.	Street sweeping to avoid track-out is required by SCAQMD Rule 403.
16. 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.	Required by SCAQMD Rule 403.
17. 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	The construction will occur primarily on private land and will not affect access to adjacent properties. Access to Via Carnighi Lane and to Monte Vista during pavement of the roadway and installation of the sewer line, will be managed through a Traffic Management Plan (TMP) required as MM 3.10.3 and discussed on page 3.10-42 of the Draft EIR. In addition, the air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on

ATTACHMENT B

Response to Suggested Mitigation Measures from Letter 2

of construction work-day period; and d) phasing of construction activities.*	page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
18. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees	Traffic impacts from construction activities are less than significant therefore this measure is not necessary. In addition, the air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
19. Require high pressure injectors on diesel construction equipment.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
20. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
21. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
22. Utilize only CARB certified equipment for construction activities.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
23. Restrict engine size of construction equipment to the minimum practical size.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
24. Use electric construction equipment where technically feasible.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
25. Use methanol-fueled pile drivers.*	No pile driving will occur as part of the project.
26. Install catalytic converters on gasoline-powered equipment.*	Any gasoline-powered equipment is already required to have catalytic converters installed pursuant to CARB's Large Spark-Ignition Engine Fleet Requirements Regulation.
27. All forklifts shall be electric or natural gas powered.*	No forklifts are anticipated for use at the project site.

ATTACHMENT B

Response to Suggested Mitigation Measures from Letter 2

28. Suspend use of all construction equipment operations during second stage smog alerts.*	According to a 2008 report prepared by the SCARB, there has not been a stage 2 smog alert since the 1980's. The air quality impacts associated with this project were determined to be less than significant therefore there is no reason to include this measure. http://www.arb.ca.gov/research/health/healthup/feb08.pdf
29. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*	Very little construction equipment is necessary for the project. As shown on page 3.2-15 in Table 3.2-5 of the Draft EIR a small amount of heavy equipment is needed over the phases of the project. The nature of the grading equipment is such that it would be moved to the site once, used during construction, then removed following construction. As the equipment would not enter/exit the site regularly there is no need for a dedicated turn lane.
30. Reroute construction trucks away from congested streets and sensitive receptor areas.*	The preschool construction will occur in the parking lot of the Church however the paving of Via Carnighi and the parking lots will be adjacent to sensitive receptors. The access to the site is from Monte Vista which is a Secondary Arterial and I-15. It is not possible to provide an alternative or more efficient method of access to the site.
31. Configure construction parking to minimize traffic interference.*	No construction will occur in areas that will affect off-site parking. Also see MM 3.10.3 that requires preparation of a Traffic Management Plan for construction in Monte Vista Drive.
32. 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.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.
33. Minimize construction worker trips by requiring carpooling and providing for lunch onsite, and/or provide shuttle service to food service establishments/commercial areas for the construction crew.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation..
34. Provide shuttle service to transit stations/multimodal centers for the construction crew.*	The air quality impact associated with construction is below the threshold of significance as shown in Table 3.2-6 of Impact 3.2.1 on page 3.2-16 of the Draft EIR There is no need to add this as provision as mitigation.

ATTACHMENT B

Response to Suggested Mitigation Measures from Letter 2

35. Require the use of Zero-VOC paints, coatings, and solvents. (* Would reduce impacts to GHGs as well)	The project will comply with SCAQMD Rule 1113 Architectural Coatings.

ATTACHMENT B

Response to Suggested Mitigation Measures from Letter 2

The following refer to the commenter's suggestions regarding greenhouse gas emissions.

1. Provide bus services to students of the preschool and existing school.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
2. Provide shuttle service from existing multi-modal centers and/or locales with clusters of congregants to/from weekend services to reduce single occupancy vehicle trips.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
3. Implement a carpool/vanpool program for the school and church to reduce single occupancy vehicle trips.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
4. Reschedule weekend services to provide a minimum of one hour between each service in order to reduce traffic congestion and queuing in the project vicinity.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
5. All buildings shall be constructed to LEED Platinum standards.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
6. Buildings shall exceed Title 24 requirements by 15%.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
7. Orient 75 percent 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.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
8. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
9. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire project.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
10. Install solar water heating systems to generate all hot water requirements.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR

ATTACHMENT B

Response to Suggested Mitigation Measures from Letter 2

	therefore there is no need for this measure.
11. Utilize only electrical equipment for landscape maintenance. Install electrical outlets on project buildings for this purpose.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
12. Plant shade trees in parking areas to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
13. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city landscaping requirements.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
14. 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.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
15. 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.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
16. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
17. Provide safe, direct bicycle access to adjacent bicycle routes.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
18. Connect bicycle lanes/paths to city-wide network.*	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.
19. Provide a display case or kiosk displaying transportation information in a prominent area accessible to residents. (* Would reduce impacts to GHGs as well)	The project GHG emissions was determined to be less than significant as discussed in section 3.4 of the Draft EIR therefore there is no need for this measure.

FINDINGS OF FACT

FOR THE

CORNERSTONE COMMUNITY CHURCH
FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2013111005

Prepared for:

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

Prepared by:

6020 CORNERSTONE COURT WEST, SUITE 260
SAN DIEGO, CA 92121

OCTOBER 22, 2014

TABLE OF CONTENTS

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1.0 INTRODUCTION

1.1 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of these Findings of Fact (Findings) are designed to meet the current requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Final Environmental Impact Report (EIR) for the Cornerstone Community Church (project; proposed project) identified significant environmental impacts that will result from implementation of the proposed project. However, the City of Wildomar (City) finds that the inclusion of certain mitigation measures as part of project approval will reduce all significant impacts to a less than significant level. As required by CEQA, the City, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the significant effects of the proposed project. In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings of Fact as part of the certification of the Final EIR for the proposed project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

The Findings of Fact are organized into the following sections:

- **Section 1, Introduction,** outlines the organization of this document and identifies the location and custodian of the record of proceedings.

- **Section 2, Environmental Setting and Project Description,** describes the location and characteristics of the site, project overview, project design standards, project objectives and benefits, and required permits and approvals for the project.

- **Section 3, CEQA Review and Public Participation,** describes the steps the City has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the EIR.

- **Section 4, No Environmental Impacts,** provides a summary of those environmental issue areas where no impacts will occur.

- **Section 5, Less Than Significant Environmental Impacts,** provides a summary of insignificant impacts and a finding adopting the EIR's conclusions of insignificance.

- **Section 6, Less Than Significant Environmental Impacts With Mitigation Incorporated,** provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures will avoid or substantially reduce the environmental effects to less than significant levels.

- **Section 7, Significant and Unavoidable Environmental Impacts,** provides a summary of potentially significant environmental effects for which implementation of feasible mitigation

measures will not avoid or substantially reduce the environmental effects to less than significant levels.

- **Section 8, Feasibility of Project Alternatives,** provides a summary of the alternatives considered for the proposed project.

- **Section 9, Long-Term Implications,** provides a summary of the analysis of any potential long-term implications of the proposed project.

- **Section 10, Findings on Changes to the EIR and Recirculation,** provides a brief overview of reasons for changes to the EIR and why it is not necessary to recirculate the EIR.

- **Section 11, Findings on Mitigation Monitoring and Reporting Program,** provides a brief discussion of the project's compliance with the CEQA Guidelines regarding the adoption of a plan for monitoring and reporting compliance with mitigation measures.

- **Section 12, Statement of Overriding Considerations,** provides a statement of the project benefits that outweigh the significant and unavoidable project impact.

1.2 STATUTORY REQUIREMENTS

The California Environmental Quality Act (Public Resources Code Section 21081 et seq.), and particularly the CEQA Guidelines (14 California Code of Regulations, Section 15091 et seq.), require:

> *(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the proposed project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for

modifying the proposed project lies with another agency (CEQA Guidelines Section 15091(a), (b)).

For those significant effects that cannot be mitigated to a less than significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment (Public Resources Code Section 21081(b)). The CEQA Guidelines state in Section 15093: "If the specific economic, legal, social, technological, or other benefits…of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.' "

LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings of Fact, the record of proceedings for the proposed project consists of a number of documents and other evidence, including the Notice of Preparation and all other public notices issued by the City in conjunction with the proposed project; the Draft EIR, including all documents included and referenced in the appendices and in references in the Draft EIR; the Final EIR, including all documents included in the appendices and in references in the Final EIR; all written comments and public testimony presented during the public comment period on the Draft EIR; the MMRP; the findings and resolution adopted by the City relative to the certification of the Final EIR; the findings and resolutions adopted by the City in connection with the proposed project and all documents incorporated by reference therein; all final reports, studies, memoranda, maps, staff reports, City reports, and City information packets relating to the proposed project prepared by or at the direction of the City or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA or with respect to the City's actions on the proposed project; all documents submitted to the City by other public agencies or members of the public in connection with the proposed project; the minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the proposed project; any documentary or other evidence submitted to or by the City at such information sessions, public meetings, and public hearings; and any documents cited in these Findings. The documents and other materials that constitute the record of proceedings are located in the Planning Department at the City of Wildomar City Hall located at **23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595,** open Monday through Thursday, 8:00 am to 5:00 pm. The City Planning Department is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with Public Resources Code Section 21081.6(a)(2) and California Code of Regulations Title 14, Section 15091(e).

1.3 CERTIFICATION OF FINAL EIR

Pursuant to CEQA Guidelines Section 15090, the City further finds and certifies that:

a) The Final EIR has been completed in compliance with CEQA.

b) The Final EIR has been presented to the Wildomar City Council, which constitutes the decision-making body of the lead agency, and the Council has reviewed and considered the information contained in the Final EIR prior to approving the project.

c) The Final EIR reflects the City's independent judgment and analysis.

2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

Location

Specifically, within Wildomar, the proposed project is located on the east side of Monte Vista Drive approximately 3,200 feet south of Bundy Canyon Road and 3,000 feet north of Baxter Road and includes Assessor's Parcel Numbers 367-210-008, -018, -034, -035, -039, -041, -043, and 367-140-008. Access to the proposed project site is also provided along Via Carnaghi Lane, a dirt roadway extending from Monte Vista Drive north and east terminating at the church property. Via Carnaghi Lane provides access to three single-family homes located along the roadway. The proposed project site is developed with the Cornerstone Community Church buildings, landscaping, playing fields, access roads, and parking lots. The site slopes upward from Monte Vista Drive to the east.

2.2 PROJECT DESCRIPTION

PROJECT BACKGROUND

Cornerstone Community Church began as Public Use Permit 600 approved in 1988 as a single building. As shown in **Table 2.0-1**, the church has grown gradually and currently has six buildings totaling approximately 84,730 square feet on approximately 63.51 acres. In addition to the buildings, the church campus also contains three parking lots with space for up to 435 cars, a sports field accommodating both baseball and football, a quadrangle in the center of the church buildings, and landscaping throughout the site.

TABLE 2.0-1
CORNERSTONE COMMUNITY CHURCH BUILDING CONSTRUCTION HISTORY

Year	Permit	Building Size in Square Feet	Building
1988	Public Use Permit 600	3,840	Church
1994			Cornerstone Community Church acquires existing church
1996	Public Use Permit 778	9,285	Sanctuary (small church)
1999	Public Use Permit 778	19,626	Education building
2002	Public Use Permit 778	55,819	Main sanctuary
2014	Public Use Permit 778, Revised Permit, No. 5	42,597	Phase 1: 2-story 17,135-square-foot Preschool Building; 2,438-square-foot Maintenance Building Phase 2: 23,024-square-foot Administration Building

3.0 CEQA REVIEW AND PUBLIC PARTICIPATION

The City complied with the CEQA Guidelines during the preparation of the Draft EIR for the proposed project. The Draft EIR, dated June 2014, was prepared following input from the public, responsible agencies, and affected agencies through the Draft EIR scoping process. The "scoping" of the EIR was conducted using several of the tools available under CEQA. In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on October 28, 2013. Information requested and input provided during the 30-day NOP comment period regarding the scope of the environmental document are included in the EIR. The public review period for the NOP was from November 1, 2013, to December 2, 2013, and the public review period for the Notice of Availability/Draft EIR was from June 24, 2014, to August 7, 2014.

3.1 NOTICE OF PREPARATION

A Notice of Preparation was prepared per CEQA Guidelines Section 15082. Public outreach for the NOP included distribution using the methods described below.

Overnight and Certified Mail

The NOP was sent to 22 local agencies and the Office of Planning and Research, State Clearinghouse for distribution to two state agencies. During the public scoping/comment period, the NOP was made available for review at the following locations:

- **Wildomar City Hall** located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595
- **Wildomar Mission Trail Library** located at 34303 Mission Trail, Wildomar, CA 92595

3.2 NOTICE OF AVAILABILITY AND DRAFT ENVIRONMENTAL IMPACT REPORT

Upon completion of the Draft EIR, and in accordance with CEQA Guidelines Section 15087(a), the Notice of Availability (NOA) was prepared and published. Public outreach for the Draft EIR included distribution of the NOA using the following methods:

Newspaper Publications

The City published the NOA in the Press Enterprise on June 24, 2014.

Overnight and Certified Mail

The NOA and Draft EIR were sent to 32 interested agencies/organizations and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public review period, the EIR was made available for review at the following locations:

- **Wildomar City Hall** located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595

- **Wildomar Mission Trail Library** located at 34303 Mission Trail, Wildomar, CA 92595

Online

The NOA and Draft EIR were available online at http://www.cityofwildomar.org.

4.0 NO ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will have no environmental impacts for specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

Aesthetics and Visual Resources (have a substantial adverse effect on a scenic vista, p. 3.1-5)

Biological and Natural Resources (conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, pp. 3.3-30 through -31)

Cultural and Paleontological Resources (impacts to historical resources, p. 3.5-11)

Noise (permanent increase in ambient noise levels, p. 3.8-30)

Public Services and Utilities (increased demand for school facilities, p. 3.9-14; increased demand for parks and recreation facilities, p. 3.9-30)

4.1 AESTHETICS AND VISUAL RESOURCES

Have a Substantial Adverse Effect on a Scenic Vista (p. 3.1-5)

While Interstate15, directly to the west of the project site, is eligible to be designated as a state scenic highway, it has not yet been recognized as such. In addition, there is no other federal, state, or local designation recognizing the project site or any land adjacent to the project site as a scenic resource or vista.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts affecting a scenic vista.

4.2 BIOLOGICAL AND NATURAL RESOURCES

Conflict with any Local Policies or Ordinances Protecting Biological Resources, such as a Tree Preservation Policy or Ordinance (pp. 3.3-30 through -31)

The City has no tree preservation ordinance, therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, including the City of Wildomar General Plan.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

4.3 CULTURAL AND PALEONTOLOGICAL RESOURCES

Impacts to Historical Resources (p. 3.5-11)

The Phase I Cultural Resources Assessments performed for the proposed project did not identify any historic structures within the project site. Additionally, results of the records search conducted by staff at the Eastern Information Center indicated that the subject property had not been included in any previous cultural resources studies and that no sites of either prehistoric or historic origin had been recorded within its boundaries.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to historical resources.

4.4 NOISE

Result in a Permanent Increase in Ambient Noise Levels (p. 3.8-30)

To assess the off-site noise levels associated with the development of the proposed project, noise level contour boundaries for the 55, 60, 65, and 70 dBA Community Noise Equivalent Levels were developed to determine whether project traffic volumes would create noise level increases greater than 3 dBA on the study area roadway segments.

For the Year 2017 scenario, potential traffic noise level impacts will range from 0.0 to 0.4 dBA CNEL; therefore, the proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible (less than 3.0 dBA CNEL). The proposed project will not generate a substantial permanent increase in transportation-related ambient noise levels. As such, there will be no impacts to permanent ambient noise levels due to increased traffic noise.

Operation of heating, ventilation, and air conditioning (HVAC) equipment on the roof of the preschool building has the potential to generate noise affecting the adjacent home

at 34520 Monte Vista Drive (APN 367-210-006). Parapet walls will screen the HVAC units from ground level. Screening the HVAC units will ensure that the noise at the property line is less than 65 dBA, consistent with General Plan Policy N 4.1.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in a permanent increase in ambient noise levels.

4.5 PUBLIC SERVICES AND UTILITIES

Increased Demand for School Facilities (p. 3.9-14)

The proposed project includes the construction of a preschool that is projected to enroll 180 students. The proposed project will not result in an increase in enrollment to the Lake Elsinore Unified School District.

Increased Demand for Parks and Recreation Facilities (p. 3.9-30)

The proposed project includes construction of additional facilities for an existing church and school. The proposed project will result in an additional 180 students at the existing school as well as an additional 36 staff members. These additional students and staff members will use the church and school facilities while on-site.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in an increased demand for school facilities or parks and recreation facilities.

5.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will result in less than significant environmental impacts without any mitigation measures for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Aesthetics and Visual Resources (substantially damage scenic resources or visual character of the area and surroundings, pp. 3.1-5 through -6; cumulative impacts to scenic resources, existing visual character, and light and glare, pp. 3.1-7 through -8)

- Air Quality (short-term construction emissions, pp. 3.2-14 through -19; long-term operational emissions, pp. 3.2-19 through -22; regional air quality management planning, pp. 3.2-22 through -23; substantial carbon monoxide pollutant concentrations, pp. 3.2-23 through -24; toxic air contaminants, p. 3.2-24; exposure of sensitive receptors to odorous emissions, pp. 3.2-24 through -25; contribution to nonattainment criteria pollutants, pp. 3.2-25 through -26)

- Biological and Natural Resources (impacts to the movement of native resident or migratory fish or wildlife species or within established migratory corridor, p. 3.3-30; cumulative impacts to biological resources, p. 3.3-32)

- Climate Change and Greenhouse Gases (generate greenhouse gas emissions that may have a significant impact on the environment, pp. 3.4-12 through -13; conflict with applicable plan adopted to reduce GHG emissions, pp. 3.4-13 through -18, result in the inefficient, wasteful or unnecessary consumption of energy, pp. 3.4-18 through -21)

- Cultural and Paleontological Resources (cumulative impacts to cultural and paleontological resources, p. 3.5-18)

- Geology and Soils (impacts associated with fault rupture, p. 3.6-11; exposure to seismic-related ground failure, including liquefaction and unstable soils, p. 3.6-13; cumulative soil stability and seismic impacts, pp. 3.6-17 through -18)

- Hydrology and Water Quality (alter drainage patterns/increase stormwater runoff, pp. 3.7-25 through -29; cumulative impacts to hydrology and water quality, p. 3.7-30)

- Noise (exposure to excessive groundborne vibration or noise, p. 3.8-30; contribution to cumulative noise levels, pp. 3.8-33 through -35)

- Public Services and Utilities (increased demand for fire protection and emergency medical services, pp. 3.9-5 through -6; significant risk or loss due to wildland fire, pp. 3.9-6 through -7; adequate fire flow, p. 3.9-7; cumulative demand for fire protection and emergency medical services, p. 3.9-8; increased demand for law enforcement services, p. 3.9-10; cumulative demand for law enforcement services, p. 3.9-11; cumulative school impacts, pp. 3.9-14 through -15; water supply demand and environmental effects, pp. 3.9-16 through -17; water supply infrastructure, p. 3.9-17; cumulative water supply impacts, pp. 3.9-18 through -19; water discharge requirements and conveyance and treatment standards, pp. 3.9-22 through -23; cumulative wastewater service impacts, p. 3.9-23; increased solid waste disposal, pp. 3.9-26 through -27; compliance with federal, state, and local statutes for solid waste, p. 3.9-27; cumulative solid waste impacts, p. 3.9-28; cumulative park and recreation demands, p. 3.9-31)

- Traffic and Circulation (roadway or traffic hazard, pp. 3.10-41 through -42; conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, p. 3.10-43)

5.1 AESTHETICS AND VISUAL RESOURCES

Substantially Damage Scenic Resources or Visual Character of the Area and Surroundings (pp. 3.1-5 through -6)

Construction of the proposed school building, administration building, maintenance building, and parking lots will alter the existing visual character of the area by potentially requiring the removal of some existing trees and naturally occurring vegetation and by creating new buildings that will be seen from Interstate 15, Monte Vista Drive, and some adjacent properties. However, the construction of these facilities will not require the

removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource. The proposed school, administration building, and maintenance buildings will be architecturally consistent with the existing facilities currently in use by the church. Therefore, project implementation would result in less than significant impacts associated with substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare (pp. 3.1-7 through -8)

While the proposed project will result in a less than significant production of glare and nighttime light, as an expansion of an existing use, the proposed project will not represent a significant new source of glare or nighttime light. When considering the surrounding residences, Interstate 15, and the proposed project, any impact to the nighttime sky or to daytime glare will be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in a less than significant impact associated with the damage of scenic resources or visual character of the area and surroundings. Additionally, the project will result in a less than cumulatively considerable impact to scenic resources, the site's existing visual character, and light and glare.

5.2 AIR QUALITY

Short-Term Construction Emissions (pp. 3.2-14 through -19)

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10}.

Long-Term Operational Emissions (pp. 3.2-19 through -22)

Operational activities associated with the proposed project will result in emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings. Implementation of the proposed project would result in less than significant impacts associated with long-term operational emissions.

Regional Air Quality Management Planning (pp. 3.2-22 through -23)

The project would not exceed the construction or operational standards and therefore would not violate air quality standards. Additionally, the proposed project is consistent

with the land use designation and development density presented in the City of Wildomar's General Plan and therefore would not exceed the population or job growth projections used by the South Coast Air Quality Management District (SCAQMD) to develop the Air Quality Management Plan. Therefore, the overall impact is less than significant.

Substantial Carbon Monoxide Pollutant Concentrations (pp. 3.2-23 through -24)

At buildout of the project, the highest number of average daily trips would be 28,900 for Bundy Canyon Road between Interstate 15 and Monte Vista Drive. This highest project-area average daily traffic is lower than the values studied in the 1992 CO Plan. Consequently at buildout of the project, none of the intersections in the vicinity of the proposed project site would have peak-hour traffic volumes exceeding those at the intersections modeled in the 2003 Air Quality Management Plan (AQMP) according to the traffic impact analysis, nor would there be any reason unique to project area meteorology to conclude that this intersection would yield higher carbon monoxide (CO) concentrations if modeled in detail. As a result, the South Coast Air Basin (SCAB) has been designated as attainment for carbon monoxide since 2007 and even very busy intersections do not result in exceedances of the CO standard. As such, potential impacts resulting from carbon monoxide pollutant concentrations would be less than significant.

Toxic Air Contaminants (p. 3.2-24)

Potential sensitive receptors in the project vicinity include existing adjacent land uses. As discussed in the analysis of localized significance thresholds (LSTs), for analysis purposes, potential impacts to sensitive receptors were analyzed accounting for a distance of 25 meters from the project boundary, as a conservative measure. Results of the LST analysis indicate that the proposed project will not exceed the SCAQMD localized significance thresholds (after mitigation), and a less than significant impact is expected during construction activity. Therefore, sensitive receptors would not be subject to a significant air quality impact during project construction.

The proposed project would not result in a significant CO "hot spot" as a result of project-related traffic during ongoing operations. Thus, a less than significant impact to sensitive receptors during operational activity is expected. There are no other potential sources of air toxics in the vicinity of the project. Therefore, toxic air contaminant impacts to sensitive receptors are considered to be less than significant.

Exposure of Sensitive Receptors to Odorous Emissions (pp. 3.2-24 through -25)

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease on completion of the respective phase of construction activity and are thus considered less than significant. It is

expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant.

Contribution to Nonattainment Criteria Pollutants (pp. 3.2-25 though -26)

The proposed project would be consistent with the Air Quality Management Plan, which is intended to bring the SCAB into attainment for all criteria pollutants, since the project-specific evaluation of emissions presented in the preceding analysis demonstrates that the project would not result in exceedances of any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Furthermore, the project would comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects basin-wide, which would include all related projects. As such, cumulative impacts would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant and less than cumulatively considerable impacts associated with air quality standards.

5.3 BIOLOGICAL AND NATURAL RESOURCES

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (p. 3.3-30)

The Riversidean sage scrub habitat on the east side of the PSA may provide a wildlife movement corridor for migrations, foraging, and movement along the lower foothills of the Sedco Hills. As proposed, the project will avoid the majority of the Riversidean sage scrub community. The only planned development within the Riversidean sage scrub habitat is adjacent to the existing campus and includes an upper parking lot and a stormwater basin, totaling approximately 3.5 acres. This will leave approximately 42 acres if Riversidean sage scrub untouched in the project study area (PSA). Thus, interference with wildlife movement will be minimal, and this impact will be less than significant.

Cumulative Impacts to Biological Resources (p. 3.3-32)

The City, along with other jurisdictions in western Riverside County, participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat

Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures MM 3.3.2.a and MM 3.3.2b, ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measures MM 3.3.2c and MM 3.3.2d ensures that impacts to coastal California gnatcatchers and other nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's contribution to cumulative impacts to a less than cumulatively considerable level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with the movement of native resident or migratory fish or wildlife species or within an established migratory corridor. Additionally, the proposed project will result in a less than cumulatively considerable impact to biological resources.

5.4 CLIMATE CHANGE AND GREENHOUSE GASES

Generate Greenhouse Gas Emissions That May Have a Significant Impact on the Environment (pp. 3.4-12 through -13)

Project construction would result in the generation of approximately 538 metric tons (MT) of carbon dioxide equivalents (CO_2e) over the course of construction. Once construction is complete, the generation of these greenhouse gas (GHG) emissions would cease. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions. Additionally, the unmitigated long-term operations of the proposed project would produce 997.47 metric tons of CO_2e annually. The proposed project would not surpass the project threshold of 3,000 MT CO_2e annually. As a result, this impact is considered less than cumulatively considerable.

Conflict with Applicable Plan Adopted to Reduce GHG Emissions (pp. 3.4-13 through -18)

The proposed project is consistent with or otherwise not in conflict with the California Air Resources Board (CARB) Scoping Plan Recommended Actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are less than cumulatively considerable.

Result in the Inefficient, Wasteful, or Unnecessary Consumption of Energy (pp. 3.4-18 through -21)

The proposed project will be constructed to meet the standards of the 2013 California Building Code that includes energy conservation measures in the form of insulation, fixture types, and windows. Compliance with the building code for all structures will ensure that the energy usage will be typical for a preschool, administrative office, and maintenance building. The parking lot lighting and sports field lighting will similarly be designed to be efficient in order to reduce the cost(s) of operating the facility. Overall, impacts associated with the potential for inefficient, wasteful, and unnecessary consumption of energy are considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts associated with greenhouse gas emissions, conflicts with an applicable plan adopted to reduce GHG emissions, and the inefficient consumption of energy.

5.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

Cumulative Impacts to Cultural and Paleontological Resources (p. 3.5-18)

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding development, mitigation proposed in this section, and existing federal and state laws, this impact is considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts to cultural and paleontological resources.

5.6 GEOLOGY AND SOILS

Impacts Associated with Fault Rupture (p. 3.6-11)

Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. There are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site. As a result, the potential for fault surface rupture on the site is very unlikely. Therefore, impacts would be less than significant.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (p. 3.6-13)

Due to the dense nature of the underlying bedrock, the potential for liquefaction to occur at the project site is very low. A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. As noted in the geotechnical feasibility study, the proposed project is underlain by very hard granitic bedrock, which is generally not susceptible to landslides. As such, the potential for liquefaction or landslide is considered less than significant.

Cumulative Soil Stability and Seismic Impacts (pp. 3.6-17 through -18)

As discussed on page 3.6-1 of the Draft EIR, soils associated are primarily composed of Quaternary alluvium and granodiorite similar to other soils in the area. The proposed project will grade parts of the property to result in new parking areas. The resulting project site will be visually and topographically different from existing development surrounding the proposed project site. While some grading occurred for surrounding homes, much of the prior development occurred with minimal or building-pad-specific grading only. The site of the proposed parking lot will generally be higher than existing development. The proposed project will be graded to be similar to existing adjacent natural topography to avoid erosion. With compliance with existing codes and standards, including the California Building Code, and implementation of mitigation measures outlined in Impacts 3.6.1 through 3.6.6, the proposed project's contribution to cumulative impacts related to the area's geology would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with fault rupture and exposure to seismic-related ground failure, including liquefaction and unstable soils. Additionally, the proposed project will result in less than cumulatively considerable impacts associated with soil stability and seismic impacts.

5.7 HYDROLOGY AND WATER QUALITY

Alter Drainage Patterns/Increase Stormwater Runoff (pp. 3.7-25 through -29)

To determine the tributary flow rates to the proposed project boundaries from off-site areas, JLC Engineering determined a yield based on previous studies performed at the project site. Following the rational method hydrology summary, these yields for the 100-year flow rates are included in Table 3.7-13 in Section 3.7 of the DEIR.

The yield rates listed in Table 3.7-13 average 2.25 cubic feet per second per acre. A conservative value of 2.40 cubic feet per second per acre was used to determine the capacity of stormwater treatment facilities, resulting in a less than significant impact to existing drainage patterns and volumes.

Cumulative Impacts to Hydrology and Water Quality (p. 3.7-30)

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita Watershed, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watershed. However, the proposed project's storm drain system and implementation of a water quality management plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary hydrology study completed for the project, the proposed project does not increase the flow rate for the post-project conditions. As such, the project is rendered noncontributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with the alteration of drainage patterns and with the increase of stormwater runoff. Additionally, the proposed project will result in less than cumulatively considerable impacts associated with hydrology and water quality.

5.8 NOISE

Exposure to Excessive Groundborne Vibration or Noise (p. 3.8-30)

Construction methods used for the proposed project will involve graders, excavators, and various-sized trucks as well as personal vehicles. Table 3.8-9 in Section 3.8 of the DEIR illustrates the peak particle velocity for various types of equipment, including vibratory rollers, large tractors, and loaded trucks. Use of a vibratory roller is likely for roadway construction. As noted in the table, a vibratory roller's velocity at 25 feet from the sources is 0.21 inches per second. Table 3.8-6 in Section 3.88 of the DEIR notes that the vibration would be strongly perceptible as an intermittent source. The Caltrans acceptable vibration standard ranges from 0.30 to 0.50 for older and newer residential structures, respectively. Further, the maximum velocity will be at 25 feet or closer to the equipment. Because there are no structures within 25 feet of any area being developed, or along Monte Vista Road for the alignment of the sewer line, the actual ground vibration will be less than the threshold. As the projected ground vibration is less than the acceptable standard, this impact is considered less than significant.

Contribution to Cumulative Noise Levels (pp. 3.8-33 through -35)

The installation of lighting at the sports field will allow the church to discontinue the portable generator–powered field lighting currently associated with evening games. The new lights will be wired into the power grid on the campus and will not generate any noise. As the church already uses the sports field in the evening using the generator-powered lights and has no plans to expand use of the facility after the new lights are installed, this impact is considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts with regard to excessive groundborne vibration or noise. Additionally, the proposed project will result in less than cumulatively considerable impact associated with the contribution to cumulative noise levels.

5.9 PUBLIC SERVICES AND UTILITIES

Increased Demand for Fire Protection and Emergency Medical Services (pp. 3.9-5 through -6)

The proposed project will result in an additional 126 people being present within the city on a daily basis. Considering the 2011 incident rate of one incident for every 12.69 people, the proposed project may be projected to generate 9.9 annual incidents. An additional 9.9 incidents would represent an increase of 0.004 percent in the number of incidents in Wildomar. Considering the projected 0.004 percent increase in the number of incidents in Wildomar and the proposed project's required compliance with Wildomar General Plan Policy S-5.1, any impact would be less than significant.

Significant Risk or Loss Due to Wildland Fire (pp. 3.9-6 through -7)

In consideration of the proposed project site's proximity to a fire station and the considerable urban development (e.g. buildings, pavement, parking lots, roadways) that currently surrounds the proposed project site, the categorization of the area as a very high fire hazard severity (VHFHS) zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be less than significant.

Adequate Fire Flow (p. 3.9-7)

The Riverside County Fire Department will further review and approve the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Monte Vista Road. Upon review and the necessary permit processing by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be less than significant.

Cumulative Demand for Fire Protection and Emergency Medical Services (p. 3.9-8)

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered less than cumulatively considerable.

Increased Demand for Law Enforcement Services (p. 3.9-10)

Because development associated with the proposed project is in an already developed area, the Riverside County Sheriff's Department (RCSD) will not be required to expand its service area to accommodate the proposed project upon completion. In consideration of the incremental population increase the proposed project represents and the location of the proposed project in an area that is currently receiving service from the RCSD, the potential impacts of the proposed project will be less than significant.

Cumulative Demand for Law Enforcement Services (p. 3.9-11)

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed in the discussion of Impact 3.9.2.1 in Section 3.9 of the DEIR, and the proposed project is consistent with the development potential for the area. This impact is considered less than cumulatively considerable.

Cumulative School Impacts (pp. 3.9-14 through -15)

Implementation of the proposed project will not result in population growth that would increase student enrollment in the Lake Elsinore Unified School District (LEUSD). In addition, the proposed project will be required to pay all applicable development impact fees, and any significant expansion of LEUSD school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered less than cumulatively considerable.

Water Supply Demand and Environmental Effects (pp. 3.9-16 through -17)

With estimated water consumption of 60 acre-feet annually, the proposed project will represent an increase in water consumption by the Elsinore Valley Municipal Water District (EVMWD) of 0.002 percent in years of low water consumption, 0.002 percent in years of high water consumption, and a 0.001 percent increase over the historic average water consumption of the EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project

will increase regional water consumption by less than 1 percent. This impact is less than significant.

Water Supply Infrastructure (p. 3.9-17)

The Elsinore Valley Municipal Water District has reviewed the proposed project and determined that the district can provide water to the proposed project. The amount of water provided to the project is considered a small increase in the amount currently provided to the area. The EVMWD will be able to supply the estimated increase in the amount of water required by the proposed project. Other than the connection of the proposed project to existing waterlines within Monte Vista Road, the Elsinore Valley Municipal Water District has indicated that no other improvements to the water treatment or delivery system are necessary. The impacts of the proposed project on the water treatment and delivery system are less than significant.

Cumulative Water Supply Impacts (pp. 3.9-18 through -19)

The proposed project does not involve any change to the current or planned land use of the project site allowing that the EVMWD demand assumptions allow for the increase in potable water demands that will result from the completion of the proposed project. Any impact will be less than significant.

Water Discharge Requirements and Conveyance and Treatment Standards (pp. 3.9-22 through -23)

Considering the EVMWD's generation factor to determine that the proposed project will result in a wastewater demand of 6,926 gallons per day, and the stated current treatment capacity of the Regional Water Reclamation Facility (WRF) to be 8 million gallons per day, the proposed project would result in an increase of less than 0.001 percent to the average wastewater flow of the Regional WRF. Any impact would be less than significant.

Cumulative Wastewater Service Impacts (p. 3.9-23)

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. No future phases of the project will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to cumulative wastewater infrastructure impacts, and this impact is considered less than cumulatively considerable.

Increased Solid Waste Disposal (pp. 3.9-26 through -27)

Based on solid waste generation rate assumptions provided by CalRecycle and information related to the El Sobrante Landfill, the proposed project would result in a less than 0.01 percent increase to the amount of daily solid waste delivered to this landfill, allowing any impact to be less than significant.

Compliance with Federal, State, and Local Statutes for Solid Waste (p. 3.9-27)

Wildomar Municipal Code Title 8, Chapter 8.20 regulates refuse disposal sites in Wildomar. Section 8.20.050 requires that each solid waste facility operator perform random load checks across load types of residential, commercial, and industrial to detect hazardous waste before such incoming waste is transferred to and/or disposed at the landfill. The goals of the ordinance and check program are to (1) prevent hazardous waste from being placed in a landfill not permitted to receive such waste, and (2) educate and discourage customers from bringing in such material. The code mandates the number of checks per day, depending on the daily tonnage. The load checks are random and an inspection form is required for each check. Chapter 8.104 mandates that solid waste be collected in the city and establishes the methodology and timing for collection. Through compliance with the source reduction and recycling element (SRRE) and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste. This impact is considered less than significant.

Cumulative Solid Waste Impacts (p. 3.9-28)

The proposed project, when considered with all existing, planned, proposed, approved and reasonably foreseeable development in the region, will not produce a significant amount of solid waste. Any impact would be less than cumulatively considerable.

Cumulative Park and Recreation Demands (p. 3.9-31)

The proposed project would not result in additional users of City parks and recreation facilities. The additional students and staff members that will be present at the project site as a result of the proposed project will use the existing and proposed facilities of the project site, which would allow any impact to be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts and less than cumulatively considerable impacts associated with public services, utilities, and service systems.

5.10 TRAFFIC AND CIRCULATION

Roadway or Traffic Hazard (pp. 3.10-41 through -42)

The proposed project includes new parking lots to accommodate the additional worshipers, new church buildings proposed as part of the project and the paving Via Carnaghi Lane for easier access to the new parking lots and church buildings. The improvements to Via Carnaghi Lane are similar to the existing roadway and consistent with City standards. The proposed project would not include any dangerous design features, curves, or intersections. As such, impacts would be less than significant.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities (p. 3.10-43)

The addition of population proposed by the project due to new employment has the potential to increase the demand for public transit. It is likely that existing Wildomar residents will need to travel to the project site and would potentially use existing transit services. While Wildomar is served by RTA Routes 7 and 8, the proposed project is not located along either route. As such, the proposed project would provide the opportunity for the Riverside Transit Authority to expand its service area along Bundy Canyon Road, Baxter Road, and Monte Vista Drive to better meet the needs of not only the proposed project area but those residing and working in proximity to it. Additionally, existing transit options would remain intact and not otherwise be affected by the project. Therefore, impacts related to existing alternative transportation would not result from the project, and the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation or the expansion of alternative transportation. Therefore, a less than significant impact would occur in terms of alternative transportation.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with roadway or traffic hazards and that conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

6.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar makes the following findings associated with significant, potentially significant, and cumulatively significant impacts that can be mitigated to a less than significant level through implementation of proposed mitigation measures, for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Aesthetics and Visual Resources (create a new source of light and glare, pp. 3.1-6 through -7)

- Biological and Natural Resources (impacts to special-status plant species, pp. 3.3-25 through -26; impacts to special-status wildlife species, pp. 3.3-26 through -28; impacts to sensitive biological communities, including riparian habitat, p. 3.3-29; impacts to jurisdictional wetlands, pp. 3.3-29 through -30); impacts associated with habitat conservation plans, p. 3.3-31)

- Cultural and Paleontological Resources (impacts to archaeological resources, pp. 3.5-11 through -13; impacts to paleontological resources, pp. 3.5-13 through -16; impacts to human remains, pp. 3.5-16 through -17)

- Geology and Soils (impacts associated with strong seismic ground shaking, pp. 3.6-11 through -12; erosion/loss of topsoil, pp. 3.6-13 through -15; unstable soils, pp. 3.6-15 through -16; expansive soils, pp. 3.6-16 through -17)

- Hydrology and Water Quality (violation of water quality standards, pp. 3.7-14 through -25)
- Noise (exposure to excessive noise levels, pp. 3.8-25 through -30)
- Traffic and Circulation (substantial increase in traffic volume – existing plus project, pp. 3.10-32 through -40; impacts associated with emergency access, pp. 3.10-42 through -43)

6.1 AESTHETICS AND VISUAL RESOURCES

Create a New Source of Substantial Light or Glare (pp. 3.1-6 through -7)

As discussed in Section 3.1 of the Draft EIR, a photometric plan for the lighting associated with the parking lots predicts that the maintenance building parking lot is anticipated to result in an illumination increase between 2.0 and 5.7 horizontal foot-candles along its southern boundary, which is directly adjacent to the northern boundary of a residential property, located at 34620 Via Carnaghi Lane. Additionally, the proposed upper parking lot is anticipated to result in an illumination increase of 3.2 horizontal foot-candles along its southwest boundary, which is adjacent to the eastern boundary of the same residential property.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to aesthetics and visual resources (impacts to light and glare). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.1.3 To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot-candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.

Residual Impact

After the implementation of mitigation measure MM 3.1.3, the proposed project's impacts on aesthetics and visual resources would be less than significant.

6.2 BIOLOGICAL AND NATURAL RESOURCES

Impacts to Special-Status Plant Species (pp. 3.3-25 through -26)

Suitable habitat for Parry's spineflower, white rabbit-tobacco, and bottle liverwort occur within the PSA. Parry's spineflower is covered under the MSHCP; therefore, project compliance with the MSHCP will ensure that direct, indirect, and cumulative impacts to this species are less than significant. White rabbit-tobacco and bottle liverwort are not covered by the MSHCP.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to special-status plant species). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.3.1 Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct focused surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern.

If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.

If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold.

Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., 1 acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, off-site mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted.

A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented, shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval.

Impacts to Special-Status Wildlife Species (pp. 3.3-26 through -28)

Suitable habitat for orangethroat whiptail, coast horned lizard, burrowing owl, loggerheaded shrike, coastal California gnatcatcher, northwestern San Diego pocket mouse, Stephen's kangaroo rat, and San Diego black-tailed jackrabbit exists within the PSA. All of these species are covered under the MSHCP. The MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans and mitigation measures listed below, fully mitigates impacts for these covered species.

Additionally, to ensure compliance with the requirements of the MSHCP, additional surveys are required for burrowing owl and coastal California gnatcatcher. Further, the PSA may also provide nesting and/or foraging habitat for migratory birds not identified in Table 3.3-1 in Section 3.2 of the DEIR. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act (MBTA). Vegetation clearing within undisturbed portions of the PSA, during the nesting season, could result in direct impacts to nesting birds should they be present. Furthermore, noise and other human activity may result in nest abandonment if nesting birds are present within 200 feet of a work site. Due to the presence of suitable habitat for these species, implementation of project-related activities may result in adverse impacts should they be present in areas proposed for disturbance.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to special-status wildlife species). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.3.2a Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP (March 29, 2006). In addition, per MSHCP Species-Specific Objective 6, preconstruction

presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

MM 3.3.2b If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (2012).

MM 3.3.2c Prior to any construction occurring in Riversidean sage scrub (Figure 3.3-1) during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing.

If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15).

MM 3.3.2d **Migratory Bird Surveys**. If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.

Impacts to Sensitive Biological Communities, Including Riparian Habitat (p. 3.3-29)

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the Fish and Game Code (FGC), and Section 404 of the Clean Water Act (CWA). Four ephemeral drainages were identified by Principe and Associated in the southern portion of the PSA. One ephemeral drainage appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the PSA. As a result, project grading may result in the loss of riparian habitat from proposed vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the California Department of Fish and Wildlife (CDFW) may be required for the proposed project. This agreement would include measures to minimize impacts and restore riparian habitat.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to sensitive biological communities, including riparian habitat). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.3.3 The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFW, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Impacts to Jurisdictional Wetlands (pp.3.3-29 through -30)

The southern portion of the PSA contains four ephemeral drainages. One ephemeral drainage appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the PSA. A jurisdictional delineation has not been conducted to date; therefore, the extent of US Army Corps of Engineers (USACE) jurisdiction over the ephemeral drainages is unknown. The on-site ephemeral drainages do appear to be hydrologically connected to Murrieta Creek, which is subject to USACE jurisdiction; as a result, the on-site drainages may meet the definition of waters of the United States. In order to ensure that project-related activities do not result in the loss of federally protected wetlands, mitigation measures shall be implemented.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to jurisdictional wetland). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.3.4a Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present. If potentially jurisdictional features are identified, the project applicant shall submit a preliminary jurisdictional determination to the USACE for verification. The verified delineation will be submitted to the City for its records.

MM 3.3.4b Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project.

Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (p. 3.3-31)

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (Appendix 3.3 of the DEIR). As demonstrated in the analysis by Principe and Associates (2013a) (see DEIR Appendix 3.3), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures listed below will result in the project having no impact with regard to the MSHCP.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (conflicts associated with MSHCP). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

Implement mitigation measures MM 3.3.2a and MM 3.3.2b, MM 3.3.3, and MM 3.3.4a and MM 3.3.4b.

Residual Impact

After the implementation of mitigation measures MM 3.3.1, MM 3.3.2a through MM 3.3.2d, MM 3.3.3, and MM 3.3.4a and MM 3.3.4b, the proposed project's impacts on biological resources would be less than significant.

6.3 CULTURAL AND PALEONTOLOGICAL RESOURCES

Impacts to Archaeological Resources (pp. 3.5-11 through -13)

Because the project site is already developed, it is unlikely that any potential archaeological resources at the project site would currently be buried. As a result, the project site has not been investigated by a professional archaeologist. However, excavations could occur in association with development of the proposed project that could affect archaeological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown archaeological resources within project boundaries. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect archaeological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural resources (impacts to archaeological resources). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.5.2a If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated in the 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 MM 3.5.2b.

This mitigation measure shall be incorporated in all construction contract documentation.

MM 3.5.2b At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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

MM 3.5.2c 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.

MM 3.5.2d 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 archaeological resources**.** A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the project. Final copies of the report will be submitted to the City of Wildomar, the developer, the Eastern Information Center, and the Pechanga Tribe.

Impacts to Paleontological Resources (pp. 3.5-13 through -16)

Because the project site is already developed, it is unlikely that any potential paleontological resources at the project site would currently be buried. Therefore, the project site has not been investigated by a professional paleontologist. However, excavations could occur in association with development of the proposed project that

could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural resources (impacts to paleontological resources). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.5.3a Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required.

If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

MM 3.5.3b 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, 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.

MM 3.5.3c 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.

MM 3.5.3d Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

MM 3.5.3e A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Impacts to Human Remains (pp. 3.5-16 through -17)

Implementation of the proposed project could result in the inadvertent disturbance of undiscovered human remains.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural resources (impacts to human remains). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.5.4a If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within a reasonable time frame 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.

MM 3.5.4b All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b, 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.

MM 3.5.4c All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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.

Residual Impact

After the implementation of mitigation measures MM 3.5.2a through MM 3.5.2d, MM 3.5.3a through MM 3.5.3e, and MM 3.5.4a through MM 3.5.4c, the proposed project's cultural resources impacts on archaeological resources, paleontological resources, and human remains would be less than significant.

6.4 GEOLOGY AND SOILS

Impacts Associated with Strong Seismic Ground Shaking (pp. 3.6-11 through -12)

The project site is located in an area that may be subject to strong seismic ground shaking associated with faults within the proximity to the project site.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (impacts associated with strong seismic ground shaking). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.6.2 Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Soil Erosion or Loss of Topsoil (pp. 3.6-13 through -15)

The site of the proposed preschool is an existing paved parking lot located at the westernmost boundary of the project site. Minimal grading will be required for the preschool construction; however, the existing asphalt will need to be removed and foundations constructed for the new building. In addition, landscaping and stormwater basin areas will also be excavated. Similarly, paving the lower parking lot will not require significant grading. Grading and excavation activities associated with the proposed project would expose soils to potential short-term erosion by wind and water. Some slope areas on the project site do not have exposed granodiorite bedrock and therefore could result in soil erosion.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (impacts associated with soil erosion or loss of topsoil). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.6.4a A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of 2 feet deep and 15 feet wide (equipment width) and tilted a minimum of 2 percent into the hillside. Keyways for transition slopes should tilt a minimum of 5 percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill.

MM 3.6.4b All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse structural features or significant amounts of soil may be considered unstable. Unstable cut slopes may require flattening or buttressing. Additionally, the final grading plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study.

Unstable Soils (pp. 3.6-15 through -16)

The proposed project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. As discussed in Section 3.6 of the DEIR, Wildomar is located in a susceptible subsidence zone. Additionally, as discussed in the Existing Settings subsection in Section 3.6 of the DEIR, existing literature and mapping indicate that soils in Wildomar generally have low shrink-swell potential because they are generally sandy. However, soils developed on older alluvium have varying amounts of silt and clay. Soils with higher clay content and density could have more shrink-swell potential.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (unstable soils). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.6.5 All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium should be removed from the areas to be graded to

competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project.

Expansive Soils (pp. 3.6-16 through -17)

Soils tested on-site are classified to have very low expansion potential (Expansion Potential yield of 3). However, import soils or soils used near finish grade may have a different Expansion Index than what was tested.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (expansive soils). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.6.6a **Slab on Grade**. To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at completion of grading could cause a change in the slab-on-grade recommendations.

MM 3.6.6b **Exterior Slabs**. All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.

Residual Impact

After the implementation of mitigation measures MM 3.6.2, MM 3.6.4a and MM 3.6.4b, MM 3.6.5, and MM 3.6.6a and MM 3.6.6b, the proposed project's impacts to geology and soils would be less than significant.

6.5 HYDROLOGY AND WATER QUALITY

Degrade Water Quality or Violate Water Quality Standards (pp. 3.7-14 through -25)

Potential development associated with the proposed project could result in erosion and water quality degradation of downstream surface water and groundwater resources. Compliance with the requirements of the State Water Resource Control Board's (SWRCB's) Construction General Permit during construction and implementation of best management practices during operations would minimize the potential for such degradation.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to hydrology and water quality (water quality). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and

paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.

Residual Impact

After the implementation of mitigation measure MM 3.7.1, the proposed project's impacts to hydrology and water would be less than significant.

6.6 NOISE

Exposure to Excessive Noise Levels (pp. 3.8-25 through -30)

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. At a distance of less than 50 feet from the project boundaries, it is expected that the nearby noise-sensitive residential receivers will likely experience a significant, temporary/periodic increase above the existing ambient noise due to project construction activities.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to noise (exposure to excessive noise levels). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.8.1a Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval.

- Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors.
- Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.
- All construction activity including staging and haul truck deliveries shall be limited to the hours of 6 a.m. to 6 p.m. between June and September, and the hours of 7 a.m. to 6 p.m. between October and May.

- Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles traveled.

- Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.

- Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive.

- The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.

- Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.

MM 3.8.1b The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.

MM 3.8.1c For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.

MM 3.8.1d All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

MM 3.8.1e The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along

the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.

Residual Impact

After the implementation of mitigation measures MM 3.8.1a through MM 3.8.1e, the proposed project's noise impacts would be less than significant.

6.7 TRAFFIC AND CIRCULATION

Substantial Increase in Traffic Volume – Existing Plus Project (pp. 3.10-32 through -40)

Existing plus project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in Section 3.10 of the Draft EIR. The proposed project would result in an increase in traffic under the existing plus project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections) at the following intersections:

- I-15 Southbound Ramps/Baxter Road
- I-15 Northbound Ramps/Baxter Road
- Monte Vista Drive/Bundy Canyon Road
- Monte Vista Drive/Baxter Road

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to traffic and circulation (substantial increase in traffic volume – existing plus project). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.10.1 The project applicant shall be required to pay its pro rata share of the implementation of the following traffic improvements:

I-15 Southbound Ramps/Baxter Road (Intersection #2)

- Install a traffic signal.

I-15 Northbound Ramps/Baxter Road (Intersection #4)

- Install a traffic signal.

Monte Vista Drive/Bundy Canyon Road (Intersection #5)

- Install a traffic signal.

Monte Vista Drive/Baxter Road (Intersection #9)

- Install a traffic signal.

Emergency Access (pp. 3.10-42 through -43)

Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact to emergency access.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to traffic and circulation (emergency access). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.10.3 The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.

Residual Impact

After the implementation of mitigation measures MM 3.10.1 and MM 3.10.3, the proposed project's traffic and circulation impacts would be less than significant.

7.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Based on the criteria set forth in the Draft EIR and the Final EIR, the City finds that the following environmental effects of the project are significant and unavoidable and cannot be reduced through mitigation measures to a less than significant level. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Noise (impacts associated with an increase in ambient noise levels, pp. 3.8-31 through -33)

7.1 NOISE

Result in a Temporary Increase in Ambient Noise Levels (pp. 3.8-31 through -33)

Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels, typically greater than 5 dBA over ambient noise levels. Grading activities typically represent one of the highest potential sources for noise impacts. As the proposed project area is already developed, it is possible that construction noise will result in a short-term increase in the ambient noise. Operation of the facility will also result in temporary impacts. Usage of the parking lots, particularly during late day events, has the potential to disturb residents along Via Carnaghi Lane. Use of lawnmowers, leaf blowers, string trimmers, and other landscape maintenance equipment can also generate substantial if temporary noise. Small parking lot sweeper noise levels (estimated based on published information for a TYMCO Standard Model 210 parking lot sweeper) can generate levels of 77.0 dBA Leq to a high of 81.0 dBA Lmax during operations.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project would result in significant and unavoidable impacts to noise (result in a temporary increase in ambient noise levels). Because the existing development is adjacent to the proposed construction, and some of the construction areas are physically above the sensitive receptors, the provision of a noise wall is infeasible as any noise barrier would be too short, or too expensive as construction of a very tall barrier to overcome the height difference. Similarly, temporary noise attenuation would also be ineffective because of topographic differences between the construction areas and the sensitive receptors. Finally, as in the case for the construction of Via Carnighi Lane, driveways allowing access to the existing homes would need to remain open for vehicle access which would negate the mitigation of any noise barrier.

Mitigation Measures

MM 3.8.1a Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. The plan shall:

- Depict the location of construction equipment staging areas.
- Require that construction contractors equip construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards.

- Require that the construction contractor place stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

- Describe other noise control measures that will be implemented during project-related construction activities.

- Specify that all construction activity, including staging and haul truck deliveries, is subject to the same hours specified for construction equipment (i.e., between the hours of 6 a.m. and 6 p.m. during the months of June through September, and between the hours of 7 a.m. and 6 p.m. during the months of October through May). Where alternative routes are available that would not substantially increase vehicle miles traveled, the plan shall denote haul routes that do not pass noise-sensitive land uses or residential dwellings. The construction-related noise control plan shall also incorporate any other restrictions imposed by City staff.

- Indicate the location of frame-mounted temporary noise curtains. The noise curtains shall be installed near the noise-sensitive residential receiver locations to shield the neighboring homes from construction noise. Noise control curtains shall provide a minimum STC (Sound Transmission Class) rating of 20. The temporary noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.

The construction supervisor shall provide written notification of planned activities to the City of Wildomar and to each of the property owners located along Via Carnaghi Lane and the home at 34520 Monte Vista Drive 15 days prior to commencement of each phase of construction.

The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community, a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.

The construction supervisor shall ensure compliance with the noise control plan, and the City shall conduct periodic inspections at its discretion.

MM 3.8.1b The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.

MM 3.8.1c For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-

inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.

MM 3.8.1d All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

MM 3.8.1e The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.

MM 3.8.4 Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.

Residual Impact

While the City recognizes that the impacts are short in duration and will not present any long-term impacts on the project site or in the surrounding area, this impact remains significant and unavoidable.

8.0 FEASIBILITY OF PROJECT ALTERNATIVES

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore merit in-depth consideration, and which are infeasible. The alternatives analyzed in the Draft EIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more the project's significant effects. The EIR discussed several alternatives to the proposed project in order to present a reasonable range of alternatives. The alternatives evaluated included:

Alternative 1 – No Project Alternative, pp. 4.0-5 through -7

Alternative 2 – No Upper Parking Lot, pp. 4.0-7 through -10

Alternative 3 – No Maintenance Building Parking Lot, pp. 4.0-10 through -13

Alternative 4 – Relocated Preschool, pp. 4.0-14 through -16

8.1 ALTERNATIVE 1 – NO PROJECT ALTERNATIVE

Alternative 1: No Project

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

Aesthetics and Visual Resources

Impacts to aesthetics were determined to be less than significant with mitigation incorporated. The no project alternative would eliminate the new maintenance building parking lot as well as construction of the upper and paving of the lower parking lots that would eliminate parking lot–related light impacts. While mitigation measure MM 3.1.3 would reduce the proposed project's impacts in this regard to less than significant, the elimination of the parking lots would result in no impact in terms of lighting on the home at 34620 Via Carnaghi Lane. This alternative would also eliminate the sports field lighting installation, but would allow the use of the generator-powered equipment to continue. Under the no project alternative, the existing nighttime use of the sports field would remain unchanged from the current condition. Overall, the impact to aesthetics from the no project alternative would be less than the impacts of the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. While these requirements would apply to any development project, the no project alternative would not result in any physical change to the property and therefore would not have any potential to disturb the soil or create air quality impacts. The impacts to air quality under this alternative are less than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the Western Riverside County Multiple Species Habitat Conservation Plan. However, as the no project alternative would not result in any change to the existing project area and would not require any mitigation or MSHCP compliance, the impact to biological and natural resources is less than that of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The no project alternative would not result in any changes to the project site and would therefore have less of an impact on climate change than the proposed project.

Cultural and Paleontological Resources

The construction of the upper parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the no project alternative would not result in any construction and would therefore have less of an impact on cultural resources.

Geology and Soils

Construction of the upper parking lot will result in grading and modification of the existing slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. These mitigation measures reduce the proposed impacts to a less than significant level. However, the no project alternative will not result in any grading and would therefore have less of an impact on geology and soils than the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface associated with the new upper parking lot and the paving of Via Carnaghi Lane. The project features address both quantity and quality of the stormwater runoff. Mitigation measure MM 3.7.1 requires compliance with the National Pollutant Discharge Elimination Permit (NPDES) and preparation of a stormwater pollution prevention plan. While this mitigation would be required of any construction project, the no project alternative would not disturb the soil and would therefore have less of an impact on hydrology and water quality.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure MM 3.8.1a, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive

receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation.

Mitigation measures MM 3.8.1b through MM 3.8.1d address design of the proposed preschool to address noise from Interstate 15, and MM 3.8.1e requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR includes mitigation measures MM 3.8.4, which requires that parking lot sweeping and maintenance be limited to business hours, and MM 3.8.5, which requires that the parking lots be secured from unauthorized after-hours access.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The no project alternative would not result in any construction and would therefore have less of an impact than the proposed project. The no project alternative assumes that the lower parking lot and Via Carnaghi Lane would continue to be used for church surfaces. Although the unimproved nature of the roadway and parking lot, and the continued use of the generator-powered field lights, will contribute to noise in the area, overall the no project alternative would have less of an impact on noise than the proposed project.

Public Services and Utilities

The proposed project will connect to the Elsinore Valley Municipal Water District (EVMWD) sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the no project alternative would not allow for the abandonment of the on-site septic system. Generally, connection to a regional wastewater treatment facility is preferred to ensure that federal and state water quality standards continue to be met. As the no project alterative would not result in the connection to the EVMWD sewage collection and treatment system, the impact from this alterative on public services and utilities is greater than the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the Transportation Uniform Mitigation Fee (TUMF) at the time of building permit issuance.

The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project. The no project alternative would not result in any construction and would therefore have less of an impact on traffic.

Findings: Alternative 1, the No Project alternative, would result in lesser impacts. However, this alternative would not meet the any of the project objectives. Additionally, since the no project alternative would also not result in the connection to the EVMWD sewage collection and treatment system, the long-term impact on water quality may be greater than any of the other project alternatives. Accordingly, it is rejected because it does not meet project objectives.

8.2 ALTERNATIVE 2 – NO UPPER PARKING LOT

This alternative involves eliminating the upper parking lot, which eliminates most of the grading on the site as well as the drainage basin and the access road to the lower parking area. The elimination of the upper parking lot would remove 275 new parking spaces from the project, which may affect church operations. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The No Upper Parking Lot alternative would eliminate the grading associated with the parking lot. This would also eliminate the parking lot–related light impacts as well as mitigation measure MM 3.1.3. Because the elimination of this feature would result in less grading and land alteration, this alternative would have less aesthetic impact than the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of the maintenance building and lower parking lots as well as the paving of Via Carnaghi Lane. However, the upper parking lot constitutes the most significant grading and therefore the largest impact to air quality. While the air quality requirements would apply to any development on the site, the No Upper Parking Lot alternative would result in less land disturbance and therefore have less impacts to air quality than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds.

These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The No Upper Parking Lot alternative reduces the total area of disturbance, however, and would therefore have less of an impact to biological and natural resources than the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The No Upper Parking Lot alternative would result in less construction, paving, and ground disturbance, and therefore would have less of an impact on climate change than the proposed project.

Cultural and Paleontological Resources

The construction of the upper parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the No Upper Parking Lot alternative would not disturb new undeveloped area on the site and would therefore have less of an impact on cultural resources.

Geology and Soils

Construction of the upper parking lot will result in grading and modification of the existing slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the No Upper Parking Lot alternative would eliminate the need for mitigation and would therefore have less of an impact on geology and soils than the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface associated with the new upper parking lot and the paving of Via Carnaghi Lane. The No Upper Parking Lot alternative would remove the new basin at the south end of the proposed parking lot. The Preliminary Hydrology and Hydraulic Study (DEIR Appendix 3.7) states that the

southern portion of Via Carnaghi Lane does not need a stormwater basin, and the northern portion of the lane can be conveyed to a sand filter adjacent to the roadway at the southeast end of the sports field (see Detail A of Figure 2.0-3C in the DEIR). As both the maintenance building and the lower parking lot will have pervious pavement surfaces and these areas are below the finished elevation of the drainage basin, the only purpose for the basin is the upper parking lot. This alternative would be required to comply with mitigation measure MM 3.7.1 that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). While this mitigation would be required of any construction project, the No Upper Parking Lot alternative would disturb less area and would therefore have less of an impact on hydrology and water quality.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure MM 3.8.1a, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation.

Mitigation measures MM 3.8.1b through MM 3.8.1d address design of the proposed preschool to address noise from Interstate 15, and MM 3.8.1e requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR includes mitigation measures MM 3.8.4, which requires that parking lot sweeping and maintenance be limited to business hours, and MM 3.8.5, which requires the parking lots be secured from unauthorized after-hours access. The No Upper Parking Lot alternative would eliminate the need for the access control and would reduce the amount of noise at the existing residence.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The No Upper Parking Lot alternative would reduce the amount of overall construction; however, most of the upper parking area is north and east of the closest sensitive receptor and unlikely to be the main source of noise. Although this alternative would result in less construction, the noise impacts from construction remain significant and unavoidable. Therefore, the impacts to noise from this alternative are similar to those of the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the No Upper Parking Lot alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The No Upper Parking Lot alternative would substantially reduce the amount of parking available on the project site. The reduction in parking has the potential to result in parking along Monte Vista Drive and Via Carnaghi Lane. The potential for spillover parking could result in additional congestion in the vicinity of the church. Although the provision of parking is not considered an environmental impact in the CEQA Guidelines, the No Upper Parking Lot alternative would have the physical impact of allowing overflow parking on streets and in areas not designed for parking. This impact to parking is considered greater than that of the proposed project.

The No Upper Parking Lot alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Findings: Alternative 2, No Upper Parking Lot, would result in eight lesser environmental impacts than the proposed project and three similar environmental impacts. Removing the upper parking lot from the project would substantially reduce grading on the site but would result in significantly less parking. This could result in overflow onto Via Carnaghi Lane and Monte Vista Drive. The resulting congestion could also result in more vehicle idling time as church members wait for others to leave in order to find parking. Operational changes to the church services, such as extending the time between services, might alleviate some of the congestion; however, this would be at the expense of reducing opportunities for fellowship and visitation between members.

8.3 ALTERNATIVE 3 – NO MAINTENANCE BUILDING PARKING LOT

This alternative involves eliminating the maintenance building parking lot that is adjacent to the northern property line of the residence at 34620 Via Carnaghi Lane. By eliminating the parking area, the noise associated with grading, paving, construction, and operation would no longer impact this residence. Further, the lighting associated with the parking lot would not have the potential to impact the home and yard area, although some security lighting associated with the existing building or new maintenance building would be anticipated. The elimination of the maintenance building parking lot would remove 45 new parking spaces from the project, which is unlikely to affect church operations. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The No Maintenance Building Parking Lot alternative would eliminate the grading associated with the parking lot. Like the upper parking lot, the maintenance building parking lot is higher than the adjacent home on Via Carnaghi Lane. The grade difference of approximately 5–10 feet places the parking lot above the adjacent structure and potentially affects aesthetics. By eliminating this parking area, the adjacent parcel would remain in its present condition. This alternative would have less aesthetic impact than the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of the upper and lower parking lots as well as the paving of Via Carnaghi Lane. Paving of the maintenance building parking lot constitutes a small amount of grading on the site and minimal impact to air quality. While the air quality requirements would apply to any development on the site, the No Maintenance Building Parking Lot alternative would result in less land disturbance and therefore have less impact to air quality than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measures MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The No Maintenance Building Parking Lot alternative affects an area of the site that was previously disturbed and unlikely to contain habitat. As the elimination of the parking lot

does not reduce the mitigation measures or result in reduced development area, impacts to biological and natural resources are considered similar to those of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The No Maintenance Building Parking Lot alternative would result in less construction, paving, and ground disturbance, and therefore would have less of an impact on climate change than the proposed project.

Cultural and Paleontological Resources

The construction of the maintenance building parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the No Maintenance Building Parking Lot alternative would not reduce impacts to previously undisturbed area on the property and would therefore have similar impacts on cultural resources to the proposed project.

Geology and Soils

Construction of the maintenance building parking lot will not result in substantial grading or modification of any slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope associated with the upper parking lot, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the No Maintenance Building Parking Lot alternative does reduce the need for the mitigation and would therefore have less impact on geology and soils to the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface. The site plans show that the maintenance building parking lot will have pervious surface material designed to address stormwater runoff. Elimination of the parking lot would not affect the project's need to provide a stormwater basin or to ensure water quality. The remainder of the development associated with the proposed project and with the No Maintenance Building Parking Lot alternative would be required to comply with mitigation measure MM 3.7.1 that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). The No Maintenance Building Parking Lot alternative would result in similar impacts to hydrology and water quality as the proposed project.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure MM 3.8.1a, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation. The maintenance building parking lot is close to the existing residence at 34620 Via Carnaghi Lane and would result in impacts during construction and operation. The No Maintenance Building Parking Lot alternative would eliminate the grading and paving of this parking lot and reduce the noise impact to the existing home. The upper and lower parking lots would still be constructed and would therefore have similar noise characteristics to the proposed project. The upper parking lot is farther away from the home and other than the access driveway leading to the lower parking lot, is unlikely to result in impacts during operation. The lower parking lot is approximately 8–10 feet below the house, and the grade difference will help attenuate noise from operation of the parking lot.

Mitigation measures MM 3.8.1b through MM 3.8.1d address design of the proposed preschool to address noise from Interstate 15, and MM 3.8.1e requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR requires mitigation measure MM 3.8.4, which requires that parking lot sweeping and maintenance be limited to business hours, and MM 3.8.5, which requires that the parking lots be secured from unauthorized after-hours access. The No Maintenance Building Parking Lot alternative would not eliminate the need for the access control but would reduce the amount of noise at the existing residence.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The No Maintenance Building Parking Lot alternative would reduce the amount of overall construction. Although this alternative would result in less construction, the noise impacts from construction remain significant and unavoidable, and therefore the impacts to noise from this alterative are similar to those of the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the No Maintenance Building Parking Lot alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter

roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The No Maintenance Building Parking Lot alternative would reduce the amount of parking available on the project site. The reduction in parking has the potential to result in parking along Monte Vista Drive and Via Carnaghi Lane. The potential for spillover parking could result in additional congestion in the vicinity of the church. However, the effect on parking would be minimal due to the size of the proposed maintenance building parking lot. Although the provision of parking is not considered an environmental impact in the CEQA Guidelines, the No Maintenance Building Parking Lot alternative would have the physical impact of allowing overflow parking onto streets and in areas not designed for parking. The maintenance building parking lot has 45 spaces and eliminating it from the overall parking plan would result in impacts to parking similar to those of the proposed project.

The No Maintenance Building Parking Lot alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Findings: Alternative 3, No Maintenance Building Parking Lot, would result in four lesser environmental impacts and seven similar environmental impacts than the proposed project. Removal of the maintenance building parking lot would likely have little effect on parking, as the lot is small. However, the lot does create impacts for the adjacent residence during construction and operation. While the operational impacts can be addressed, the construction impacts will remain significant and unavoidable. The No Maintenance Building Parking Lot alternative meets all of the project objectives and is the least disruptive to the proposed project site plan and design. This alternative is considered the environmentally superior alternative.

8.4 ALTERNATIVE 4 – RELOCATED PRESCHOOL

This alternative involves relocating the preschool farther east away from Interstate 15 and the noise contours associated with the highway. As noted in DEIR Section 3.8, Noise, the parking and drop-off area of the building exceeds the desired noise level of 65 dBA. While this is normal for a parking area, the DEIR includes a mitigation measure that requires a post-construction analysis to ensure that the outdoor play area is adequately shielded by topography and the preschool building to provide an acceptable noise level. Mitigation measure MM 3.8.1e requires a subsequent noise study and the installation of a block sound wall along the western property line if the noise threshold cannot be met. This alternative would eliminate the need for the mitigation measure by placing the preschool at the north end of the existing east parking lot. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The Relocated Preschool alternative would allow the existing parking lot to remain and would result in construction that is shielded from view by the main church buildings. The relocation would remove the planned landscaping and water quality basins in the parking lot closest to Monte Vista Drive and would eliminate the need to reconfigure the existing entry and exit driveways. As all other aspects of the project would remain, including the construction of the upper parking lot and the sports field lighting, the Relocated Preschool alternative has similar impacts to the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of upper and lower parking lots as well as the paving of Via Carnaghi Lane. As all of the proposed project features would be constructed, and both the current location and the relocated preschool location would occur in an existing parking lot, the impact to air quality is similar to the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the city's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The Relocated Preschool alternative would not affect any of the proposed mitigation; therefore, impacts to biological and natural resources are considered similar to those of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The Relocated Preschool alternative would not result in less construction, paving, and ground disturbance, and therefore would have a similar impact on climate change as the proposed project.

Cultural and Paleontological Resources

The construction of the parking lots and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines

have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the Relocated Preschool alternative would not reduce impacts to previously undisturbed area on the property and would therefore have similar impacts on cultural resources as the proposed project.

Geology and Soils

Construction of the preschool does not require grading or modification of any slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope associated with the upper parking lot, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the Relocated Preschool alternative does reduce the need for the mitigation and would therefore have similar impacts on geology and soils as the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface. The site plans show that the preschool will have a water quality basin constructed in the existing parking lot to address stormwater runoff quality. If the preschool is relocated to the existing east parking lot, similar water quality basins would likely be installed. The Relocated Preschool alternative does not affect the project's need to provide a stormwater basin or to ensure water quality. The remainder of the development associated with the proposed project and with the Relocated Preschool alternative would be required to comply with mitigation measure MM 3.7.1 that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). The Relocated Preschool alternative would result in similar impacts to hydrology and water quality as the proposed project.

Noise

This alternative is intended to move the preschool outside of the 70 dBA noise contour associated with Interstate 15. The Relocated Preschool alternative moves the building 750 feet east and behind the existing church building. This location would eliminate the need for mitigation measures MM 3.8.1b through MM 3.8.1d that address design of the proposed preschool to address noise. This location would also eliminate the need for mitigation measure MM 3.8.1e, which requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards.

Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR requires mitigation measure MM 3.8.4 mandating that parking lot sweeping and maintenance be limited to business hours and MM 3.8.5 that requires the parking lots to be secured from unauthorized after-hours access. The Relocated Preschool alternative would not eliminate the need for the access and would not change the noise impacts associated with the improvement and operation of the lower parking lot.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The Relocated Preschool alternative would not reduce the amount of overall construction. As this alternative would not result in less construction, the noise impacts from construction remain significant and unavoidable. However, because the alternative does eliminate the need for mitigation associated with the preschool, the Relocated Preschool alternative's impact on noise is considered less than the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. The Relocated Preschool alternative retains this new connection to the EVMWD sewage collection and treatment system. The location of the preschool approximately 750 feet east of its current proposed location will require the extension of water and sewer lines to serve the building. This will involve trenching through the existing driveways and parking areas and is likely to substantially increase both cost and disruption of church operations during construction. The impacts of trenching and repaving would be confined to the project site and would be addressed by the sections of the Draft EIR addressing erosion control and compliance with both the NPDES and the SWPPP (see mitigation measure MM 3.7.1). While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the Relocated Preschool alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at

the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The Relocated Preschool alternative results in the same project components and is unlikely to affect the current traffic analysis. While the location of the preschool to the eastern portion of the site could result in more a.m. and p.m. traffic on Via Carnaghi Lane, this could be managed by the access control currently in place at the end of the roadway. Closing the gate during school drop-off and delivery times would ensure that traffic patterns would remain unchanged. It is also likely that the patterns would remain unchanged for parents with children in grades other than preschool. The Relocated Preschool alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Findings: Alternative 4, Relocated Preschool, would result in ten similar environmental impacts and one lesser environmental impact than the proposed project. Relocating the preschool farther east would eliminate the noise impacts associated with Interstate 15 for the portion of the preschool designed for pickup/drop-off and parking. However, this alternative would require the extension of infrastructure farther east, which would increase both cost and disruption of the church. Placing the preschool farther from the main campus may also make it more difficult in terms of security and administration of the facilities.

9.0 Long-Term Implications

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined in CEQA Guidelines Section 15126.2(d) as follows:

> *…the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

The Draft EIR evaluated whether the proposed project will induce project-specific growth.

9.1 GROWTH INDUCEMENT POTENTIAL

Construction of a preschool, parking lots, administrative office building, and roadway associated with the proposed project would increase the intensity of the use on the project site. The preschool is anticipated to result in the need for 30 new teachers and

assistants, and result in up to 180 new students. The future office use is expected to reduce overcrowding in the existing buildings by relocating approximately 20 existing staff to the new building, but may also result in 15 new employees working at the site. The maintenance building, parking lots, field lighting, and other improvements are intended to support the facility and would not generate additional growth.

In addition to the on-site improvements described in Section 2.0, Project Description, of the DEIR, two off-site improvements will also be part of the first phase of the project. In order to provide wastewater services to the entire property, an approximately 1,900-foot-long 8-inch PVC sewer line will be extended from the project north along Monte Vista Drive to an existing manhole near Canyon Drive (Figure 2.0-7 in the Draft EIR). The new gravity sewer line will be owned and operated by the Elsinore Valley Municipal Water District (EVMWD) and is designed to accommodate development between the proposed project and Canyon Drive. Table 5.0-1 in the Draft EIR shows the land use designation and zoning of the land north of the proposed project site on Monte Vista Drive that could connect to the new sewer line.

The proposed project site is at the "top" of the line, allowing gravity flow of wastewater to Canyon Drive. According to the city engineer, properties to the south of the proposed project, including those along Via Carnaghi Lane, would need to extend a sewer line south to Baxter Road or install a sewer lift station to reach the new line proposed as part of this project. The extension of services to the existing homes on Via Carnaghi Lane is not part of this proposal. The EVMWD Board Memorandum of December 13, 2012, states that the proposed sewer line is sized to meet the needs of the proposed project and the existing church facility as well as the additional future development as shown in DEIR Table 5.0-1 (see DEIR Appendix 3.9).

Paving of Via Carnaghi Lane

The existing Via Carnaghi Lane is an unimproved dirt surface serving five single-family homes and a business. The roadway is unsuited for the additional traffic anticipated by the proposed project and will be improved with two travel lanes as a condition of approval of the proposed project. The existing homes along Via Carnaghi Lane are on property that is designated Business Park and could therefore support a higher intensity of use. While the paving of the roadway would allow for future development, City procedures would require a site plan approval before any new nonresidential land uses could occur along the roadway. The City would also require additional environmental review to ensure that the area could support the intensification of land use. No application for new land uses has been filed with the City.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts related to growth inducement.

9.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Public Resources Code Section 21100(b)(2), a part of CEQA, requires that certain EIRs must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as follows:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Nonrenewable Resources

Development consistent with the proposed project would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Nonrenewable and limited resources that would likely be consumed as part of project site development would include, but are not limited to, oil, natural gas, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar conventional building materials.

The new buildings will require utility services, as well as raw material resources for construction. The proposed project represents an incremental expansion and improvement to the existing Cornerstone church and school. The addition of paving for the existing and new parking lots, and construction materials associated with the preschool and maintenance and future office buildings, is consistent with other construction planned in the city. No special construction materials or resources are anticipated to be needed as part of the project.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts related to irreversible environmental changes.

10.0 FINDINGS ON CHANGES TO THE EIR AND RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification. Such new information includes (i) significant changes to the project; (ii) significant changes in the environmental setting; or (iii) significant additional data or other information. Section 15088.5 further provides that "new information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

No new or substantial changes to the Draft EIR were proposed as a result of the public comment process. The Final EIR responds to comments and makes changes, clarifications, or additions to the Draft EIR in order to help clarify the project and its impacts in response to public or agency comments. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, recirculation of the EIR is not required.

11.0 FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

Pursuant to CEQA and CEQA Guidelines Sections 15091(d) and 15097, the lead agency (in the case of the proposed project, the City of Wildomar) for a proposed project must adopt a program for monitoring or reporting mitigation measures identified in the EIR, if the lead agency makes findings of significant impacts during the process of certifying the EIR. The primary purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the mitigation measures identified in the EIR are implemented, thereby reducing or avoiding identified environmental impacts. Due to the specialized nature of some of the mitigation measures identified in the EIR, the City may delegate responsibilities to environmental monitors or other professionals, as warranted.

MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the MMRP is to ensure the effective implementation of the mitigation measures imposed by the City for the proposed project. In addition, the MMRP provides a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs. The MMRP includes the following:

- A brief description of each impact expected to occur from the proposed project
- Mitigation measure(s) associated with each impact
- Responsible monitoring party
- Responsible implementing party
- Implementation phase (i.e., preconstruction, construction, prior to occupancy, post-occupancy)
- Completion date and initials of reviewing party

As the lead agency for the proposed project, the City will be required to comply with all applicable plans, permits, and conditions of approval for the proposed project, in addition to implementation of the MMRP. The mitigation measures presented in the MMRP will be implemented as indicated to avoid or minimize environmental impacts as a result of the proposed project.

The Draft EIR was released for public and agency review on June 24, 2014, with the 45-day review period ending on August 7, 2014. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review on the City's website, at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595 and Wildomar Mission Trail Library, 34303 Mission Trail, Wildomar, CA 92595.

12.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Draft EIR includes thresholds of significance that are used to establish normally acceptable standards for project impacts in the City of Wildomar. In many instances, the project meets the standards without the need for modification. In some cases, mitigation measures have been required that modify the project to reduce impacts to below the normally accepted thresholds. In one instance, impacts cannot be reduced to a level below the normally accepted thresholds. While there are many reasons why it might not be possible to reduce an impact to less than the threshold, the reasons are usually in two categories: the issue is much larger than the City of Wildomar's jurisdiction or capability to resolve; or there are no feasible mitigation measures or the measures that are identified cannot be guaranteed to reduce the impact to less than significant. When an impact is above the normally accepted threshold and cannot be mitigated, the impact is identified as significant and unavoidable in the Draft EIR. The CEQA Guidelines allow the City to approve a project with significant and unavoidable impacts provided specific findings are made.

As such, pursuant to CEQA Section 21081(b) and CEQA Guidelines Section 15093, the City of Wildomar has balanced the benefits of the proposed project against the following unavoidable adverse impacts relating to noise associated with the proposed project, despite the adoption of all feasible mitigation measures. The City of Wildomar has also examined alternatives to the proposed project, none of which meets both the project objectives and is preferable to the proposed project.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The EIR identified the following significant impact that cannot be mitigated to a less than significant level even though the City of Wildomar finds that all feasible mitigation measures have been identified and incorporated into the proposed project:

Noise (Increase in Ambient Noise Levels)

Based on the information and analysis set forth in the Draft EIR, the Final EIR, and the record of proceedings, implementation of the proposed project would result in a significant impact by temporarily increasing ambient noise levels during project construction. The City has adopted all feasible mitigation measures to reduce these

impacts, however, the mitigation measures do not reduce impacts to less than significant levels. As such, this impact remains significant and unavoidable.

Project Benefits

The City of Wildomar has balanced the proposed project's benefits against the proposed project's significant and unavoidable impacts. The City of Wildomar finds that each of the following benefits supports overriding the significant impacts identified in the EIR.

- Expansion of the existing school capabilities to accommodate increased enrollment by adding a preschool building on the same site to take advantage of existing infrastructure and avoids the need to build a new structure off site.

- The expansion allows for a single vehicle trip to the school for families that have both a preschool age and older child attending the school.

- Expand and improve parking opportunities at the church not only to compensate for the loss of parking associated with construction of the preschool and but to ease on-site congestion between services.

- Paving of the existing dirt parking lot will reduce dust and erosion.

- Paving of Via Carnighi Lane will reduce dust associated with vehicle travel on the existing dirt road and will eliminate erosion from existing cross-drainage of stormwater across the roadway.

- Paving of Via Carnighi Lane will improve all-weather access to both the church and the existing homes along the roadway.

- The project will eliminate the use of portable generator-powered field lighting by installing more efficient and quiet permanent field lighting.

- Installation of a sewer line and transitioning the entire project from on-site septic to a treated system operated by the Elsinore Valley Municipal Water District is a project benefit.

- Preschool opportunities locally for the children of Wildomar has economic benefits (increase in jobs and reducing vehicle miles travelled for parents that work locally) and quality of life benefits (local childcare as oppose to traveling further, reduction of stress in the family).

The project provides significant permanent benefits while the significant and unavoidable noise impact is only temporary. The City of Wildomar finds that the proposed project's benefits outweigh the proposed project's significant and unavoidable impacts; those impacts therefore are considered acceptable in light of the proposed project's benefits.

Conclusion

CEQA requires the City to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its significant and unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" and the proposed project approved. In this instance, the City of Wildomar needs to demonstrate the necessity for the expansion of Cornerstone Community Church. The implementation of the proposed project would result in the creation of new jobs, bringing economic growth to the City of Wildomar, as well as educational and recreational facilities.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Wildomar has determined that the identified significant and unavoidable impacts may be considered "acceptable" due to the specific considerations listed above that outweigh the significant and unavoidable impacts that would result from implementation of the proposed project. Accordingly, the City of Wildomar adopts the Statement of Overriding Considerations, recognizing that the significant and unavoidable noise impacts would result from implementation of the proposed project. Having (1) adopted all feasible mitigation measures, (2) rejected alternatives to the proposed project, and (3) recognized all unavoidable significant impacts, the City of Wildomar hereby finds that each of the separate benefits of the proposed project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the proposed project and outweighs and overrides its significant and unavoidable impacts, and thereby justifies the expansion of Cornerstone Community Church.

CORNERSTONE COMMUNITY CHURCH 2014
MITIGATION MONITORING AND REPORTING PROGRAM

1. INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for **Cornerstone Community Church**. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

2. MITIGATION MONITORING AND REPORTING PROGRAM

As the lead agency, the City of Wildomar will be responsible for monitoring compliance with all mitigation measures. Different City departments are responsible for various aspects of the project. The MMRP identifies the department with the responsibility for ensuring the measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.

- **Mitigation Measure:** The mitigation measures are taken from the Environmental Impact Report (EIR), in the same order they appear in the EIR.
- **Timing:** Identifies at which stage of the project the mitigation must be completed.
- **Monitoring Responsibility:** Identifies the department within the City with responsibility for mitigation monitoring.
- **Verification (Date and Initials):** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete.

As the project is of statewide, regional, or area-wide importance, any transportation information generated by this monitoring or reporting program will be submitted to the California Department of Transportation (Caltrans).

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
3.1 Aesthetics				
MM 3.1.3	To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.	Prior to operation of the maintenance building parking lot and the upper parking lot.	City of Wildomar Public Works Department	
3.2 Air Quality None Required		**N/A**	**N/A**	
3.3 Biological and Natural Resources				
MM 3.3.1	Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct focused surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field	Prior to approval of grading permits	City of Wildomar Planning Department	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern. If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans. If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold. Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., one acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, offsite mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted. A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation			

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	measures to be implemented shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval.			
MM 3.3.2a	Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside MSHCP* (March 29, 2006). In addition, per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.	Within 30 days prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
MM 3.3.2b	If burrowing owls are found to be present onsite, the project proponent shall develop a conservation strategy in cooperation with CDFW, USFWS and the Regional Conservation Authority in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation* (2012).	Prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
MM 3.3.2c	Prior to any construction occurring in Riversidean sage scrub (**Figure 3.3-1)** during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS Coastal California Gnatcatcher (Polioptila californica	Within 30 days prior to any vegetation removal or ground-disturbing activities affecting Riversidean sage scrub	City of Wildomar Planning and Public Works Departments	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	californica) Presence/Absence Survey Guidelines dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing. If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15).			
MM 3.3.2d	**Migratory Bird Surveys.** If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible). If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.	Prior to the initiation of construction activities	City of Wildomar Planning and Public Works Department	
MM 3.3.3	The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site	Prior to project vegetation removal or	City of Wildomar	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFW, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	ground-disturbing activities	Planning and Public Works Departments	
MM 3.3.4a	Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present. If potentially jurisdictional features are identified, the project applicant shall submit a preliminary jurisdictional determination to the USACE for verification. The verified delineation will be submitted to the City for its records.	Prior to approval of grading permits.	City of Wildomar Planning Department	
MM 3.3.4b	Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project. Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.	Prior to approval of grading permits	City of Wildomar Planning Department	
3.4 Climate Change - None required		**N/A**	**N/A**	
3.4 Cultural and Paleontological Resources				

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.5.2a	If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated in the 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 3.5.2b. This mitigation measure shall be incorporated in all construction contract documentation.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Building and Planning Departments	

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.5.2b	At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
MM 3.5.2c	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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	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.			
MM 3.5.2d	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 Archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the Project. Final copies of the report will be submitted to the City of Wildomar, the Developer, the Eastern Information Center and the Pechanga Tribe.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
MM 3.5.3a	Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required. If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.			
MM 3.5.3b	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, 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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	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.			
MM 3.5.3c	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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
MM 3.5.3d	Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
MM 3.5.3e	A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	Following ground-disturbing activities, and implemented prior to the issuance of a building permit	City of Wildomar Engineering and Planning Departments	
MM 3.5.4a	If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning	

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
	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 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within a reasonable timeframe 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.		Departments	
MM 3.5.4b	All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure 3.5.2b, 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
MM 3.5.4c	All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
3.6 Geology, Soils, and Mineral Resources				
MM 3.6.2	Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.	Prior to grading and building activities	City of Wildomar City Public Works and Building Departments	
MM 3.6.4a	A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of 2 feet deep and 15 feet wide (equipment width) and tilted a minimum of 2 percent into the hillside. Keyways for transition slopes should tilt a minimum of 5 percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill.	During grading and building activities	City of Wildomar City Public Works and Building Departments	
MM 3.6.4b	All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse structural features or significant amounts of soil may be considered unstable.			

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	Unstable cut slopes may require flattening or buttressing. Additionally, the final grading plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study.			
MM 3.6.5	All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium should be removed from the areas to be graded to competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project.	During grading and building activities	City of Wildomar City Public Works and Building Departments	
MM 3.6.6a	**Slab on Grade**. To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at completion of grading could cause a change in the slab-on-grade recommendations.			
MM 3.6.6b	**Exterior Slabs.** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
3.7 Hydrology and Water Quality				
MM 3.7.1	Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be	Prior to the issuance of a grading permit	City of Wildomar Engineering Department	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.			
3.8 Noise				
MM 3.8.1a	Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. • Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors. • Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. • Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site. • All construction activity including staging and haul truck	During construction activities	City of Wildomar Building and Planning Departments	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
deliveries shall be limited to the hours of 6 a.m. to 6 p.m. between June and September, and the hours of 7 a.m. to 6 p.m. between October and May. • Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles traveled. • Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive_residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities. • Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive. • The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints. • Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.			

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.8.1b	The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.	Prior to a certificate of occupancy of the preschool (as part of building permit requirements)	City of Wildomar Planning and Building Departments	
MM 3.8.1c	For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.	Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)	City of Wildomar Planning and Building Departments	
MM 3.8.1d	All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)	City of Wildomar Planning and Building Departments	
MM 3.8.1e	The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor	Prior to occupancy of the preschool	City of Wildomar Planning and Building Departments	

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
	play area noise level is below 70 dBA.			
MM 3.8.4	Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.	Ongoing	City of Wildomar Planning Department and Public Works Department	
MM 3.8.5	Prior to completion of the upper parking lot, an access control gate shall be installed at the entrance to the lower parking area. The gate shall be operated and maintained by the church and be designed to prevent use or access to the parking area during times when the church is not in operation. The Planning Director or City Engineer may approve an alternative location for the gate if another area would serve the same purpose of denying access. A sign shall be placed on the gate, and at the entrance to each parking area, indicating a number that can be called should activity occur in the parking lot(s) when the church is not in operation.	Prior to completion of the upper parking lot	City of Wildomar Planning Department and Public Works Department	
3.9 Public Services and Utilities – None required		**N/A**	**N/A**	
3.10 Traffic				

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.10.1	The project applicant shall be required to pay its pro rata share of the implementation of the following traffic improvements: I-15 Southbound Ramps/Baxter Road (Intersection #2) • Install a traffic signal. I-15 Northbound Ramps/Baxter Road (Intersection #4) • Install a traffic signal. Monte Vista Drive/Bundy Canyon Road (Intersection #5) • Install a traffic signal. Monte Vista Drive/Baxter Road (Intersection #9) • Install a traffic signal.	Prior to occupancy, or building permit as required by the DIF or TUMF programs	City of Wildomar Public Works Department	

Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.10.3	The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	Prior to filing of a final map	City of Wildomar Public Works and Planning Departments	

CITY OF WILDOMAR – PLANNING COMMISSION
Agenda Item #2.2
PUBLIC HEARING
Meeting Date: December 10, 2014

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: **Public Use Permit (PUP) No. 778, Amendment No. 5 (Planning Application No. 12-0194 – Cornerstone Community Church):** City Council review of the Planning Commission's recommendation for the certification of an Environmental Impact Report (EIR) and adoption of a Mitigation Monitoring & Reporting Program and approval of PUP No. 778, Amendment No. 5.

STAFF REPORT

RECOMMENDATION

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

1. Adopt a Resolution entitled:

RESOLUTION NO. 2014-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2013111005), INCLUDING ADOPTION OF FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM, FOR THE CORNERSTONE CHURCH PROJECT (PUBLIC USE PERMIT NO. 778/AMENDMENT NO. 5, PLANNING APPLICATION NO. 12-0194) CONSISTING OF A TWO-PHASE DEVELOPMENT PROJECT FOR THE CONSTRUCTION OF A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND THREE (3) NEW PARKING LOT AREAS WITHIN PHASE 1, AND A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING WITHIN PHASE 2 LOCATED AT 34570 MONTE VISTA DRIVE (APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008).

2. Adopt a Resolution entitled:

RESOLUTION NO. 2014-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING PUBLIC USE PERMIT NO. 778, AMENDMENT NO. 5, (PLANNING APPLICATION NO. 12-0194) FOR THE CORNERSTONE CHURCH PROJECT CONSISTING OF A TWO-PHASE DEVELOPMENT PROJECT FOR THE CONSTRUCTION OF A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND THREE (3) NEW PARKING LOT AREAS WITHIN PHASE 1, AND A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING WITHIN PHASE 2, SUBJECT TO CONDITIONS, LOCATED AT 34570 MONTE VISTA DRIVE (APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008).

BACKGROUND / DESCRIPTION

The Applicant (Cornerstone Church) is requesting City Council consideration of an expansion to their existing facilities. The proposed project consists of the following:

1) Environmental Impact Report (EIR) - In accordance with the California Environmental Quality Act (CEQA) guidelines, the proposed project required the preparation and processing of a Environmental Impact Report (EIR). The EIR must be certified by the City Council for the proposed project to be valid. A more detailed analysis of the EIR process is provided in the Environmental Section of this report. A copy of the DEIR and FEIR are provided as attachments (Attachment A, Exhibit's 1, 1-A & 2).

2) Public Use Permit (PUP) – The proposed project requires an amendment to the existing/approved Public Use Permit (PUP No. 778) in accordance with Title 17 of the Wildomar Municipal Code and consists of the following:
   - Phase 1 – The construction of a 17,315 square-foot preschool building, a 2,438 square-foot maintenance building, and three (3) new parking lot areas, including on-site landscaping improvements and paving of Via Carnaghi Lane; and
   - Phase 2 – The future construction of a 3-story, 23,024 square-foot administration building (no date of construction has been determined at this time).

Project Location/Vicinity:

The project site encompasses approximately 63.5 acres and is located on the east side of Monte Vista Avenue just north of Baxter Road and Via Carnaghi Lane at 34570 Monte Vista Avenue. The vicinity map on the next page shows the project site and surrounding area.

Vicinity/Location Map



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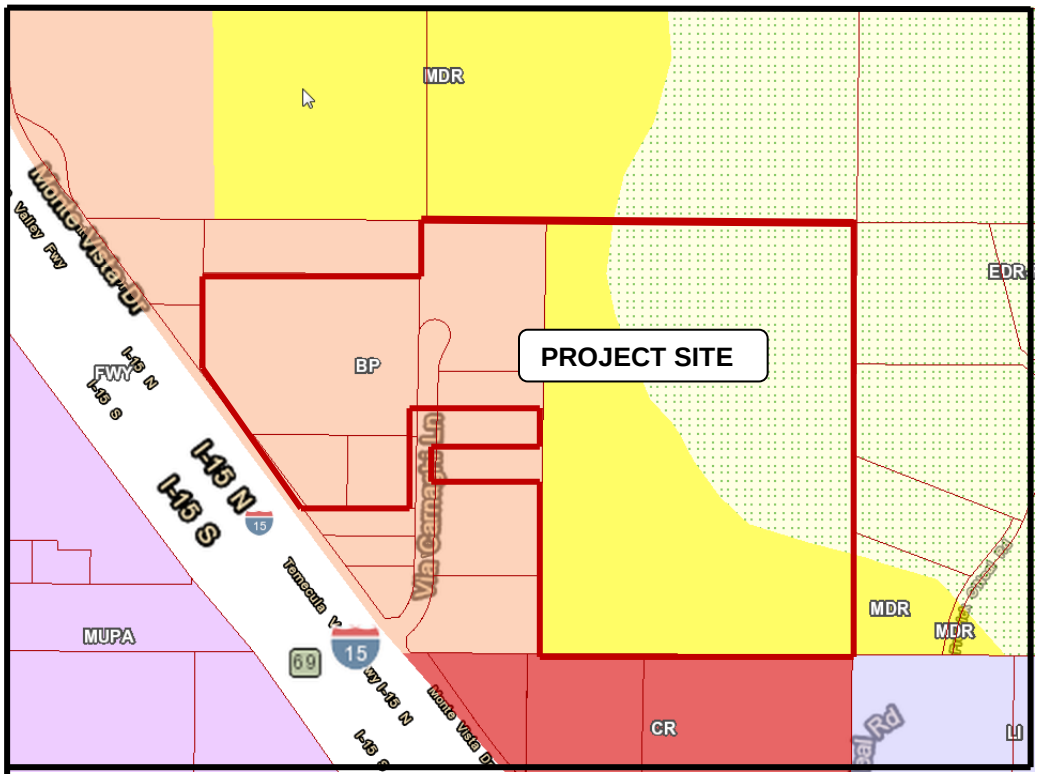
Figure 2.0-2
Aerial Photograph
PMC

Surrounding Land Uses:

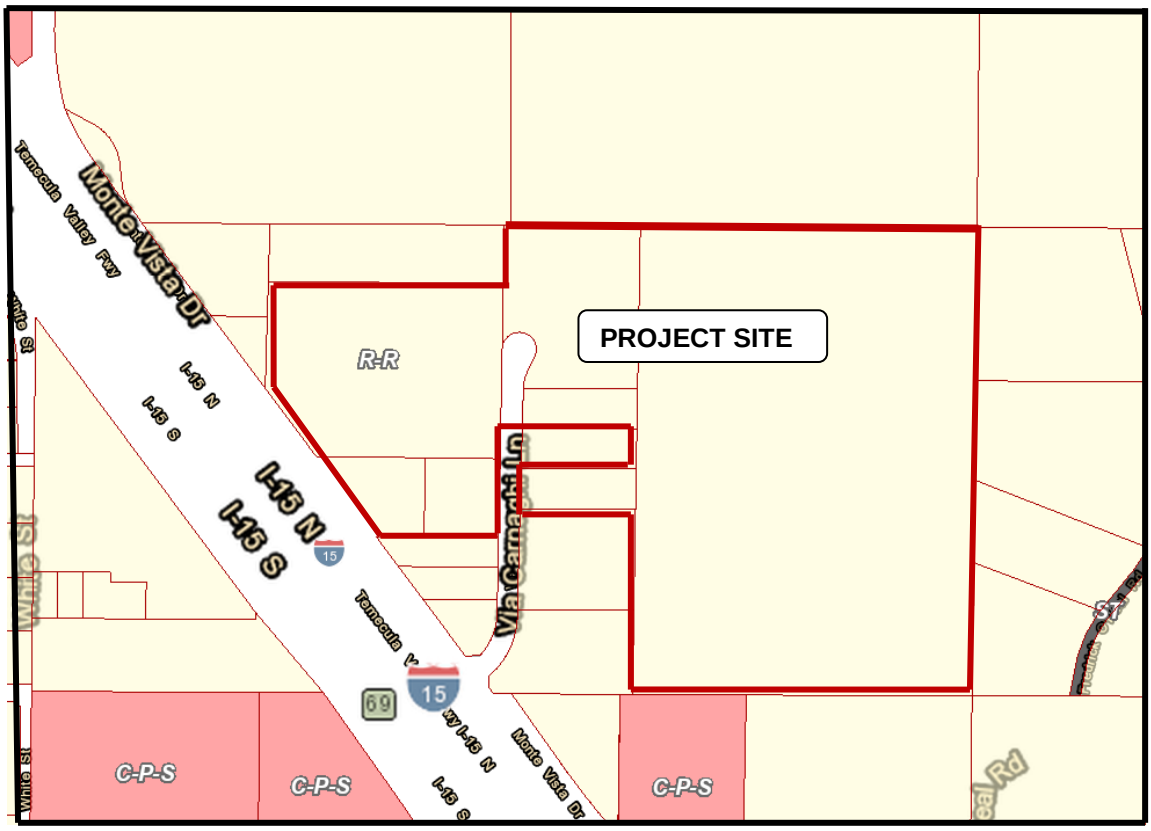
The project site is a rather large site and is adjacent to single family homes on the north, south and east. The I-15 freeway is located to the west. The table below summarizes the current General Plan land use and zoning information related to the project site and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Uses**	**General Plan Land Use Designations**	**Zoning Designations**
Subject Property	Cornerstone Church Property	Business Park, Medium Density Residential & Estate Density Residential	R-R (Rural Residential)
North	Vacant & Single Family Residence	Estate Density Residential, Medium Density Residential, & Business Park	R-R (Rural Residential)
South	Single Family Residences	Commercial Retail & Business Park	Rural Residential (R-R) & Scenic Highway Commercial (C-P-S)
East	Single Family Residences	Estate Density Residential & Medium Density Residential	Rural Residential (R-R)
West	Single Family Residence & I-15 Freeway	Business Park & Medium Density Residential	Rural Residential (R-R)

General Plan Land Use Exhibit



Zoning Designation Exhibit



Planning Commission Review:

The Planning Commission reviewed the proposed Cornerstone Church project EIR and PUP at a public hearing held on November 5, 2014 meeting. After the Applicant made its presentation, there were approximately 13 speakers who addressed the Commission expressing either support or opposition to the proposed project. In addition, 18 other people submitted speaker slips, but did not speak at the podium. These speakers expressed support for the project. Staff has provided a copy of the draft Planning Commission minutes from the November 5, 2014 meeting for Council consideration (Attachment G).

Upon conclusion of the public hearing and Planning Commission discussion, the Commission voted unanimously (5-0) to adopt PC Resolution No. 14-19 recommending City Council certification of the Environmental Impact Report (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 unanimously (5-0) to adopt PC Resolution No. 14-20 recommending City Council approval of Public Use Permit No. 778, Amendment No. 5, subject to Conditions (including minor word changes to Planning Condition No. 54, Public Works Condition No. 27 and Public Works Condition No. 40 – these have already been reflected in the Conditions matrix).

ANALYSIS

CEQA/EIR Analysis:

In accordance with the California Environmental Quality Act (CEQA - Public Resources Code Section 21000–21178.1), an Initial Study was prepared to analyze the proposed Cornerstone Church project (PUP No. 778/Amendment No. 5/Planning Application No. 12-0364) to determine any potential significant impacts upon the environment that would result from implementation of the project. The proposed Cornerstone Church Project is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA").

The City Council, upon recommendation from the Planning Commission, has the authority to review the proposed Cornerstone Church Project EIR in accordance with the California Government Code, Sections 65358, Section 65453, and 65853 and the City of Wildomar Municipal Code, Title 17.

In the course of reviewing the proposed project, the Planning Director determined that there was substantial evidence that the Cornerstone Church Project may have one or more significant effects on the environment; therefore, preparation of an Environmental Impact Report (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 November 1, 2013 through December 2, 2013. As part of the NOP process, the Planning Department conducted a public scoping meeting on November 18, 2013. The purpose of the scoping meeting was to receive input from the pubic on what environmental issues 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 June 24, 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 published Notice of Availability (NOA) with the Riverside County Clerk, and with the Press Enterprise, a local newspaper of general circulation, giving notice to the general public and all interested parties regarding the 45-day public review period.

The Draft EIR and Technical Appendices (Attachment A, Exhibit 1 & 1-A) was circulated, as required by CEQA Guidelines § 15087, to the state responsible agencies, the City's local distribution list, and any interested party requesting a copy of the DEIR and Technical Appendices as required by CEQA Guidelines §15087 and §15105(a). The DEIR 45-day public review period began on June 24, 2014 and concluded on August 7, 2014. At the end of the 45-day public comment period, the City received 4 comment letters on the DEIR. In accordance with state law, the City has prepared responses to each comment as part of the Final EIR. A fifth letter outlining concerns about the DEIR was received on the day of the Planning Commission meeting (Mr.

Monte Goddard), but is not part of the FEIR since it was not received during the 45-day public review period. Mr. Goddard's concerns were addressed by staff at the November 5, 2014 meeting.

The public review comments, city responses and minor changes formulate the FEIR document. This document is provided for Council consideration (Attachment A, Exhibit 2). In accordance with state law, the City has prepared a Statement of Facts and Findings (including a Statement of Overriding Considerations for temporary/short term construction noise (Impact 3.8.4), and the required Mitigation Monitoring and Reporting Program. These two items are also provided for Council consideration (Attachment A, Exhibits 3 and 4, respectively). Based on the findings and substantial evidence in the whole of the record, the Planning Commission has recommended the City Council certify the DEIR/FEIR, and adopt the Statement of Facts, Overriding Considerations and Mitigation Monitoring and Reporting Program for the Cornerstone Church Project.

The required EIR findings of fact are discussed and outlined in the Findings of Fact Section of this report.

Public Use Permit (PUP) Analysis:

Background/Existing Conditions:
Cornerstone Community Church began as Public Use Permit No. 600 approved in 1988 as a single building. The DEIR provided a summary table of the church history and applications which is provided below for Commission consideration. The church has grown gradually and currently has six buildings totaling approximately 84,730 square feet on approximately 63.51 acres. In addition to the buildings, the church campus also contains three parking lots with space for up to 435 cars, a sports field accommodating both baseball and football, a quadrangle in the center of the church buildings, and landscaping throughout the site. The table below summarizes the entitlement history of the church.

CORNERSTONE COMMUNITY CHURCH BUILDING CONSTRUCTION HISTORY

Year	Permit	Building Size in Square Feet	Building
1988	Public Use Permit No. 600 - County	3,840	Church
1994			Cornerstone Community Church acquires existing church
1996 Amend. #1	Public Use Permit 778 – County	9,285	Sanctuary (small church)
1999 (Amend. #2)	Public Use Permit 778 - County	15,786	Education building –15,786 sq. ft. adjoining the original 3,840 sq. ft. building (total 19,626 sq. ft.)
2002	Public Use Permit	55,819	Main sanctuary

Year	Permit	Building Size in Square Feet	Building
(Amend. #3)	778 - County		
2009[1] (Amend. #4)	Public Use Permit 778, (PA 08-0163 - Wildomar)		Construction of a new 764 space parking lot, on-site detention basins, & replacement of football/soccer fields
2012/2014 (Amend. #5)	Public Use Permit 778, (PA 12-0194 – Wildomar))	42,597	Phase 1 - 1-story 17,135 s.f. Preschool Building, 2,438 s.f. Maintenance Building; and 3 new parking lot areas. Phase 2 - 23,024 s.f. Administration Building

The existing church operations are comprised of the main sanctuary, Cornerstone Christian School, after school activities, athletic fields, parking lot areas, church staff members/school employees, and weekly bible studies. The table on the following page summarizes the weekly activities and hours of operation for the church.

Existing Weekly Church Activities Summary Table

DAYS	ACTIVITIES	HOURS OF OPERATION	ATTENDANCE
Monday - Friday	Pre-K through Grade 12	7:45 am to 3:00 pm	240 Students
	Administration Staff/Employees[2]	8:00 am – 5:00 pm	100
	After school program activities (both indoor and outdoor)[3]	3:00 pm to 6:00 pm	50 – 75
	Women's Bible Study w/childcare	8:00 am – 12:00 pm (Wednesday mornings) 8:00 am – 12:00 pm (Thursday mornings)	150 – 200 each day
	Various Group Bible Studies, Women's Fitness Class, Family night, Worship rehearsals	6:30 pm to 9:00 pm (Monday – Thursday)	30 – 500 (varies each evening & seasonal)
Saturday	Monthly Men's Breakfast	7:30 am to 9:00 am	80
	Monthly SAT Testing (Nov – May)	8:00 am – 10:00 pm	100
	Church/Worship Service	5:00 pm to 8:00 pm	600
Sunday	Church/Worship Services (3 services)	9:00 am, 10:20 am & 11:40 am	2,200 (total combined)

[1] Amendment #4 was withdrawn by the Applicant before a final decision was made by the City Council.
[2] Includes Pastoral staff, church administration staff, school office staff, teachers/coaches, custodial
[3] Includes athletic practices, games, and school drama rehearsals.

All these uses, activities and hours of operation fall within the approved PUP established for the Cornerstone church and are supported by the amount of parking and varying hours of operation (refer to parking discussion for additional details).

Proposed Preschool Building:

The Applicant has with this current amendment to the PUP has proposed a new single-story, 22-foot-high, stand-alone 17,315-square-foot preschool building to be located west of the existing sanctuary in the existing parking lot/sport court area (adjacent to Monte Vista Avenue). The preschool will have its own student drop-off and pickup area and secure playground areas. Two water quality basins will be constructed in the former paved parking area, and the on-site parking area and driveways will be reconfigured to accommodate the new building.

The preschool is designed to accommodate a capacity of 180 preschool students. The facility will be operated and managed by Cornerstone staff as part of its ministry operations. The preschool will be open between the hours of 6:00 am to 8:00 pm (Monday – Friday). Children will be dropped off and picked up along the eastern portion of the building within a current drive aisle located adjacent to the building. A condition (Planning Condition No. 17) has been proposed to require the Applicant to section off the drop-off area with traffic cones and supervision during the morning and evening times.

Given the location of the building on-site, access to the facility will be provided via from Monte Vista Avenue and then via existing on-site drive aisles. Given this design, there will be no issues with pedestrian or vehicular safety. In addition, administration staff will be outside during the drop-off and pick-up hours to help monitor this activity. Parking for preschool staff and visitors will be provided using existing parking spaces just east of the building.

The architectural design of the building will match the design and character of the existing church buildings throughout the campus. The building will be wood-constructed and have a stucco exterior painted tan. A cobblestone veneer has been proposed along the bottom portion of the building. The roofing material is proposed as a metal-seemed roof painted with varying roof lines and slope planes. The height of the building will not exceed 22 feet at its highest point.

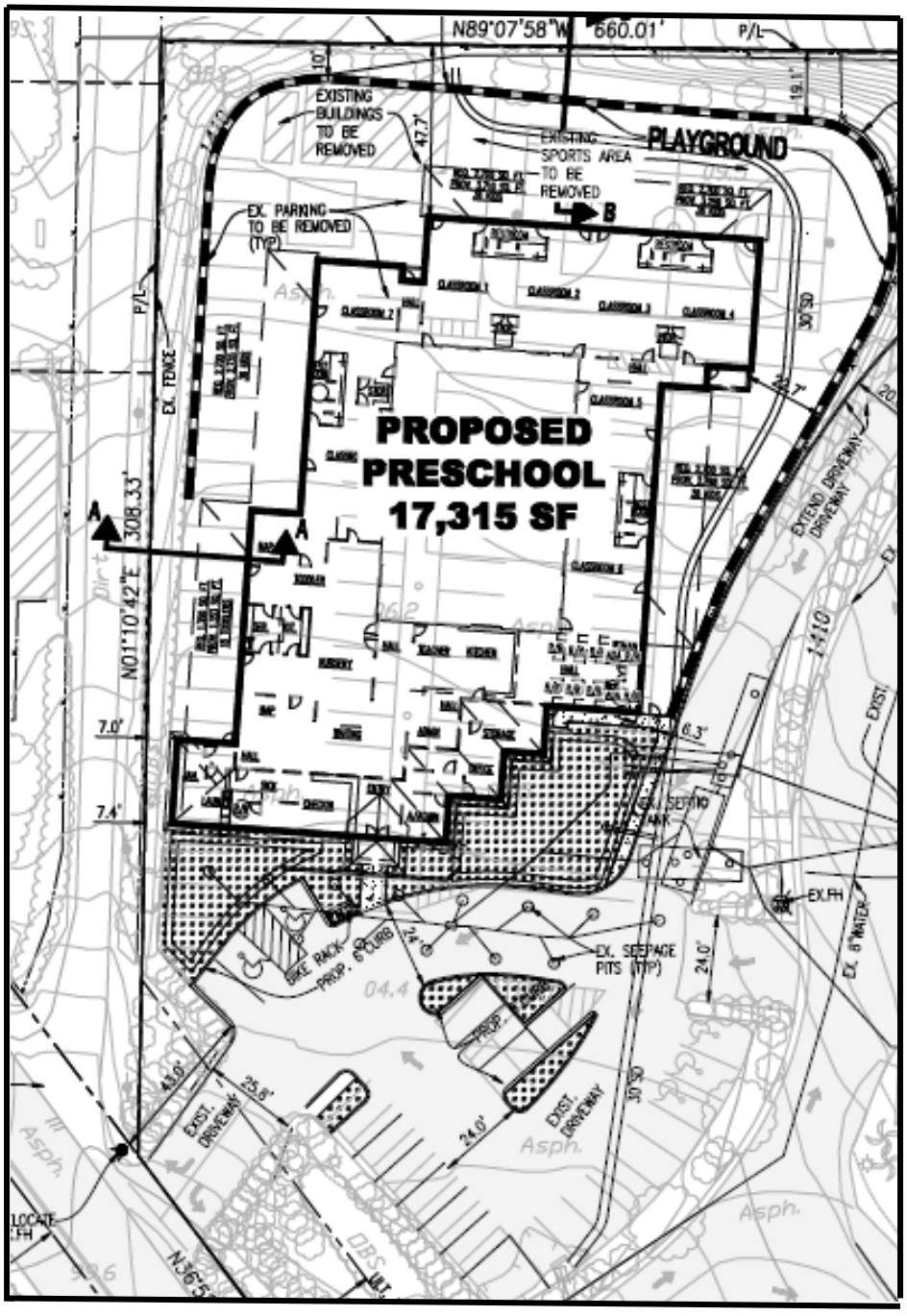
The facility contains two (2) outdoor “play” areas that will be fenced in. The building will have a 7-foot setback along the southwestern portion that will extend to 20+ feet. A landscape buffer is being provided along the western property line that is about 12 feet. This will provide a visual and sound buffer from the existing residence to the west. The interior floor plan contains offices, classrooms, restrooms, storage and kitchen facilities.

In evaluating the proposed preschool building with the R-R zone development standards, staff has determined that it meets and exceeds all the minimum standards related to setbacks, building height, landscaping, parking, etc. The proposed preschool will also meet a current need for day care for church congregants and the general

public. A copy of the site plan and elevations, including the development plans are provided for Council consideration in Attachment C.

Exhibit of the building layout and design is provided below and on the following pages.

Proposed Preschool Site Plan Layout[4]



[4] North is facing up and Monte Vista is to the west of the building.

Colored Elevations – Preschool Building









Proposed Maintenance Building:

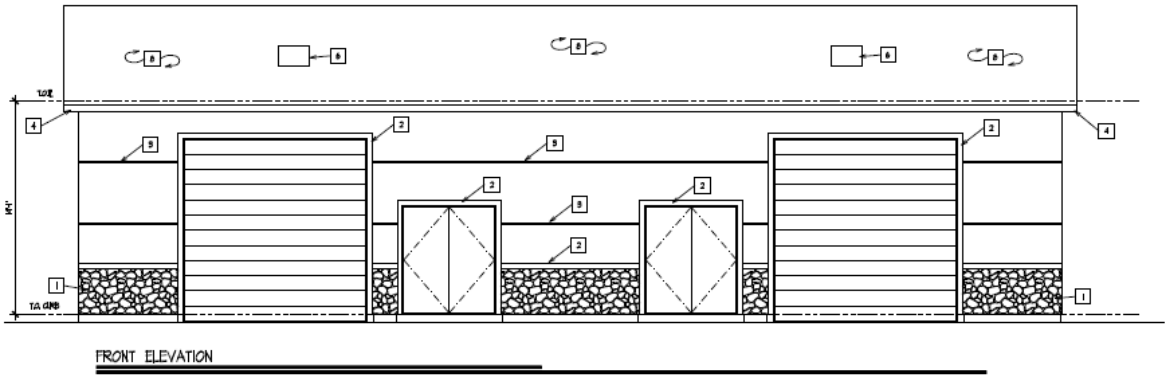
The former home and outbuildings located south of the existing paved parking lot east of Via Carnaghi Lane will be demolished and a new 20-foot 5-inch single-story maintenance building of approximately 2,438 square feet will be constructed. The maintenance building will house lawn mowers, ladders, leaf blowers, tools, and other maintenance equipment needed for the church grounds. The building will also be also used to construct sets for plays and performances at the church. The building will be located at the east end of a new paved parking area with access to Via Carnaghi Lane.

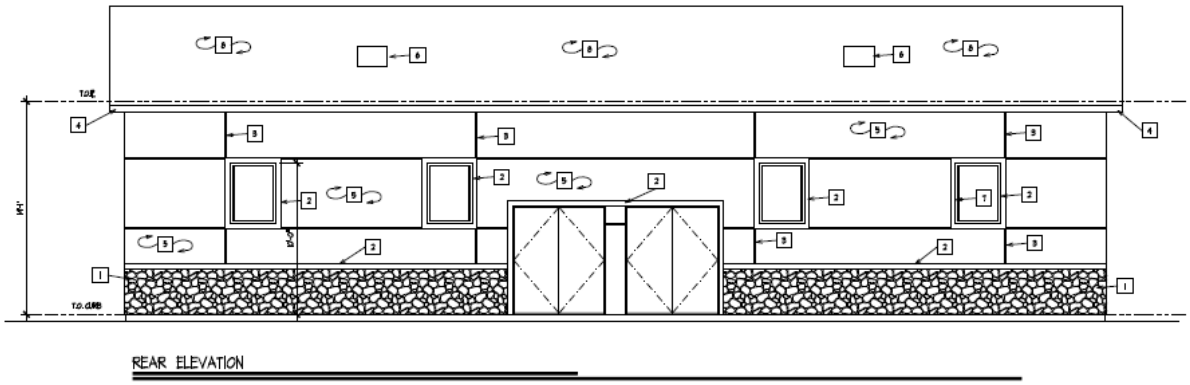
The architectural design of the maintenance building will also match the design and character of the existing church buildings throughout the campus. The building will be wood-constructed and have a stucco exterior painted tan. A cobblestone veneer has been proposed along the bottom portion of the building. The roof will be composition

shingle. The building maintains a 22-foot side yard setback, and a 74-foot rear yard setback. Landscaping will be provided around the perimeter of site and parking spaces will be provided as well.

At first the maintenance building was a concern given its location immediately adjacent to a single family residence (Mr. Jesse Munoz). The DEIR evaluated the impacts from the proposed maintenance building and mitigation measures were set forth; however, at the time of this staff report, Mr. Munoz has sold his property to the Cornerstone Church. At this time, there are no immediate plans to demolish the residence and it may be rented out by Cornerstone.

In evaluating the proposed maintenance building with the R-R zone development standards, staff has determined that it meets and exceeds all the minimum standards related to setbacks, building height, landscaping, parking, etc. A copy of the site plan and elevations, including the full development plans are provided for Council consideration in Attachment C. Below is a reduced exhibit of the design.





Proposed/New Parking Areas:

As a result of the new preschool building and future administration building, additional parking is needed to meet code requirements. With construction of the preschool building, there is a loss of 75 of the existing 435 parking spaces. Through

reconfiguration of the drive aisles and striping of the pavement around the preschool building, seven (7) of the 75 spaces can be recovered, for a total loss of 68 spaces. The Applicant has therefore proposed to construct three (3) new parking areas to help meet parking demands with the first phase of the project.

The first new parking area is located adjacent to an existing large parking area with access from Via Carnaghi Lane and interior drive aisles throughout the site. This parking lot will provide 274 new stalls and include landscaping planters and diamonds within the lot and around the perimeter. The parking lot will contain lights (consistent with the City's light pollution ordinance). Each stall has been designed in depth and width to meet our parking ordinance standard of 9 x 18, and the required 24-foot drive aisle width has been provided. County Fire has reviewed the propose parking layout and has accepted it.

The second and third parking lots will be constructed to the south the new maintenance building and will provide 45 parking spaces. In addition to this, an existing, unimproved "lower" parking lot will be paved and will also provide drive access to the new upper parking lot. Improvements at the lower parking lot will result in 64 additional parking spaces. Each stall in these two areas has also been designed in depth and width to meet our parking ordinance standard of 9 x 18, and the required 24-foot drive aisle width has been provided. County Fire has reviewed the propose parking layout and has accepted it.

When complete, the church property will have a total number of 701 parking spaces on site. In evaluating the parking requirements for the church in its entirety, considering all uses occurring on the property, the total required parking requirement is 698 spaces. Thus, the applicant has exceeded the parking requirements, including inclusion of the future administration building. It is important to note that not all uses will be occurring at the same time throughout the week. A parking breakdown has been provided on Sheet 4 of the site plan package. This shows the different uses occurring on the property and demonstrates that no individual, or grouped activities, will result in insufficient parking at any one time. Therefore, the applicant has met its parking demand and is consistent with the City's parking ordinance requirements.

<u>Future/Proposed Administration Building (Phase 2):</u>
The PUP includes a proposed new (future) three-story; 50-foot tall administration building that is about 23,042 square feet in size. The building is planned to be constructed in the existing landscape and slope area south of the main sanctuary, courtyard, and classroom buildings. The building has been designed to match the color and architectural character of existing buildings on the site. Construction of the new building will eliminate approximately 43 parking spaces along the drive that leads around the existing buildings. While the administration building will be three stories tall, because of the existing slope it will allow ground-level access from both the drive aisle and the courtyard. In addition to administrative and storage functions, the new building will also accommodate a 1,365-square-foot institutional kitchen facility and a 4,586-square-foot dining room to serve the church. Parking requirements for this building

have already been factored into the total parking calculations (refer to parking lot discussion above).

The applicant has indicated that there are no immediate plans, or funding, to build the future administration building. However, it has been proposed and analyzed as part of this PUP amendment and DEIR. When the time comes to construct the building, the applicant will only need to submit construction documents to the City for review and approval. A copy of the site plan and elevations, including the full development plans are provided for Council consideration in Attachment C. Below is a reduced exhibit of the building design.

Colored Elevations – Future Administration Building







Proposed Access:
All vehicle access will be provided from the existing driveways on Monte Vista Drive and Via Carnaghi Lane. Via Carnaghi Lane will be paved to a local road standard; however, an exception to City of Wildomar Road Standard Number 105 has been requested. The modified will result in two, 12-foot travel lanes, but would not provide for on-street parking or sidewalks.

The project also includes approval of a modified street section for Monte Vista Drive along the property frontage. The proposed street section is modified by adapting Standards 94, Secondary Highway, Standard 109, Frontage, and Standard 405 multi-purpose trail. From Canyon to Bundy Canyon the Standard 94 can be met, except as modified by previously approved Tentative Maps. The proposed changes along the frontage of the church property keep the intent of providing a 4-lane secondary highway

and a multi-purpose trail only within a narrower right of way. As proposed the right of way would be modified as follows:

- Eliminate 5' sidewalk and 9' landscape strip on west side.
- Redesign Street light spacing and lighting footprint to allow for all street lights along the street to be placed on the westerly side.
- Eliminate the 8' shoulder on the west side and east side and widen the 12' travel lane to 14' feet along curb side.
- Widen the easterly sidewalk from 5' per standards to 6'.
- Eliminate all landscaping on the easterly side within public street right of way. The right of way modification requires a condition of 10' minimum of landscaping as a buffer between the right of way and improvements on the private side.
- Reduce the multipurpose trail from 10' to 8'; place the split rail fence on the right of way and eliminate landscaping associated with the trail standard.

The proposed access and modified street section for Monte Vista has been reviewed by the Public Works Director and he has determined that the project meets the City's improvement requirements. In addition, conditions of approval have been applied to the project related to access, etc. (Attachment B, Exhibit 1 - Conditions).

Proposed Water:

All of the new development proposed under this PUP will be served from the existing water connection on Monte Vista Drive. Additional fire hydrants will be installed as required by fire code for fire flow and will be located in one or more of the parking lots. Water will be extended to the landscape areas as necessary. Water demand will increase slightly as a result of the construction and is anticipated to require an additional 16,000 gallons per day above the existing demand. Final water improvement plans will be reviewed and approved by EVMWD as part of the improvement plan process.

Proposed Wastewater/Sewer:

The existing church facility and associated buildings are served through a series of five septic tanks (all approved by Riverside County Health in the past). As a result of this project, the Applicant and EVMWD have entered into a development agreement (approved by EVMWD Board). The agreement will provide the construction of a new sewer line (performed by EVMWD) that will extend from the northern (egress) driveway of the project site to an existing manhole approximately 1,800 feet north on Monte Vista Drive. The 8-inch gravity sewer line will enable the church to abandon the current septic tanks which is a major benefit. In addition, the new sewer line will be available for other properties along Monte Vista to connect to as development in this area occurs. Once completed, the sewer line will be conveyed to the Elsinore Valley Municipal Water District. In summary, all requirements related to the sewer system have been met.

Proposed Storm Drainage:
The existing church facility is served by one storm drainage basin and a series of planned and impromptu channels that convey stormwater west toward I-15. The proposed project includes construction of landscaped areas[5] and two retention planters to collect runoff, two sand filter basins, a subsurface system, and porous pavers to treat for water quality treatment purposes and to mitigate flows of increased runoff. Additionally, the project site will utilize two existing septic systems to treat for water quality purposes. Collectively, these facilities will represent the operational BMPs of the proposed project. Additionally, flows within the south Via Carnaghi Lane improvements do not require mitigation for increased runoff because these flows will be treated for water quality purposes using catch basin filter inserts. In summary, all requirements related to the storm drain system have been met.

Proposed Grading:
Minimal grading will be required for the preschool construction; however, the existing asphalt will need to be removed and foundations constructed for the new building. In addition, landscaping and stormwater basin areas will also be excavated. Similarly, paving the lower parking lot will not require significant grading. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project. Having a balanced site means that there will be no hauling of dirt to and from the church grounds, thereby, resulting in traffic impacts from grading. In summary, all requirements related to grading have been met.

New Lighting Associated with Proposed Parking Lots:
The proposed parking lots and field will be lighted while in use. Lighting for both the field and the parking lot will be designed to focus light to specific areas, limit overspill of light, and conform to Wildomar Municipal Code Chapter 8.64 (Light Pollution Ordinance). As required by Chapter 8.64, all lighting on-site will eventually need to be brought into compliance with the Light Pollution Ordinance. Staff has added a condition to the project, and agreed to by the Applicant, that prior to the issuance of a certificate of occupancy for the future Administration building, all lighting on-site will be brought into compliance. This condition will allow the Applicant to budget and plan for this over the next several years.

REQUIRED PROJECT FINDINGS OF FACT:

CEQA/EIR Findings of Fact:
The City Council, in light of the whole record before it, including but not limited to, the EIR, all documents incorporated by reference therein, any comments received and responses provided, the Statement of Facts and Findings, the Mitigation Monitoring and Reporting Program and other substantial evidence (within the meaning of Public

[5] A portion of the landscaping will be used as water quality basin(s) and will be integral to the stormwater collection and disposal system.

Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, hereby finds and determines as follows:

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

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

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time commencing on June 24, 2014 and concluding on Augusts 7, 2014.

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

5. Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result, if the project were adopted without changes or alterations, in the project and imposition of mitigation measures. Based thereon, the City Council, 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.

    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 (as provided in Exhibit 4 of this Resolution) to track compliance with these changes, alterations, and mitigation measures identified in the Cornerstone Church Project Environmental Impact Report.

6. Environmental Findings and Statement of Overriding Considerations: Approval of the project will result in one (1) one significant impact that can not be mitigated (i.e., temporary/short term construction noise (Impact 3.8.4); however, all other impacts have been mitigated through changes, alterations and mitigation measures to a less than significant level pursuant to Section 15092 of the CEQA Guidelines. Pursuant to Section 15093 of CEQA, the City Council, upon recommendation of the Planning Commission, herby adopts a Statement of Overriding Considerations for temporary/short term construction noise (Impact 3.8.4) as discussed and addressed in the DEIR & FEIR (Statement of Facts and Findings).

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

Public Use Permit Findings of Fact:

In accordance with Section 17.208 of the Zoning Ordinance, the City Council makes the following findings in consideration of approval Public Use Permit No. 778, Amendment No. 5.

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

Evidence - The proposed use is consistent with the Zoning Ordinance in that proposed church and related facilities/buildings is a permitted use in the R-R zone subject to the approval of a Public Use Permit. Further, the project has been designed to meet and exceed the minimum development standards of the R-R zone, and the other provisions of the Wildomar Municipal Code relating to streets and highways, grading, and light pollution. The project is also consistent with the General Plan in that churches are encouraged in the community. As evaluated in the DEIR for the proposed project, the following General Plan policies have been met:

Aesthetics:

LU 13.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. The proposed project is consistent with this general plan policy.

LU 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. The proposed project is consistent with this general plan policy.

LU 13.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. The proposed project is consistent with this general plan policy.

LU 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 13.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. The proposed project is consistent with this general plan policy.

LU 13.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 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. The proposed project is consistent with this general plan policy.

LU 13.8 Avoid the blocking of public views by solid walls. The proposed project is consistent with this general plan policy.

Land Use:

LU 4.1 Require new development be located and designed to visually enhance, not degrade the character of the surrounding area. The proposed project is consistent with this general plan policy.

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services. The proposed project is consistent with this general plan policy.

LU 6.2 Direct public, educational, religious and utility uses established to serve the community toward those areas for Community Development Uses. The proposed project is consistent with this general plan policy.

LU 17.2 Require that adequate and available circulation facilities, water resources, sewer facilities exist to meet the demands of the proposed land use. The proposed project is consistent with this general plan policy.

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

Evidence - The proposed project will not be detrimental to the health, safety, or general welfare of the community in that the project has been designed to meet

and exceed the minimum development standards of the R-R zone, and the other provisions of the Wildomar Municipal Code relating to streets and highways, grading, and light pollution. Further, the project was subject to CEQA guidelines and an DIER was prepared. The DEIR evaluated all potential environmental impacts associated with the project as required by state law. As a result of the DEIR there are 37 mitigation measures that will reduce identified impacts to a level of insignificance directly resulting in protection of the health, safety and general welfare of the public.

PUBLIC COMMUNICATION / NOTICING

In accordance with Wildomar Municipal Code sections 17.208.030 and 17.192.040, the Planning Department, on November 25, 2014, mailed a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying them of the December 10, 2014 City Council meeting for the proposed project. In addition, on November 28, 2014, the Planning Department published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the December 10, 2014 City Council meeting.

Respectfully Submitted,
Matthew C. Bassi
Planning Director

Reviewed By,
Gary Nordquist
City Manager

ATTACHMENTS

A. Resolution No. 2014-___ - Environmental Impact Report
   - Exhibit 1 - Cornerstone Project DEIR - pdf
   - Exhibit 1-A Cornerstone DEIR Appendices - pdf
   - Exhibit 2 - Cornerstone Project FEIR – pdf
   - Exhibit 3 - Cornerstone EIR Findings of Fact/Overrides - pdf
   - Exhibit 4 - Cornerstone Project Mitigation Monitoring/Reporting Program - pdf

B. Resolution No. 2014-___ for Public Use Permit No. 778, Amendment No. 5
   - Exhibit 1 - Conditions of Approval Matrix

C. Cornerstone Development Plans Package - pdf
D. Cornerstone Preschool Building Colored Elevations - pdf
E. Cornerstone Administration Building Colored Elevations - pdf
F. Monte Goddard DEIR Comment (dated November 5, 2014) – pdf
G. Draft Planning Commission meeting minutes (November 5, 2014) - pdf

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. 2014-___
Environmental Impact Report

RESOLUTION NO. 2014-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2013111005), INCLUDING ADOPTION OF FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM, FOR THE CORNERSTONE CHURCH PROJECT (PUBLIC USE PERMIT NO. 778/AMENDMENT NO. 5, PLANNING APPLICATION NO. 12-0194) CONSISTING OF A TWO-PHASE DEVELOPMENT PROJECT FOR THE CONSTRUCTION OF A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND THREE (3) NEW PARKING LOT AREAS WITHIN PHASE 1, AND A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING WITHIN PHASE 2 LOCATED AT 34570 MONTE VISTA DRIVE (APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008).

WHEREAS, the Planning Department has received an application from:

Applicant/Owner: Cornerstone Community Church
Project Location: 34570 Monte Vista Drive
APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008
Project Area: 63.51 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") in accordance with Public Resources Code § 21080(d) and § 21082.2(d).

2) Public Use Permit (PUP) – The proposed project requires an amendment to an existing Public Use Permit (PUP No. 778) in accordance with Title 17 of the Wildomar Zoning Ordinance consisting of the following:

- Phase 1 – to include construction of a 17,315 square-foot preschool building, a 2,438 square-foot maintenance building, and three (3) new parking lot areas, including landscaping improvements and paving of Via Carnaghi Lane; and

- Phase 2 – to include construction of a 3-story, 23,024 square-foot administration building.

WHEREAS, the proposed Cornerstone Church 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 Cornerstone Church Project in accordance with the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the Planning Director determined that there was substantial evidence that the Cornerstone Church 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 Cornerstone Church Project Draft EIR from November 1, 2013 through December 2, 2013 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 November 18, 2013 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) on June 24, 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; and

WHEREAS, on June 24, 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# 2013111005) for the Cornerstone Church Project (PUP No. 778/Planning Application No. 12-0194), and which was posted in two public places for review at: 1) Wildomar City Hall Planning Department, and 2) the City of Wildomar Environmental Documents Center website; and

WHEREAS, the Draft EIR for the Cornerstone Church 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 June 24, 2014 and concluding on Augusts 7, 2014; and

WHEREAS, before the close of the public comment period on August 7, 2014, the Planning Department received four (4) public comments on the Draft EIR; and

WHEREAS, the Planning Department has prepared the Final EIR (Exhibit 2 of this Resolution) in accordance which includes, but is not limited to, responses to each of the four (4) comments received during the 45-day public review period. In addition, each commenter received a copy of the responses in the Final DEIR at least 10 days prior to the November 5, 2014 Planning Commission meeting in accordance with CEQA Guidelines; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution as follows: Exhibit 1: Cornerstone Church Project Draft Environmental Impact Report (SCH# 2013111005); Exhibit 2: Cornerstone Church Project Final Environmental Impact Report; Exhibit 3: Cornerstone Church Project Environmental Impact Report Findings of Fact/Statement of Overriding Considerations, and Exhibit 4: Cornerstone Church 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 project; and

WHEREAS, the City of Wildomar Planning Department, on November 25, 2014, gave public notice by mailing a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the holding of a public hearing for the DEIR and FEIR (and all exhibits) that would be considered by the City of Wildomar City Council on December 10, 2014; and

WHEREAS, the City of Wildomar Planning Department, on November 28, 2014, published a legal notice in the Press Enterprise, a local newspaper of general circulation, notifying the general public of the holding of a public hearing for the DEIR and FEIR (and all exhibits) that would be considered by the City of Wildomar City Council on December 10, 2014; and

WHEREAS, the City of Wildomar City Council, upon recommendation of the Planning Commission, conducted the duly noticed public hearing on December 10, 2014, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed the DEIR and FEIR (and all exhibits) that would be considered by the City of Wildomar City Council, and at which time the City Council received public testimony concerning the DEIR and FEIR.

NOW THEREFORE, the City Council of the City of Wildomar, upon recommendation of the Planning Commission, 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, including all Technical Appendices (as provided in Exhibit 1 & 1-A of this Resolution), the Final EIR (as provided in Exhibit 2 of this Resolution) the Statement of Facts and Findings, including Overriding Considerations (as provided in Exhibit 3 of this Resolution), the Mitigation Monitoring and Reporting Program (as provided in Exhibit 4 of this Resolution), all documents incorporated by reference therein, any comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, finds and determines that:

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

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

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time commencing on June 24, 2014 and concluding on Augusts 7, 2014.

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

5. Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result, if the project were adopted without changes or alterations, in the project and imposition of mitigation measures. Based thereon, the City Council, 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.

    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 (as provided in Exhibit 4 of this Resolution) to track compliance with these changes, alterations, and mitigation measures identified in the Cornerstone Church Project Environmental Impact Report.

6. Environmental Findings and Statement of Overriding Considerations: Approval of the project will result in one (1) one significant impact that can not be mitigated (i.e., temporary/short term construction noise (Impact 3.8.4); however, all other impacts

have been mitigated through changes, alterations and mitigation measures to a less than significant level pursuant to Section 15092 of the CEQA Guidelines. Pursuant to Section 15093 of CEQA, the City Council, upon recommendation of the Planning Commission, herby adopts a Statement of Overriding Considerations for temporary/short term construction noise (Impact 3.8.4) as discussed and addressed in the DEIR & FEIR (Statement of Facts and Findings).

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

SECTION 2. 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, upon recommendation of the Planning Commission, adopts the Statement of Facts and Findings, including a Statement of Overriding Considerations (as provided in Exhibit 3 of this Resolution) and certify the Final Environmental Impact Report (SCH# 2013111005) for the Cornerstone Church Project.

2. Approve and Adopt the Mitigation Monitoring and Reporting Program: The City Council, upon recommendation of the Planning Commission, approves and adopts the Mitigation Monitoring and Reporting Program for the Cornerstone Church Project EIR.

3. Notice of Determination: The City Council, upon recommendation of the Planning Commission, 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 Cornerstone Church Project EIR, and within five (5) days of City Council approval, file the NOD with the Riverside County Clerk for posting.

4. Location: The City Council, upon recommendation of the Planning Commission, hereby directs the Planning Director to provide the Final Environmental Impact Report (SCH# 2013111005) and all documents incorporated therein and forming the record of decision be 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 10th day of December, 2014.

_____
Marsha Swanson
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

ATTACHMENT A - EXHIBIT 1

Cornerstone Draft Environmental Impact Report

ATTACHMENT A - EXHIBIT 1 - A

Cornerstone Draft Environmental Impact Report – Technical Appendices

- **Appendix 2.0 - NOP-Comment Letters**
- **Appendix 3.1 - Aesthetics**
- **Appendix 3.2 - Air Quality**
- **Appendix 3.3 - Biological Resources**
- **Appendix 3.4 - GHG Report**
- **Appendix 3.5 - Cultural Resources**
- **Appendix 3.6 - Geology and Soils**
- **Appendix 3.7 - Hydrology and Water Quality**
- **Appendix 3.8 - Noise Study**
- **Appendix 3.9 - Public Services and Utilities**
- **Appendix 3.10 - Traffic-Circulation Study**

ATTACHMENT A - EXHIBIT 2

Cornerstone Final Environmental Impact Report (FEIR)

ATTACHMENT A - EXHIBIT 3

Cornerstone EIR Findings of Fact and Statement of Overriding Considerations

ATTACHMENT A - EXHIBIT 4

Cornerstone Mitigation Monitoring and Reporting Program (MMRP)

ATTACHMENT B

Council Resolution No. 2014-___
Public Use Permit

RESOLUTION NO. 2014-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING PUBLIC USE PERMIT NO. 778, AMENDMENT NO. 5, (PLANNING APPLICATION NO. 12-0194) FOR THE CORNERSTONE CHURCH PROJECT CONSISTING OF A TWO-PHASE DEVELOPMENT PROJECT FOR THE CONSTRUCTION OF A 17,315 SQUARE-FOOT PRESCHOOL BUILDING, A 2,438 SQUARE-FOOT MAINTENANCE BUILDING, AND THREE (3) NEW PARKING LOT AREAS WITHIN PHASE 1, AND A 3-STORY, 23,024 SQUARE-FOOT ADMINISTRATION BUILDING WITHIN PHASE 2, SUBJECT TO CONDITIONS, LOCATED AT 34570 MONTE VISTA DRIVE (APN: 367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008).

WHEREAS, the Planning Department has received an application from:

Applicant/Owner:	Cornerstone Community Church
Project Location:	34570 Monte Vista Drive
APN:	367-210-008, 018, 034, 035, 039, 041, 043, & 367-140-008
Project Area:	63.51 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") in accordance with Public Resources Code § 21080(d) and § 21082.2(d).

2) Public Use Permit (PUP) – The proposed project requires an amendment to an existing Public Use Permit (PUP No. 778) in accordance with Title 17 of the Wildomar Zoning Ordinance consisting of the following:

   - Phase 1 – to include construction of a 17,315 square-foot preschool building, a 2,438 square-foot maintenance building, and three (3) new parking lot areas, and

   - Phase 2 – to include construction of a 3-story, 23,024 square-foot administration building.

WHEREAS, the City Council of the City of Wildomar has the authority to review the proposed Cornerstone Church Project (Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194) in accordance the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the proposed Cornerstone Church Project is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the Planning Commission of the City of Wildomar, California, has the authority and has reviewed the proposed Cornerstone Church Project in accordance with the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the Planning Director determined that there was substantial evidence that the Cornerstone Church 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 Cornerstone Church Project Draft EIR from November 1, 2013 through December 2, 2013 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 November 18, 2013 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) on June 24, 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; and

WHEREAS, on June 24, 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# 2013111005) for the Cornerstone Church Project (PUP No. 778/Planning Application No. 12-0194), and which was posted in two public places for review at: 1) Wildomar City Hall Planning Department, and 2) the City of Wildomar Environmental Documents Center website; and

WHEREAS, the Draft EIR for the Cornerstone Church 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 June 24, 2014 and concluding on Augusts 7, 2014; and

WHEREAS, before the close of the public comment period on August 7, 2014, the Planning Department received four (4) public comments on the Draft EIR; and

WHEREAS, the Planning Department has prepared the Final EIR (Exhibit 2 of this Resolution) in accordance which includes, but is not limited to, responses to each of the four (4) comments received during the 45-day public review period. In addition, each

comment received a copy of the responses in the Final DEIR at least 10 days prior to the November 5, 2014 Planning Commission meeting in accordance with CEQA Guidelines; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution as follows: Exhibit 1: Cornerstone Church Project Draft Environmental Impact Report (SCH# 2013111005); Exhibit 2: Cornerstone Church Project Final Environmental Impact Report; Exhibit 3: Cornerstone Church Project Environmental Impact Report Findings of Fact/Statement of Overriding Considerations, and Exhibit 4: Cornerstone Church 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 project; and

WHEREAS, on November 25, 2014 gave public notice by mailing a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for the Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194) that would be considered by the City of Wildomar City Council on December 10, 2014; and

WHEREAS, the City of Wildomar Planning Department, on November 28, 2014, published a legal notice in the Press Enterprise, a local newspaper of general circulation, in compliance with State law notifying the general public of the holding of a public hearing for Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194) to be heard by the City of Wildomar City Council on December 10, 2014; and

WHEREAS, the City of Wildomar City Council conducted the duly noticed public hearing on December 10, 2014, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194), and at which time the City Council received public testimony concerning the proposed project.

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 this Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194) is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on December 10, 2014, at a duly noticed public hearing, the City Council, upon recommendation of the Planning Commission, certified the Cornerstone Church Project Environmental Impact Report (State Clearinghouse #2013111005) 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 Road, Suite 201, Wildomar, CA 92595.

SECTION 2. PUBLIC USE PERMIT FINDINGS.

In accordance with Section 17.208 of the Zoning Ordinance, the City Council of the City of Wildomar, upon recommendation of the Planning Commission, hereby makes the following findings in consideration for the proposed Cornerstone Church project:

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

Evidence - The proposed use is consistent with the Zoning Ordinance in that proposed church and related facilities/buildings is a permitted use in the R-R zone subject to the approval of a Public Use Permit. Further, the project has been designed to meet and exceed the minimum development standards of the R-R zone, and the other provisions of the Wildomar Municipal Code relating to streets and highways, grading, and light pollution. The project is also consistent with the General Plan in that churches are encouraged in the community. As evaluated in the DEIR for the proposed project, the following General Plan policies have been met:

Aesthetics:

LU 13.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. The proposed project is consistent with this general plan policy.

LU 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. The proposed project is consistent with this general plan policy.

LU 13.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. The proposed project is consistent with this general plan policy.

LU 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 13.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. The proposed project is consistent with this general plan policy.

LU 13.6 Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. The proposed project is consistent with this general plan policy.

LU 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. The proposed project is consistent with this general plan policy.

LU 13.8 Avoid the blocking of public views by solid walls. The proposed project is consistent with this general plan policy.

Land Use:

LU 4.1 Require new development be located and designed to visually enhance, not degrade the character of the surrounding area. The proposed project is consistent with this general plan policy.

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services. The proposed project is consistent with this general plan policy.

LU 6.2 Direct public, educational, religious and utility uses established to serve the community toward those areas for Community Development Uses. The proposed project is consistent with this general plan policy.

LU 17.2 Require that adequate and available circulation facilities, water resources, sewer facilities exist to meet the demands of the proposed land use. The proposed project is consistent with this general plan policy.

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

Evidence - The proposed project will not be detrimental to the health, safety, or general welfare of the community in that the project has been designed to meet and exceed the minimum development standards of the R-R zone, and the other provisions of the Wildomar Municipal Code relating to streets and highways, grading, and light pollution. Further, the project was subject to CEQA guidelines and a DEIR was prepared. The DEIR evaluated all potential environmental impacts associated with the project as required by state law. As a result of the DEIR there are 37 mitigation measures that will reduce identified impacts to a level of insignificance directly resulting in protection of the health, safety and general welfare of the public.

SECTION 3. CITY COUNCIL ACTION:

The City Council of the City of Wildomar, upon recommendation of the Planning Commission, hereby adopts Resolution No. 2014-___ approving Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194), subject to conditions as outlined herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 10th day of December, 2014.

_____
Marsha Swanson
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

ATTACHMENT B - EXHIBIT 1
CONDITIONS OF APPROVAL – Cornerstone Church Expansion

Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)

APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008

Project Approval Date: December 10, 2014 – City Council	**Project Expiration Date:** December 10, 2017		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
PLANNING DEPT. CONDITIONS			
General Conditions			
1. In compliance with Section 15094 of the CEQA Guidelines, the fee to file a Notice of Determination (NOD) shall be paid by the Applicant no later than December 11, 2014. The NOD and fee for the EIR shall be filed with the Riverside County Clerk within five (5) working days of project approval by the Planning Commission (12/17/14). The Notice shall include the required California Dept. of Fish and Game (Code Section 711.4.d.3) and Riverside County Clerk fee **totaling $3,079.75**. 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 Dept. of Fish & Game = $3,029.75** **b. Riverside County Clerk Admin. Fee = $50.00**	December 11, 2014 & December 17, 2014	Planning Dept.	
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 Dept. no later than December 24, 2014. Applicant Signature: Date:	December 24, 2014	Planning Dept.	
3. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, Dept.'s, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and	On-Going	Planning Dept.	

	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, Dept.'s, 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, gents, Dept.'s, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. 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. Applicant agrees to post adequate security or a cash deposit with City in an amount to cover the City's estimated attorneys' fees, costs and expenses incurred by City in the course of			

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
Project Approval Date: **December 10, 2014 – City Council**	**Project Expiration Date:** **December 10, 2017**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
	the defense in order to ensure timely payment of the City's invoices. The amount of the security or cash deposit shall be determined by the City. City shall cooperate with applicant in the defense of any Action.			
4.	Within 60 days of approval by the City Council approval of Public Use Permit No. 778, Amendment No. 5 (Planning Application No. 12-0194), the applicant shall pay any outstanding deposit account balance, if applicable. Failure to pay the outstanding balance by the due date may result in delays in the submittal of grading and building plans.	February 10, 2015	Planning Dept.	
5.	In accordance with Section 66020.d.1 of the Government Code, the applicant has 90 days (3/10/15) from project approval to file a protest of the imposition of fees, dedications, reservations, or other exactions being imposed on this project. Notice is hereby to the Applicant that the 90-day appeal hereby begins with approval of this project.	March 10, 2015	Planning Dept.	
6.	Approval of Public Use Permit No. 778 (Planning Application No. 12-0194) shall expire on December 10, 2017 if grading/building permits have not been issued and substantial construction work has commenced. If grading/building permits have not been issued and substantial construction work has commenced by this deadline, then Public Use Permit No. 778 (Planning Application No. 12-0194) shall become null and void, and a new PUP shall be required.	December 10, 2017	Planning Dept.	
7.	Public Use Permit No. 778 (Planning Application No. 12-0194) shall be developed in accordance with the plans approved by the City Council on December 10, 2014. If the project requires a modification/revision to the approved plans, the applicant may file a substantial conformance application (and pay all applicable fees) for review by the	On-Going	Planning Dept.	

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
Project Approval Date: **December 10, 2014 – City Council**	**Project Expiration Date:** **December 10, 2017**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
	Planning and Engineering Dept.'s in accordance with Section 17.228 of the Wildomar Zoning Ordinance.			
8.	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.	
9.	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.	
10.	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.	
11.	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.	

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
Project Approval Date: **December 10, 2014 – City Council**	**Project Expiration Date:** **December 10, 2017**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
12. The proposed Project shall comply with the requirements of Chapter 9.48 of the WMC relating to noise.	On-Going	Planning Dept.	
13. If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	On-Going	Planning & Engineering Depts.	
14. The nighttime use of the sports field and lighting shall be limited to no more than 81 days in any calendar year.	On-Going	Planning & Engineering Depts.	
15. Prior to the issuance of a building permit for any future sign(s) on the property, the applicant shall prepare a comprehensive sign program that consists of all current and future signs. The sign program shall be consistent with Section 17.252 (Sign Regulations) of the Zoning Ordinance. Said sign program shall be reviewed and approved by the Planning Director.	Prior to Issuance of a Sign Permit	Planning Department	

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
Project Approval Date: **December 10, 2014 – City Council**	**Project Expiration Date:** **December 10, 2017**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
16. The applicant is prohibited from using any sort of blasting device or activity during all grading and/or construction operations.	On-Going	Planning Department	
17. The Applicant shall be required to section off the preschool drop-off area along the curb with traffic cones during the morning and evening drop-off & pick-up times. There shall also be adult supervision during the duration of the drop-off & pick-up times.	On-Going	Planning Department	
EIR Mitigation Measures:			
18. **MM 3.1.3** To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.	Prior to operation of the maintenance building parking lot and the upper parking lot.	City of Wildomar Public Works Department	
19. **MM 3.3.1** Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct focused surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be	Prior to approval of grading permits	City of Wildomar Planning Department	

	conducted in accordance with CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern. If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans. If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold. Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., one acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation			

	of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, offsite mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted. A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval.			
20.	**MM 3.3.2a** Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside MSHCP* (March 29, 2006). In addition, per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. • Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of	Within 30 days prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	

	the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.			
21.	**MM 3.3.2b** If burrowing owls are found to be present onsite, the project proponent shall develop a conservation strategy in cooperation with CDFW, USFWS and the Regional Conservation Authority in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation* (2012).	Prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
22.	**MM 3.3.2c** Prior to any construction occurring in Riversidean sage scrub (**Figure 3.3-1)** during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS Coastal California Gnatcatcher (Polioptila californica californica) Presence/Absence Survey Guidelines dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing. If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15).	Within 30 days prior to any vegetation removal or ground-disturbing activities affecting Riversidean sage scrub	City of Wildomar Planning and Public Works Departments	
23.	**MM 3.3.2d Migratory Bird Surveys.** If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (January 1 through August 15), preconstruction surveys to identify active migratory bird nests	Prior to the initiation of construction activities	City of Wildomar Planning and Public Works Department	

	shall be conducted by a qualified biologist within 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible). If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.			
24.	**MM 3.3.3** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFW, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Prior to project vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
25.	**MM 3.3.4a** Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present. If potentially jurisdictional features are identified, the project applicant shall submit a preliminary	Prior to approval of grading permits.	City of Wildomar Planning Department	

	jurisdictional determination to the USACE for verification. The verified delineation will be submitted to the City for its records.			
26.	**MM 3.3.4b**Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project. Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.	Prior to approval of grading permits	City of Wildomar Planning Department	
27.	**MM 3.5.2a** If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated in the 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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Building and Planning Departments	

	Treatment and Monitoring Agreement required by mitigation measure 3.5.2b. This mitigation measure shall be incorporated in all construction contract documentation.			
28.	**MM 3.5.2b** At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga 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.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
29.	**MM 3.5.2c** 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	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

	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.			
30.	**MM 3.5.2d** 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 Archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the Project. Final copies of the report will be submitted to the City of Wildomar, the Developer, the Eastern Information Center and the Pechanga Tribe.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
31.	**MM 3.5.3a** Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning	

	resources and the potential for project construction to affect such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required. If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.		Departments	

32.	**MM 3.5.3b** 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, 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
33.	**MM 3.5.3c** 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
34.	**MM 3.5.3d** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

35.	**MM 3.5.3e** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	Following ground-disturbing activities, and implemented prior to the issuance of a building permit	City of Wildomar Engineering and Planning Departments	
36.	**MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the 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 24 hours. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" within a reasonable timeframe 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
37.	**MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by	As a condition of project approval, and implemented during ground-disturbing	City of Wildomar Engineering and Planning	

	mitigation measure 3.5.2b, 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.	construction activities	Departments	
38.	**MM 3.5.4c** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with 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.	As a condition of project approval, and implemented during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
39.	**MM 3.6.2** Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that	Prior to grading and building activities	City of Wildomar City Public Works and Building Departments	

	pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.			
40.	**MM 3.6.4a** A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of 2 feet deep and 15 feet wide (equipment width) and tilted a minimum of 2 percent into the hillside. Keyways for transition slopes should tilt a minimum of 5 percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill.	During grading and building activities	City of Wildomar City Public Works and Building Departments	
41.	**MM 3.6.4b** All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse structural features or significant amounts of soil may be considered unstable. Unstable cut slopes may require flattening or buttressing. Additionally, the final grading plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study.	During grading and building activities	City of Wildomar City Public Works and Building Departments	
42.	**MM 3.6.5** All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium	During grading and building activities	City of Wildomar City Public Works and Building Departments	

	should be removed from the areas to be graded to competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project.			
43.	**MM 3.6.6a Slab on Grade**. To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	

	completion of grading could cause a change in the slab-on-grade recommendations.			
44.	**MM 3.6.6b Exterior Slabs.** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
45.	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs,	Prior to the issuance of a grading permit	City of Wildomar Engineering Department	

	source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.			
46.	**MM 3.8.1a** Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. • Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors. • Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. • Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site. • All construction activity including staging and haul truck deliveries shall be limited to the hours of 6 a.m. to 6 p.m. between	During construction activities	City of Wildomar Building and Planning Departments	

	June and September, and the hours of 7 a.m. to 6 p.m. between October and May. • Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles traveled. • Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive_residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities. • Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive. • The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.			

	• Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.			
47.	**MM 3.8.1b** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.	Prior to a certificate of occupancy of the preschool (as part of building permit requirements)	City of Wildomar Planning and Building Departments	
48.	**MM 3.8.1c** For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.	Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)	City of Wildomar Planning and Building Departments	
49.	**MM 3.8.1d** All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a certificate of occupancy of the preschool (as a part of building permit requirements)	City of Wildomar Planning and Building Departments	

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
Project Approval Date: **December 10, 2014 – City Council**	**Project Expiration Date:** **December 10, 2017**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
50.	**MM 3.8.1e** The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.	Prior to occupancy of the preschool	City of Wildomar Planning and Building Departments	
51.	**MM 3.8.4** Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.	Ongoing	City of Wildomar Planning Department and Public Works Department	
52.	**MM 3.8.5** Prior to completion of the upper parking lot, an access control gate shall be installed at the entrance to the lower parking area. The gate shall be operated and maintained by the church and be designed to prevent use or access to the parking area during times when the church is not in operation. The Planning Director or City Engineer may approve an alternative location for the gate if another area would serve the same purpose of denying access. A sign shall be placed on the gate, and at the entrance to each parking area, indicating a number that can be called should activity occur in the parking lot(s) when the church is not in operation.	Prior to completion of the upper parking lot	City of Wildomar Planning Department and Public Works Department	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**
53.	**MM 3.10.1** The project applicant shall be required to pay its pro rata share of the implementation of the following traffic improvements: I-15 Southbound Ramps/Baxter Road (Intersection #2): • Install a traffic signal. I-15 Northbound Ramps/Baxter Road (Intersection #4) • Install a traffic signal. Monte Vista Drive/Bundy Canyon Road (Intersection #5) • Install a traffic signal. Monte Vista Drive/Baxter Road (Intersection #9) • Install a traffic signal.	Prior to occupancy, or building permit as required by the DIF or TUMF programs	City of Wildomar Public Works Department	
54.	**MM 3.10.3** The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	Prior to Issuance of Building Permits for Preschool Building	City of Wildomar Public Works and Planning Departments	

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**

Prior to Issuance of a Grading Permit				
55.	Prior to the issuance of a grading permit, the developer shall submit a final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
56.	Prior to the issuance of the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site was not previously evaluated by the mitigated negative declaration, a grading environmental assessment shall be approved by the planning director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
57.	Concurrent with the precise grading plan submittal, the applicant shall submit two sets of detailed landscape and irrigation plans, including on-site and public right-of-way areas. The landscaping and irrigation plans shall be approved by the Planning Dept. prior to the issuance of any grading permit for the project.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
58.	Prior to Issuance of a Grading Permit, the Applicant shall submit a fence/wall plan for the boundary between the southerly parking area	Prior to Issuance of a	Planning Dept.	

	and adjacent residence for review and approval by the Planning Director.	Grading Permit		
Special Landscape Conditions				
59.	Prior to the issuance of grading permits, the Applicant shall submit to the Planning Department three (3) sets of complete landscape and irrigation construction plans for review and approval. Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect shall prepare the plans.	Prior to the Issuance of Grading Permits	Planning Dept.	
60.	The above-described plans shall be in substantial conformance with the plans as approved by the City Administrative Staff, Planning Commission and/or City Council. Notes, details, and specifications shall be included.	On-Going	Planning Dept.	
61.	All landscape and irrigation plans shall be consistent with the City of Wildomar Water Efficient Landscaping Ordinance and Irrigation Implementation Guidelines (Chapter 17.276 of the Zoning Ordinance.	On-Going	Planning Dept.	
62.	Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger.	On-Going	Planning Dept.	
63.	No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans.	On-Going	Planning Dept.	
64.	All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector	On-Going	Planning Dept.	

	check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of landscaping outside the required setback (18 inches on sides and 8 feet at the front doors).			
65.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation.	On-Going	Planning Dept.	
66.	All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations.	On-Going	Planning Dept.	
67.	All plants within the detention basin shall be California native. The trees shall include *Quercus agrifolia* (coast live oak) and *Platanus racemosa* (sycamore). The shrubs shall be *Heteromeles arbutifolia* (toyon).	On-Going	Planning Dept.	
68.	An additional 10 trees shall be installed within the detention basin from the landscape concept exhibit approved by the City Council (dated 12/10/14).	On-Going	Planning Dept.	
69.	Additional tree plantings shall be installed from 24" box containers at 30 feet on center, between the west parking lot, with angled parking to the large parking lot.	On-Going	Planning Dept.	

70.	*Acacia stenophylla* (shoestring acacia) trees shall be changed to an alternate species.	On-Going	Planning Dept.	
71.	Shade trees shall be provided to create shade throughout the parking lot no farther apart than 30 feet on center in continuous planting areas and 36 feet on center for tree wells. Trees shall be located no closer to paving than 30".	On-Going	Planning Dept.	
72.	New flowering shrub plantings shall be added to the existing non-disturbed area between the west parking lot, with the angled parking to the large parking lot.	On-Going	Planning Dept.	
73.	*Baccharis pilularis 'Pigeon Point'* (coyote brush) shall be installed at 4 feet on center.	On-Going	Planning Dept.	
74.	All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect.	On-Going	Planning Dept.	
75.	The existing landscaping located to the north, west, and east sides of the new proposed wall and glass fence enclosing the outdoor daycare areas shall be cleaned up and trimmed as required. New shrub and ground cover plantings, to fill in spaces where plants have died, shall be added where directed by the City Landscape Architect.	On-Going	Planning Dept.	
76.	The bottom of the detention basin planting of *Juncus patens* (California gray rush) shall be planted at 3' on center.	On-Going	Planning Dept.	
77.	The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas.	On-Going	Planning Dept.	

78.	All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate tables), pH and total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments.	On-Going	Planning Dept.	
79.	No plant materials that could freeze, damage paving, or have thorns are allowed.	On-Going	Planning Dept.	
80.	Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting.	Prior to Construction	Planning Dept.	
81.	Prior to the issuance of occupancy permits for the day car facility, performance securities, in the amount determined by the City to guarantee the adequate maintenance of the landscaping materials and irrigation system in accordance with the approved plans for a period of one (1) year from the date of final clearance of the installed landscaping by the City, shall be posted with the Planning Department. The performance securities shall be released one (1) year after final clearance of the installed landscaping by the City, upon written request by the owner, if the landscaping has been shown to be adequately maintained. A deposit to cover re-inspection of the landscape, at the current City rate shall be posted with the Planning Department prior to re-inspection for maintenance bond release.	Prior to Issuance of Occupancy Permits	Planning Dept.	

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82. Prior to the issuance of occupancy permits, all required landscaping and irrigation systems shall be installed in a condition acceptable to the City. The owner's Landscape Architect shall provide inspection of the landscaping. The owner's Landscape Architect shall provide the City with a Certificate of Compliance stating that the landscaping was installed per the approved plans. An irrigation audit may be required. The City will review the Certificate of Compliance and conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Prior to Issuance of Occupancy Permits	Planning Dept.	
Prior to Issuance of a Building Permit			
83. Prior to the issuance of a building permit, the applicant shall comply with Building Dept. requirements in obtaining all necessary permits to construct said structures.	Prior to Issuance of a Building Permit	Planning Dept.	
Prior to Issuance of a Certificate of Occupancy			
84. The proposed development approved by the City Council via Public Use Permit No. 778 (Planning Application No. 12-0194) shall comply with the standards and requirements of the City's Light Pollution Ordinance (Chapter 8.64 of the WMC). In accordance with Section 8.64.020, the entire property, including ay legal, nonconforming lighting, shall be brought into compliance with the requirements of this chapter for prior to the issuance of a certificate of occupancy for the Phase 2 Administration Building.	Prior to the Issuance of a Certificate of Occupancy of Phase 2 Admin. Building	Planning Dept.	
85. Prior to the issuance of occupancy permits for the day care center, all conditions of approval related to the building shall be completed to the satisfaction of the planning department.	Prior to the Issuance of Occupancy Permits	Planning Dept.	

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86. Prior to the issuance of a certificate of occupancy, all required landscape planting and irrigation shall have been installed consistent with the approved construction plans and shall be in a condition acceptable to the Planning Director. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The applicant shall contact the Planning Department to schedule the final inspection(s).	Prior to the Issuance of Occupancy Permits	Planning Dept.	
PUBLIC WORKS/ENGINEERING/BUILDING DEPT. 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 & Engineering Dept.'s.	
2. No grading shall be performed without the prior issuance of a grading permit by the City.	On-Going	Public Works & Engineering Dept.'s.	
3. Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works & Engineering Dept.'s.	
4. The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.	On-Going	Public Works & Engineering Dept.'s.	

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5. 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.	On-Going	Public Works & Engineering Dept.'s.	
6. The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works & Engineering Dept.'s.	
7. 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 & Engineering Dept.'s.	
8. All grading shall conform to the California Building Code, including Appendix J, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Public Works & Engineering Dept.'s.	
9. 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 & Engineering Dept.'s.	
10. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer.	On-Going	Public Works & Engineering Dept.'s.	
11. Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works & Engineering Dept.'s.	
12. All retaining walls shall require a separate permit from the Building Department.	On-Going	Public Works & Engineering Dept.'s.	

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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. 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.	On-Going	Public Works & Engineering Dept.'s.	
14. 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 & Engineering Dept.'s.	
15. The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works & Engineering Dept.'s.	
16. 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 & Engineering Dept.'s.	
17. 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 & Engineering Dept.'s.	

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18. All flood control plans to be reviewed by the City or the Riverside County Flood Control District (RCFCD) shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer. For projects requiring RCFCD review the developer shall pay the appropriate fees to RCFCD.	On-Going	Public Works & Engineering Dept.'s.	
Prior to the Issuance of Grading Permits			
19. Prior to the issuance of grading permits, 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 a Grading Permit	Public Works & Engineering Dept.'s.	
20. Prior to the issuance of grading permits, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
21. Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer. **See Environmental Impact Report (EIR) Mitigation Measure 3.7.1.**	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	

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22. Prior to issuance of grading permits the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
23. Prior to the issuance of grading permits, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
24. Prior to the issuance of grading permits, 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 a Grading Permit	Public Works & Engineering Dept.'s.	

25.	If the project location is within the Santa Ana River Watershed: Prior to the issuance of grading permits, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Applicant needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise volume has to be addressed.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
26.	Prior to the issuance of grading permits, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	

	a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.			
27.	Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.	Prior to 1st Improvement Plan Submittal	Public Works & Engineering Dept.'s.	
28.	Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. **See Environmental Impact Report (EIR) Mitigation Measure 3.8.1**.	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	
29.	The application proposes two (2) phases of construction. Phase 1 grading shall complete all elements of the approved Plot Plan except the grading and building of Phase 2 (Proposed 3-story Administration Building). The existing and proposed BMP's associated with the Final	Prior to Issuance of a Grading Permit	Public Works & Engineering Dept.'s.	

	WQMP and the site design shall anticipate the future construction of Phase 2.			
Prior to Issuance of a Building Permit				
30.	The developer shall execute a maintenance agreement for the stormwater quality control treatment devices as identified in the WQMP to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
31.	Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
32.	Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	
33.	Prior to issuance of a building permit the developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	
34.	Prior to issuance of a building permit the developer shall design streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
35.	Prior to issuance of a building permit the developer shall annex into all applicable Maintenance Districts, Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Issuance of a Building Permit	Building Dept.	

36.	Prior to issuance of a building permit the developer shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Issuance of a Building Permit	Building Dept.	
37.	Prior to issuance of a building permit the developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Issuance of a Building Permit	Building Dept.	
38.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and City Development Impact Fees.	Prior to Issuance of a Building Permit	Building Dept.	
39.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff from in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit	Building Dept.	
40.	The developer shall dedicate the eastern half (1/2) section of Monte Vista Drive, measured, 41' from the approved ultimate centerline. The developer shall prepare a centerline profile study. Right of way will be based on a modified 82' Secondary Highway/Frontage Road with a center turn lane, (Stds. 94 and 109 modified), in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	

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41. The developer shall dedicate, and design Via Carnaghi based on a local street, Standard No. 105 A, within the existing right of way in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	
42. The project applicant will prepare and implement a traffic management plan (TMP) in accordance with **Environmental Impact Report (EIR) Mitigation Measure 3.10.3** to the satisfaction of the City Engineer**.**	Prior to Issuance of a Building Permit	Building Dept.	
43. 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.	Prior to Issuance of a Building Permit for the Preschool Building	Building Dept.	
Prior to Issuance of a Certificate of Occupancy			
44. The developer shall improve the eastern half - section of Monte Vista Drive to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Public Works & Engineering Dept.'s.	
45. The developer shall improve Via Carnaghi to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Public Works & Engineering Dept.'s.	
46. The project applicant shall be required to pay its pro rata share of the implementation of the traffic improvements in accordance with **Environmental Impact Report (EIR) Mitigation Measure 3.10.1**	Prior to the Issuance of Occupancy Permits	Building Dept.	
47. The developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Building Dept.	

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48. The developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to the Issuance of Occupancy Permits	Building Dept.	
RIVERSIDE COUNTY FIRE DEPT.			
General Conditions			
1. 10. FIRE.999PC-#01 - West Fire Protection Planning Office Responsibility IN EFFECT. 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	RCFD	
2. 10. FIRE.999 CASE – CITY CASE STATEMENT IN EFFECT 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 recognize fire protection standards.	On-Going	RCFD	
3. 10. FIRE.999 USE-#50-BLUE DOT REFLECTOR IN EFFECT Blue retro reflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire	On-Going	RCFD	

	hydrants. Prior to installation, placement of markers must be approved by Riverside County Fire Department.			
4.	10. FIRE.999 USE*-#23 – MIN REQ FIRE FLOW, IN EFFECT Minimum required fire flow shall be 1750 GPM for 2 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site.	On-Going	RCFD	
5.	10. FIRE.999 USE-#20-SUPER FIRE HYDRANT, IN EFFECT Super fire hydrant (s) (6" x 4" x 2 ½") shall be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. Hydrant spacing shall be 500' and maximum distance from any point on the street or road frontage to a hydrant 250'.	On-Going	RCFD	
Prior to Issuance of a Building Permit				
6.	80. FIRE.999 USE-#17A-BLDG PLAN CHECK $ - IN EFFECT Building plan check deposit fee of $1,056.00 shall be paid in a check or money order to the Riverside County Fire Department after plans have been reviewed by our office.	Prior to Issuance of Building Permits	RCFD	
7.	80. FIRE.999 USE-#4 – WATER PLANS - IN EFFECT The applicants or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing. The system shall meet the fire flow requirements. Plans shall be signed and approved by a registered civil engineer and the local water company	Prior to Issuance of Building Permits	RCFD	

	with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."			
Prior to Building Final Inspection				
8.	90. FIRE.999 USE-#45 – FIRE LANES - IN EFFECT The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.	Prior to Final Inspection	RCFD	
9.	90. FIRE.999 USE-#12A- SPRINKLER SYSTEM - IN EFFECT Install a complete fire sprinkler system per NFPA 13 2010 edition in all buildings requiring a fire flow of 1500 GPM or greater sprinkler system (s). All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and the minimum of 25 feet from the building (s). A statement that the building (s) will be automatically fire sprinkled must be included on the title page of the building plans. (Current sprinkler plan check deposit base fee is $614.00 per riser) applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring System shall monitor the fire Sprinkler system (s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact Fire Department for guideline handout (current monitoring plan check deposit base fee is $192.00)	Prior to Final Inspection	RCFD	
10.	90. FIRE.999 USE-#83- AUTO/MAN FIRE ALARM - IN EFFECT Applicant or developer shall be responsible to install a manual and automatic Fire Alarm System. Plans must be submitted to the Fire	Prior to Final Inspection	RCFD	

	Department for approval prior to installation. (Current plan check deposit base fee $627.00)			
11.	90. FIRE.999 USE-#37-LOW LEVEL EXIT SIGN - IN EFFECT Door-level exit signs, exit markers and exit path marking shall be installed per the California Building Code.	Prior to Final Inspection	RCFD	
12.	90. FIRE.999 USE-#27-EXTINGUISHERS - IN EFFECT Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (Inches) to center above the floor level with Maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.	Prior to Final Inspection	RCFD	
13.	90. FIRE.999 USE-#36-HOODS DUCTS - IN EFFECT A. U.L. 300 hood duct fire extinguishing system must be installed over the cooking equipment. Wet chemical extinguishing system must provide automatic shutdown of all electrical components and outlets under the hood upon activation. System must be installed by a licensed C-16 contractor. Plans must be submitted with current fee of $215.00 to the Fire Department for review and approval prior to installation. Note: A dedicated alarm system is not required to be installed for the exclusive purpose of monitoring this suppression system. However, a new or pre-existing alarm system must be connected to the extinguishing system. Separate fire alarm/monitoring plans must be submitted for review prior to connection. Current plan check deposit base fee is $192.00.	Prior to Final Inspection	RCFD	

ATTACHMENT B - EXHIBIT 1 CONDITIONS OF APPROVAL – Cornerstone Church Expansion			
Project Application: Public Use Permit No. 778, Amendment 5 (Planning Application No. 12-0194)			
APN: 367-210-008, 018, 034, 035, 039, 041, & 367-140-008			
Project Approval Date: **December 10, 2014 – City Council**	**Project Expiration Date:** **December 10, 2017**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date and Signature)**

ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD) CONDITIONS				
1.	The applicant shall be required to comply with all applicable EVMWD water and sewer conditions of approval for PUP No. 778 (Planning Application No. 12-0194). The applicant shall contact Imad Baiyasi at 951-674-3146, Ext. 8786 for additional details.	On-Going	EVMWD	

ATTACHMENT C

Cornerstone Development Plans Package
PDF Attachment

ATTACHMENT D

Cornerstone Preschool Building
Colored Architectural Elevations
PDF Attachment

ATTACHMENT E

Cornerstone Administration Building
Colored Architectural Elevations
PDF Attachment

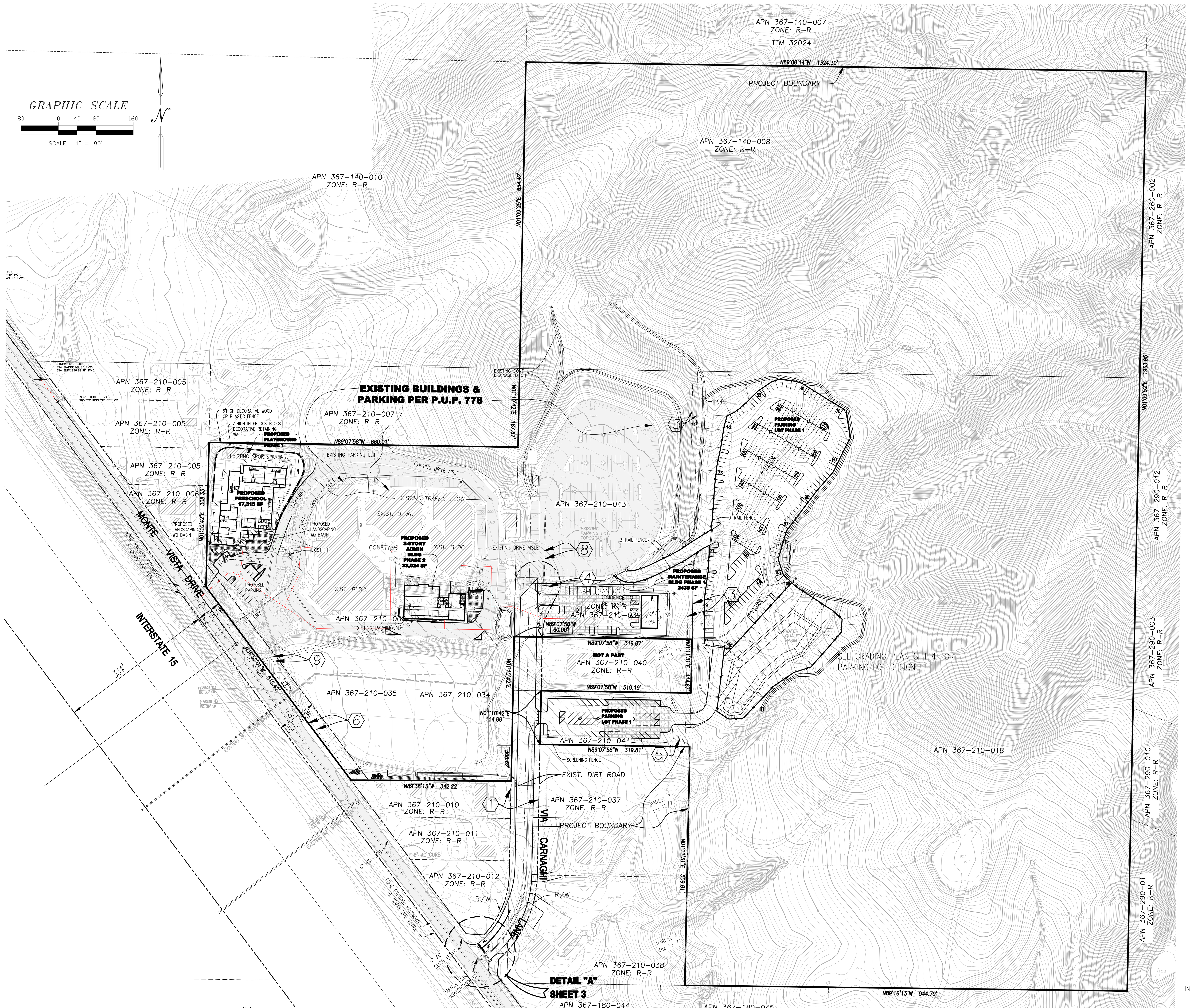
ATTACHMENT F

Monte Goddard DEIR Comment - Received 11-5-14
PDF Attachment

ATTACHMENT G

Draft Planning Commission meeting minutes
(November 5, 2014)
PDF Attachment

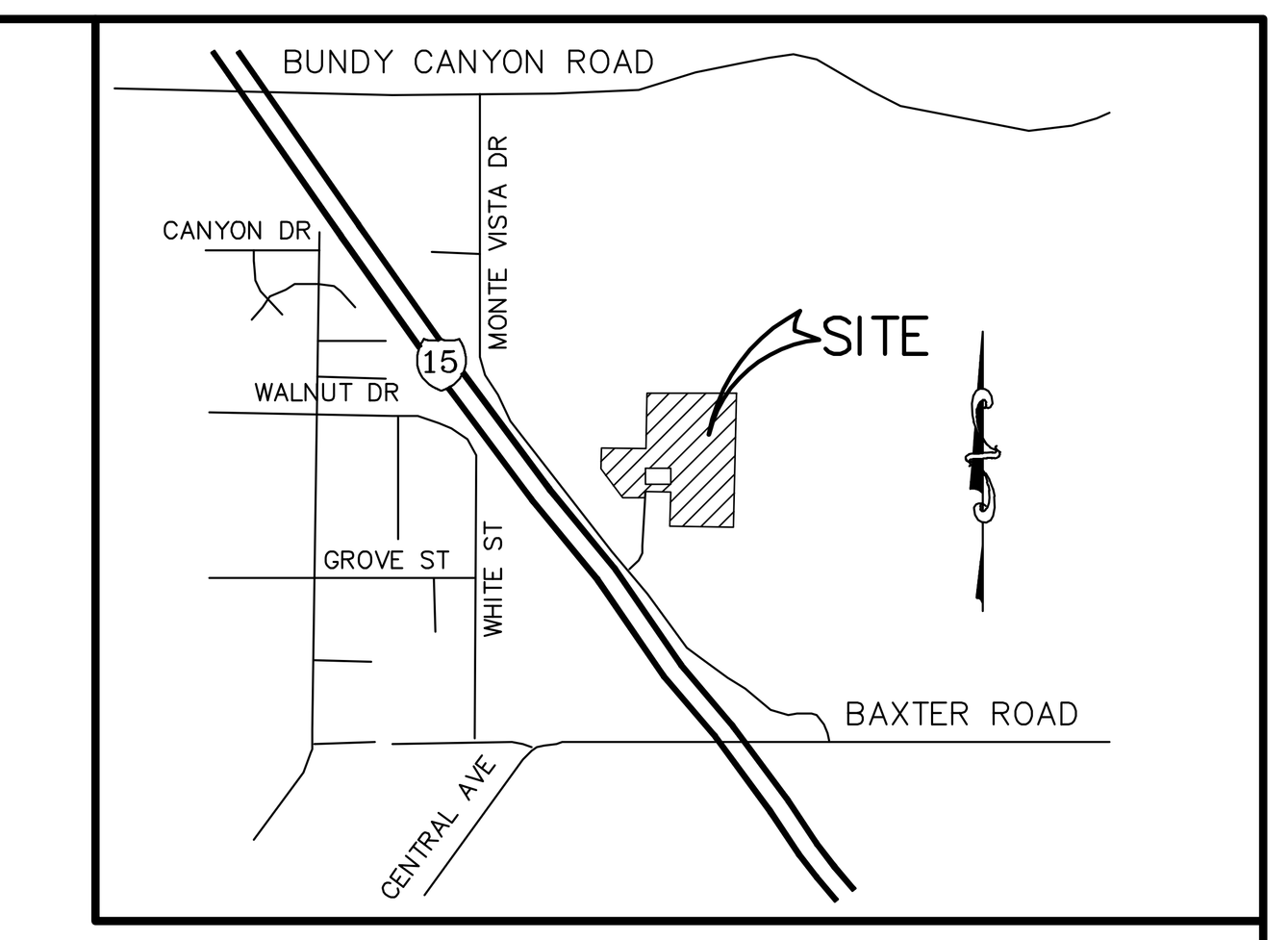
WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)



PROJECT AREA DATA

1.08 AC.	BUILDING COVERAGE (ALL EXISTING BUILDINGS)	1.7%
13.06 AC.	SLOPES,PARKING, LANDSCAPING (EXIST. SITE)	20.6%
0.73 AC.	PROPOSED PRESCHOOL AND PLAYGROUND*	0.0%
0.60 AC.	PROPOSED MAINTENANCE BLDG. AND MAINTENANCE PARKING LOT	0.9%
0.53 AC.	PROPOSED ADMIN BLDG.*	0.0%
0.52 AC.	PROPOSED LOWER PARKING	0.8%
2.63 AC.	PROPOSED UPPER PARKING	4.1%
1.04 AC.	PROPOSED SLOPES	1.6%
0.91 AC.	PROPOSED BASIN	1.4%
43.76 AC.	UNDISTURBED	68.9%
63.51 AC.		100%

*BUILT ON EXISTING LAND IMPROVEMENTS SO SUBTRACTED FROM TOTAL LAND IMPROVEMENT ACREAGE



VICINITY MAP
NOT-TO SCALE
2005 T.B. PAGE 897, GRID: D-5

Cornerstone Community Church Campus Breakdown

	BUILDINGS				PARKING REQUIREMENTS BY PERIOD									
	Existing Buildings				M-F Days	Wed AM	Thurs AM	Mon Eve	Tues Eve	Weds Eve	Thurs Eve	Fri Eve	Sat	Sun
	Education Building	Small Church	Main Sanctuary	Ratio										
Building Size (sq ft)	19,626	9,285	55,819											
Breakdown (sq ft):														
Classroom*	16,236	3,000	7,568						302				302	302
Sanctuary		5,000	7,414	1 per 35sf		143	143		355				355	355
Multipurpose	1,690													
Office	800		7,315	1 per 200sf	41	41	41							
Gym facilities			19,701	1 per 200sf				99		99	99			
Kit/ break rooms														
Storage & maint														
Other	-	-	-											
Total Size (sq ft)	19,626	9,285	41,998											
# of Students														
Current Enrollment	225													
Current Capacity	300			1 per 2 Students	150									
Faculty	45			1 per 1	45									
Total Existing					236	183	183	99	657	99	99	0	657	657
	Future Buildings													
	Preschool	Admin Build	Maint Build											
Building Size (sq ft)	17,315	23,042	2,275											
Breakdown (sq ft):														
Classroom	13,815			1 per 500sf	28	28	28							
Sanctuary														
Multipurpose	2,400	4,750												
Office	500	16,874		1 per 200sf	87	87	87							
Gym facilities														
Kit/ break rooms	600	1,400												
Storage & maint			2,275											
Other	-	-	-											
Total Size (sq ft)	17,315	23,024	2,275											
# of Students														
Future Capacity	180			1 per 2 Students	90									
Faculty														
TOTALS					440	298	298	99	657	99	99	0	657	657
TOTAL SPACES PROVIDED														698

* Classrooms are calculated per student during school days and at the 1 per 35sf rate for Religious Assembly during weekend and evening periods.

PARKING SPACES	EXISTING	LOST	GAINED	AVAILABLE
PRESHCOOL LOT	90	-75	7	22
MAIN ENTRANCE LOT	13	0	0	13
DRIVE AISLES AROUND BUILDINGS	109	-43	0	66
EXIST LARGE LOT	223	-6	0	217
PROP UPPER LOT	0	0	274	274
PROP LOWER LOT	0	0	64	64
PROP MAINTENANCE BUILDING LOT	0	0	45	45
TOTAL	435	-124	390	701

EASEMENT NOTES

1. A 60 FOOT WIDE EASEMENT IN FAVOR OF RIVERSIDE COUNTY FOR PUBLIC ROAD AND UTILITY PURPOSES, OVER AND ACROSS THAT CERTAIN PROPERTY SHOWN AND DELINEATED ON PARCEL MAP 5698 ON FILE IN BOOK 12, PAGE 71 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, AS "A ROAD DEDICATION" PER INSTRUMENT NO. 48362.

2. ABANDONMENT OF RIGHT OF WAY, RECORDED AS INSTRUMENT NUMBER 2002-713058 ON DECEMBER 12, 2002, O.R.

3. A 10 FOOT EASEMENT FOR TELEPHONE & ELECTRIC, IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED SEPTEMBER 3, 1974 AS INSTRUMENT NUMBER 113595, O.R.

4. AN EASEMENT FOR PUBLIC ROADS AND UTILITY PURPOSES IN FAVOR OF THE COUNTY OF RIVERSIDE RECORDED NOVEMBER 14, 2002, AS INSTRUMENT NUMBER 2002-664922, OFFICIAL RECORDS OF RIVERSIDE COUNTY.

5. AN EASEMENT FOR POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES RECORDED SEPT. 9, 1974, AS INSTRUMENT NO. 113597, O.R.

6. AN EASEMENT FOR POLE LINES, CONDUITS, AND INCIDENTAL PURPOSES IN FAVOR OF CALIFORNIA WATER AND TELEPHONE COMPANY RECORDED MARCH 30, 1961, AS INSTRUMENT NO. 27141, O.R.

7. AN EASEMENT FOR DRAINAGE AND INCIDENTAL PURPOSES IN FAVOR OF THE STATE OF CALIFORNIA RECORDED MAY 24, 1977, AS INSTRUMENT NO. 9311, O.R. (CANNOT BE PLOTTED)

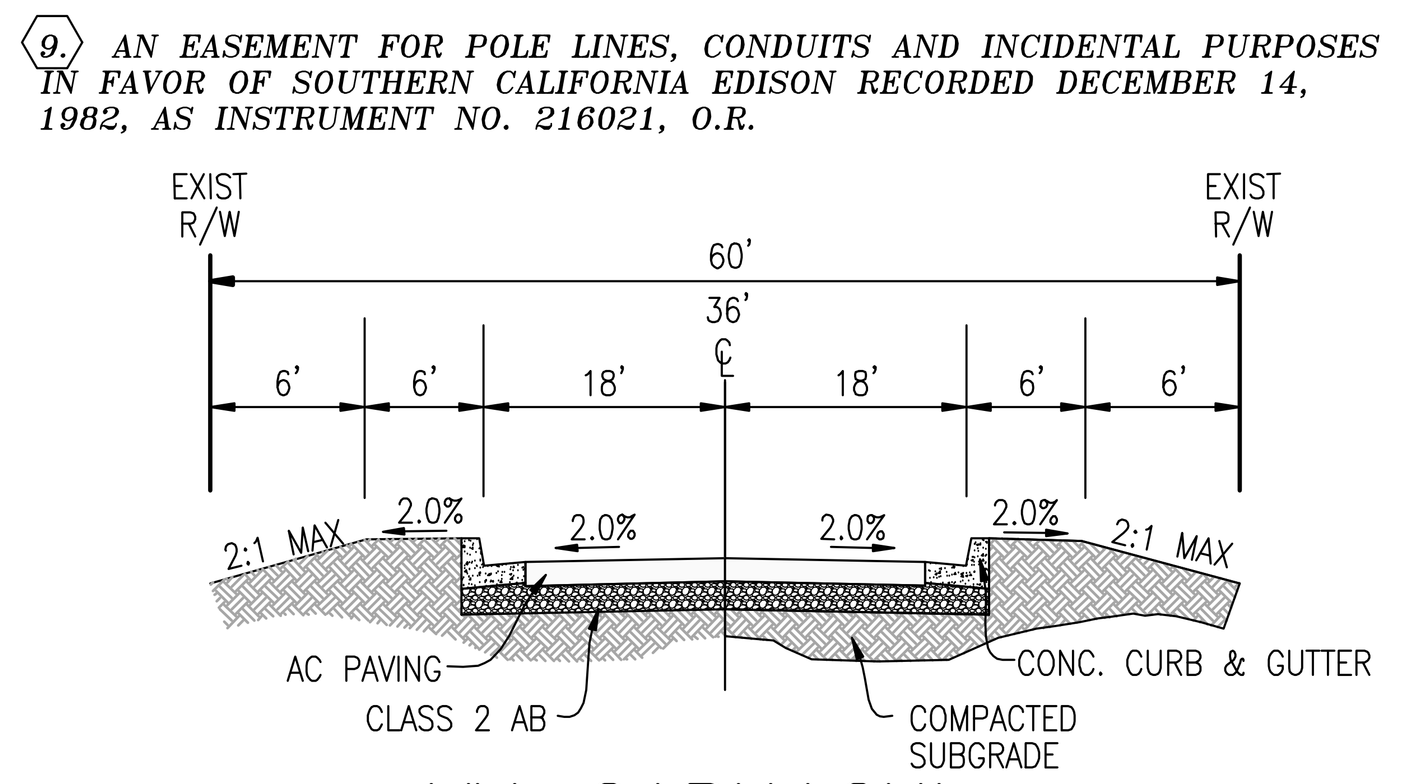
8. AN EASEMENT FOR WATER PIPELINES AND INCIDENTAL PURPOSES IN FAVOR OF CHARLES L. MARCH AND RICKIE PENNIN RECORDED JULY 11, 1979, AS INSTRUMENT NO. 143893, O.R.

9. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON RECORDED DECEMBER 14, 1982, AS INSTRUMENT NO. 216021, O.R.

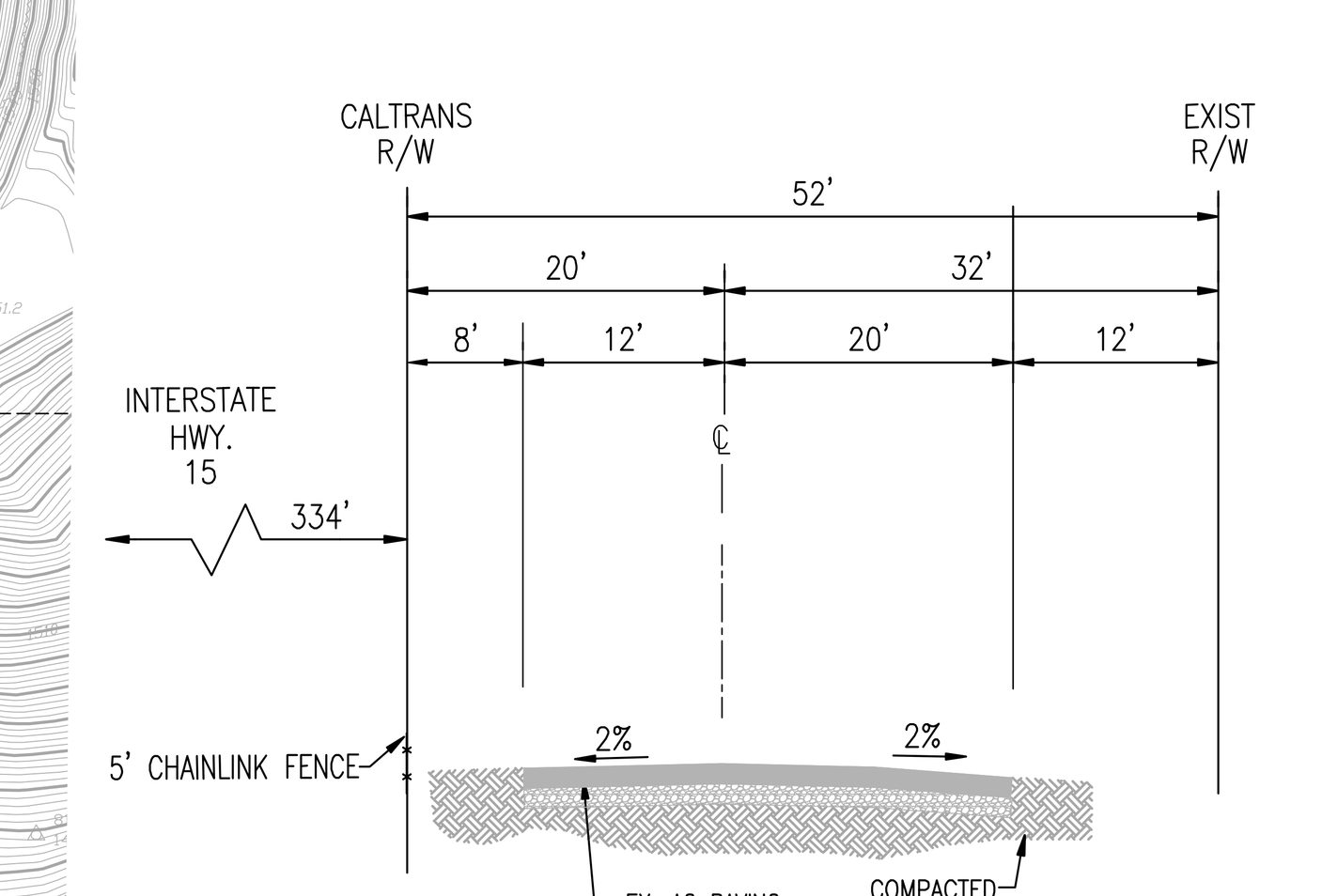
GENERAL NOTES

1. LEGAL DESCRIPTION
   A. THE SOUTH HALF OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, AND THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
   B. PARCEL 1, AS SHOWN ON PARCEL MAP 5698, AS SHOWN BY MAP ON FILE IN BOOK 12, PAGE 71 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.
   C. PARCELS 1 AND 2 TOGETHER WITH LETTERED LOT A OF PARCEL MAP 13070 ON FILE IN BOOK 91 PAGE 59 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.
2. TOTAL ACREAGE
   63.51 ACRES-NET
   14.14 ACRES (NET) -EXISTING IMPROVEMENTS (orig PUP 778)
   6.23 ACRES-PROPOSED IMPROVEMENTS
   43.25 ACRES-UNDISTURBED
3. PROPOSED DEVELOPED ACREAGE (PRESCHOOL SITE)
   0.66 NET ACRES
4. DEVIATIONS
   NO DESIGN DEVIATIONS ARE PROPOSED, EXCEPT FOR MONTE VISTA DRIVE. (MODIFIED STD. 109) AS SHOWN HEREON.
5. EXISTING ZONING
   R-R
6. PROPOSED ZONING
   R-R
7. EXISTING LAND USE
   CHURCH, SCHOOL (K-12), & VACANT
8. EXISTING LAND USE DESIGNATION
   CO, MDR, EDR-RC
9. METHOD OF SEWAGE DISPOSAL
   SEWER IN MONTE VISTA DRIVE
10. UTILITIES
    WATER- ELSINORE VALLEY MUNICIPAL WATER DISTRICT
    SEWER- ELSINORE VALLEY MUNICIPAL WATER DISTRICT
    GAS- THE GAS COMPANY
    ELECTRIC- SOUTHERN CALIFORNIA EDISON
    TELEPHONE- VERIZON
    CABLE- COMCAST
11. SCHOOL DISTRICT
    LAKE ELSINORE UNIFIED SCHOOL DISTRICT
12. ASSESSORS PARCEL NUMBERS
    367-210-008, 018, 034, 035, 039, 041, 043 & 367-140-008
13. THOMAS BROS. GUIDE
    2010 EDITION PAGE 897, GRID: D-5
14. PUP PREPARATION DATE
    APRIL 2012
15. ALL PROPOSED DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEAR STORM FLOWS.
16. THIS IS A REVISED PUBLIC USE PERMIT DESIGNATION.
17. THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
18. THIS PROJECT IS WITHIN THE ELSINORE AREA PLAN.
19. THIS PROJECT IS WITHIN COMMUNITY SERVICE DISTRICT NO. 152A.
20. THIS SITE IS NOT WITHIN A SPECIAL STUDIES ZONE.
21. THIS PROJECT IS NOT SUBJECT TO LIQUEFACTION, OR OTHER GEOLOGIC HAZARDS, OR WITHIN A SPECIAL STUDY ZONE.
22. THIS PROJECT IS WITHIN FEMA FLOOD ZONE "X".
23. THE EXISTING STRUCTURES ON THIS SITE WILL REMAIN.
24. ALL MANUFACTURED SLOPES ARE 2:1 UNLESS OTHERWISE NOTED.
25. FINAL LANDSCAPE AND IRRIGATION PLANS WILL BE DEFERRED TO A LATER TIME.
26. NO FLAMMABLE LIQUIDS OR WASTE OIL ARE ON SITE.
27. LIGHTING ORD. 8.64 (WMC)

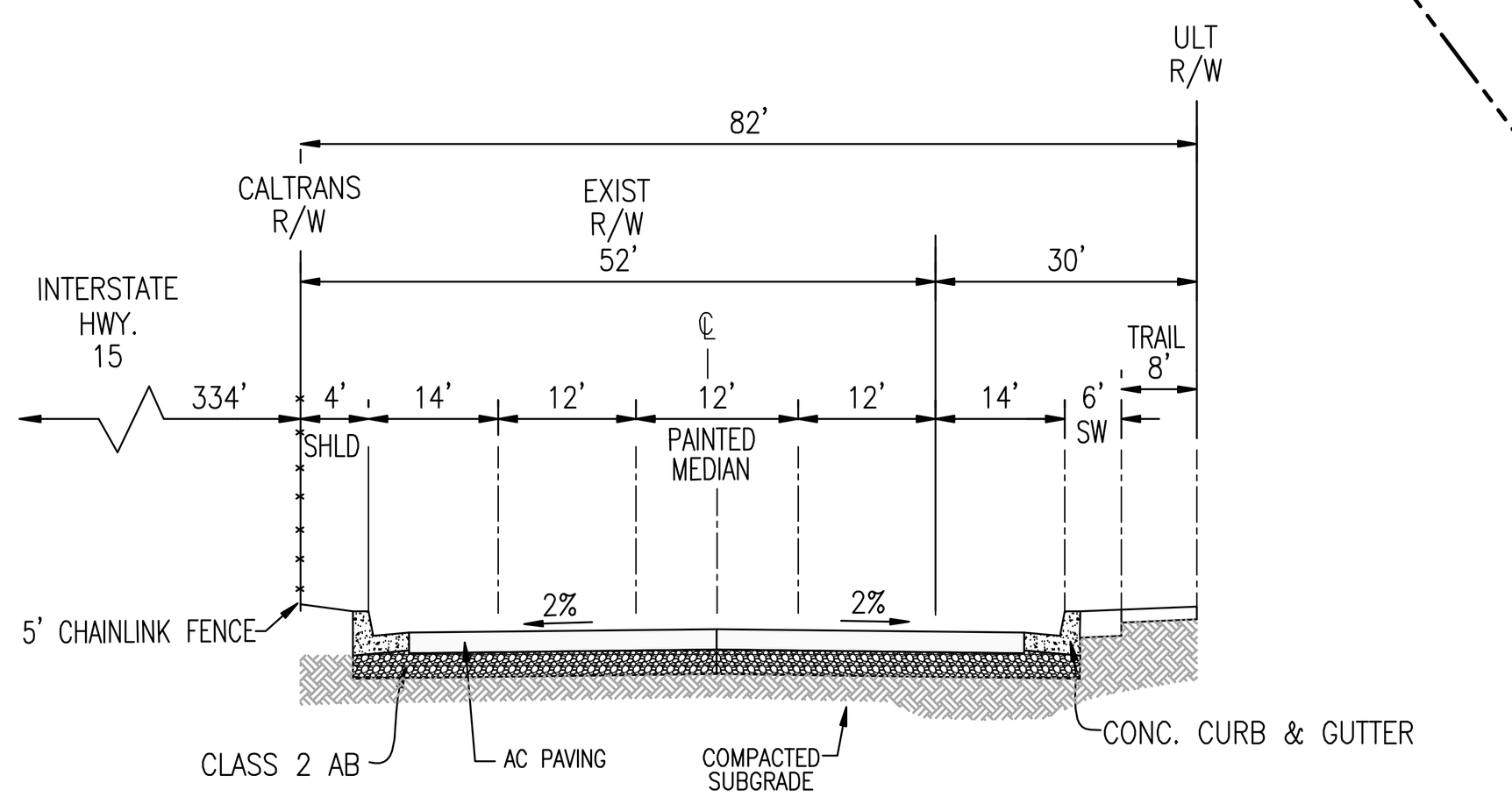
ESTIMATE OF EARTHWORKS:
CUT: 24,500 CY
FILL: 24,500 CY
IMPORT/EXPORT 0 CY



VIA CARNAGHI
NOT TO SCALE
(PER RIV. CO. STD. No. 105-A)



(EXISTING FRONTAGE ROAD)
(ACTUAL 32' PAVED - SHOULDER WIDTH VARIES)
MONTE VISTA DRIVE (EXIST)
NOT TO SCALE



MONTE VISTA DRIVE (ULT.)
MODIFIED STD.109
NOT TO SCALE

DENOTES EXISTING PAVEMENT

I HEREBY STATE ALL EASEMENTS AS INDICATED IN WESTMINSTER TITLE COMPANY PRELIMINARY REPORT NO. 14071555-TR1-114 DATED AS OF APRIL 13, 2012, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTES PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUITCLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED ARE NOTED HEREON.

LARRY R. MARKHAM, RCE 30657
EXP. 3/31/16

REGISTERED PROFESSIONAL ENGINEER
LARRY R. MARKHAM
No. 30657
Exp. 3-31-16
CIVIL
STATE OF CALIFORNIA

BASIS OF TOPOGRAPHY:
INLAND AERIAL SURVEYS - FLOWN 3-23-07
1' CONTOURS

SOILS ENGINEER
EnGEN CORPORATION
26759 JEFFERSON AVENUE
MURRIETA, CA 92562
951-834-9000 PHONE
951-834-9001 FAX

NO.	DATE	REVISIONS

SHEET No. 1 OF 4 SHTS.

Cornerstone Community Church
34570 Monte Vista Rd.
Wildomar, CA. 92595
(951) 674-8661 Office
(951) 674-9603 Fax

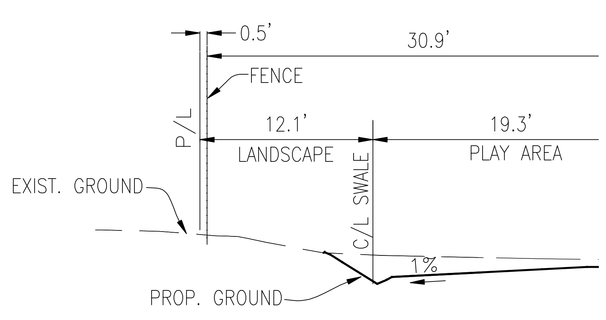
MDMG
MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 Enterprise Circle N. - Suite B
Temecula, California 92590
(951) 296-3466 TEL (951) 296-3476 FAX
P.U.P. 778 REVISION No. 5

WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)

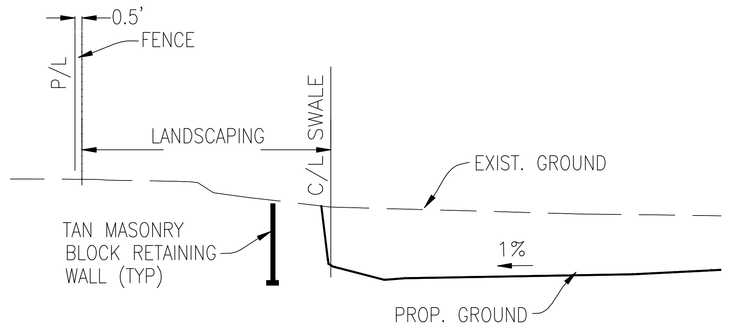
SITE PLAN AND SECTIONS

GRAPHIC SCALE
SCALE 1" = 20'

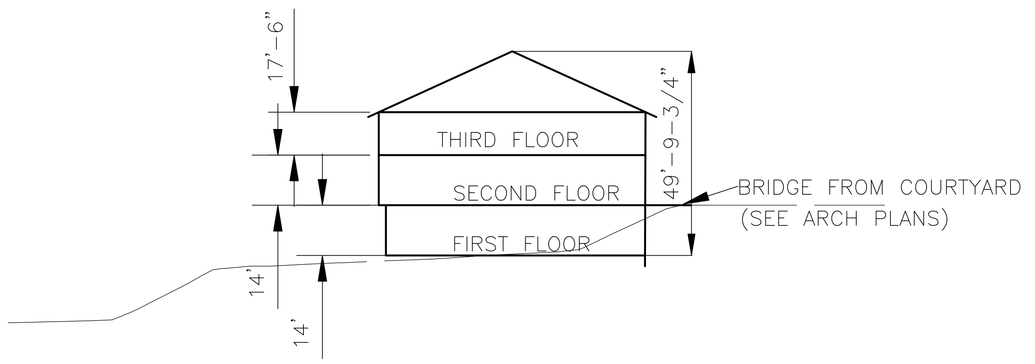
PROP. 3'HIGH TAN MASONRY RETAINING WALL SEE DETAIL
EX. FENCE
N89°07'58"W 660.01'
P/L
EXISTING BUILDINGS TO BE REMOVED
EXISTING SPORTS AREA TO BE REMOVED
PLAYGROUND
NEW FENCE
STAFF PARKING – PRESCHOOL
EXISTING PARKING LOT
EX. PARKING TO BE REMOVED (TYP)
APN 367-210-005
ZONE: R-R
APN 367-210-006
ZONE: R-R
EX. FENCE
PROPOSED PRESCHOOL 17,315 SF
REQ. 2,700 SQ. FT. PROV. 3,709 SQ. FT. 36 KIDS
REQ. 2,700 SQ. FT. PROV. 3,259 SQ. FT. 36 KIDS
REQ. 2,700 SQ. FT. PROV. 2,700 SQ. FT. 36 KIDS
REQ. 2,700 SQ. FT. PROV. 2,788 SQ. FT. 36 KIDS
REQ. 1,350 SQ. FT. PROV. 1,455 SQ. FT. 18 TODDLERS
N01°10'42"E 308.33'
EXTEND DRIVEWAY
EX. C&G
DRIVE
EXIST.
EXIST. BLDG.
EX. BIKE RACK
COURTYARD
PROPOSED 3-STORY ADMIN BLDG PHASE 2 23,024 SF
EXIST. BLDG.
EXISTING DRIVE AISLE
ADA ACCESS FROM COURTYARD
EX. SEPTIC TANK
EX.FH
EX. 8"WATER
EX. SEEPAGE PITS (TYP)
BIKE RACK
PROP. 6"CURB
EXIST. DRIVEWAY
EXIST. DRIVEWAY
RELOCATE EX.FH
N36°52'01"W 512.42'
MONTE VISTA DRIVE
EX. R/W
EX. C/L
EDGE EXISTING PAVEMENT
INTERSTATE 15
FULL R/W
EX. 8"WATER
EX. DWY ENTRANCE ONLY
APN 367-210-008
EXISTING PARKING LOT
2ND FLOOR BRIDGE TO COURTYARD
EXTEND SIDEWALK
REMOVE EXIST. SEPTIC SYSTEM
REMOVE EXIST. PARKING AREA
REMOVE EXIST. PARKING
PROPOSED WQ BASINS
PROP. RETAINING WALL
REMOVE EXISTING PARKING STRIPES (TYP)
REMOVE EXISTING ISLAND AND LIGHTING
REMOVE EXIST. PAVEMENT AND RE-LANDSCAPE
EXISTING DETENTION BASIN



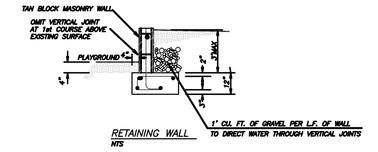
SECTION "A"
SCALE: 1"=5' H&V



SECTION "B"
SCALE: 1"=5' H&V



SECTION "C"
SCALE: 1"=20' H&V



OWNER/APPLICANT:	NO.	DATE	REVISIONS	SHEET No.
Cornerstone Community Church 34570 Monte Vista Rd. Wildomar, CA. 92595 (951) 674-8661 Office (951) 674-9603 Fax				2 OF 4 SHTS.

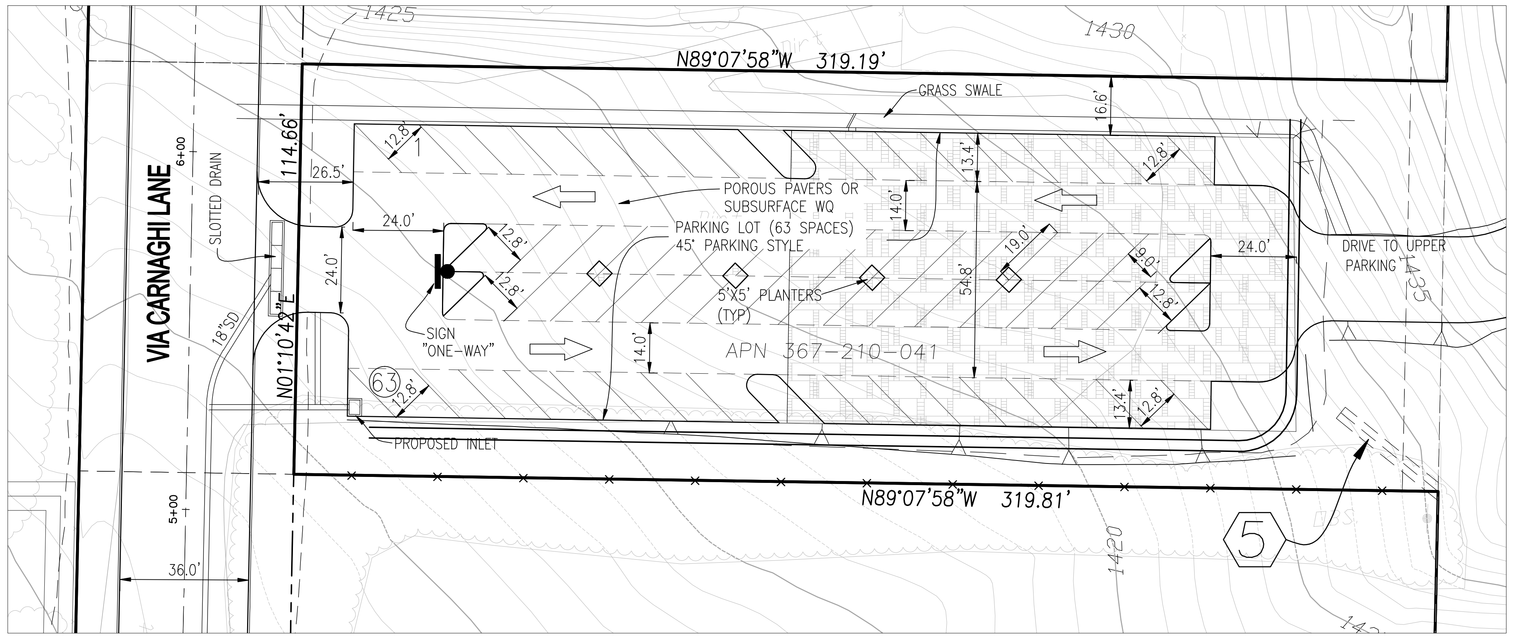
MDMG
MARIENI DEVELOPMENT MANAGEMENT GROUP, INC.
41635 Enterprise Circle N. – Suite B
Temecula, California 92590
(951) 296-3466 TEL (951) 296-3476 FAX

P.U.P. 778 REVISION No. 5

2091

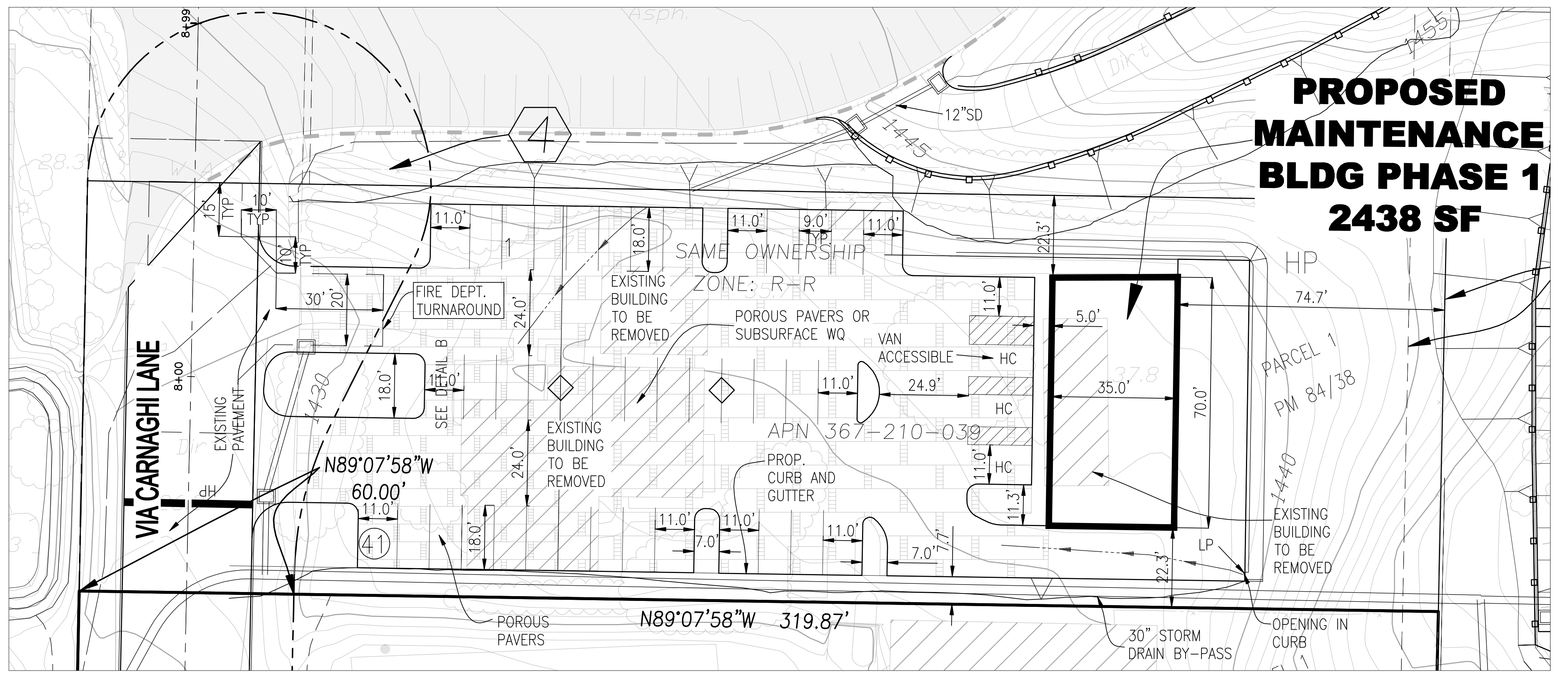
WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)

DETAILS



DETAIL "B"
SCALE: 1" = 20'

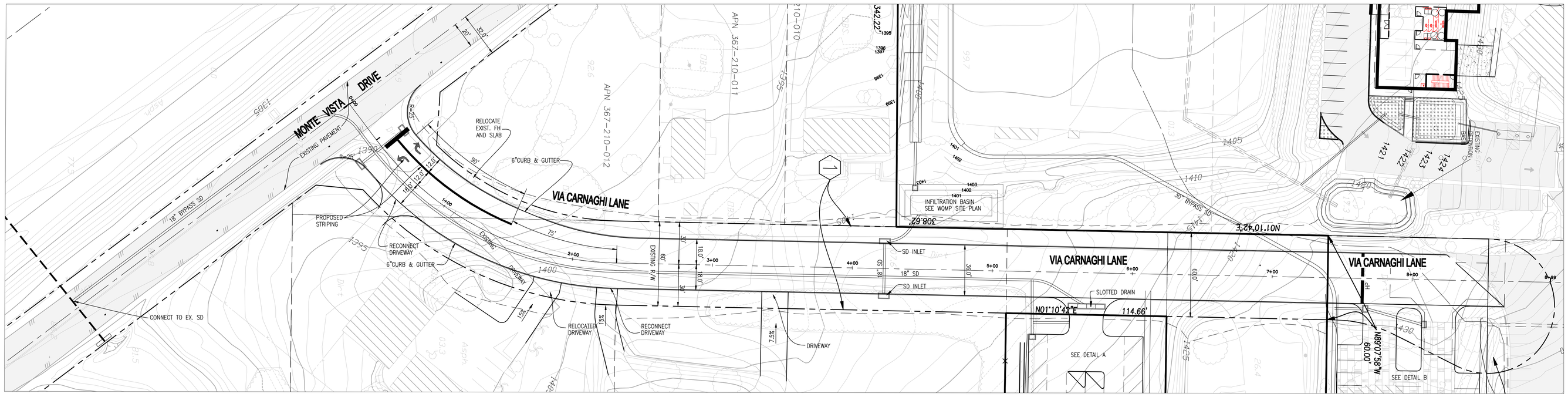
STALL SIZE – 9'x19'
ISLE WIDTH – 14'
END STALL – 12.8x19'



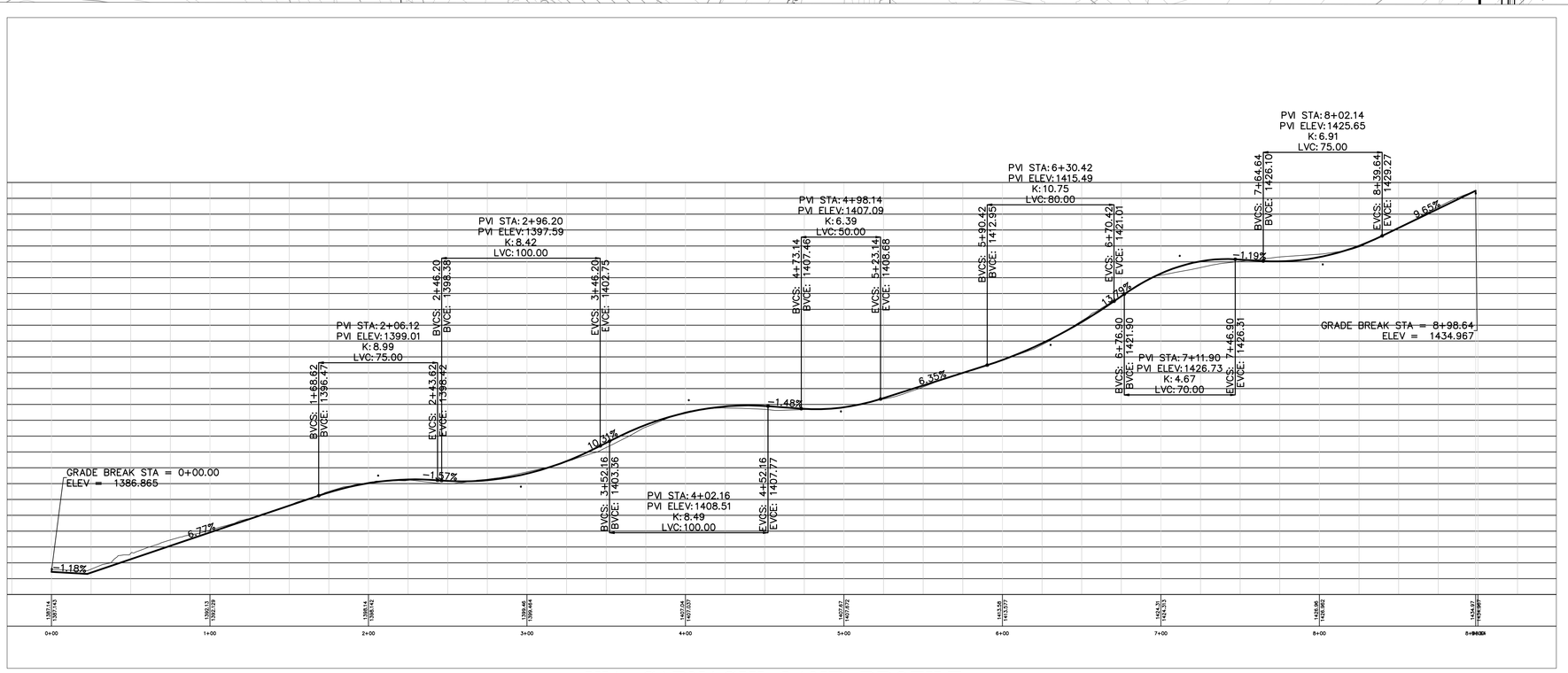
DETAIL "C"
SCALE: 1" = 20'

STALL SIZE – 9'x19'
ISLE WIDTH – 24'
END STALL – 11x18'

SEE CONTINUATION RIGHT



DETAIL "A"
SCALE: 1: = 30'



VIA CARNAGHI LANE PROFILE

SCALE: HORIZ 1" = 40'
VERT 1"= 8'

SEE CONTINUATION LEFT

OWNER/APPLICANT:	NO.	DATE	REVISIONS	SHEET No.
Cornerstone Community Church 34570 Monte Vista Rd. Wildomar, CA. 92595 (951) 674-8661 Office (951) 674-9603 Fax	1	02/5/13	ADDED ADMIN BLDG, MAINT. BLDG, UPPER PARKING AREA	3 OF 4 SHTS.

MDMG
MARIANI DEVELOPMENT MANAGEMENT GROUP, INC.
41635 Enterprise Circle N. - Suite B
Temecula, California 92590
(951) 296-3466 TEL (951) 296-3476 FAX

P.U.P. 778 REVISION No. 5

2092

WILDOMAR APPLICATION NO. 12-0194 (P.U.P. No. 778, REVISED PERMIT No. 5)

CONCEPTUAL GRADING

GRAPHIC SCALE
SCALE 1" = 40'

PROPOSED PRESCHOOL 17,315 SF

PROPOSED 3-STORY ADMIN BLDG PHASE 2 23,024 SF

PROPOSED MAINTENANCE BLDG PHASE 1 2438 SF

NOTE: ADA ACCESS TO ADMIN. BLDG. IS FROM COURTYARD

NOTE: SEE SHEET 1 FOR EASEMENT NOTES

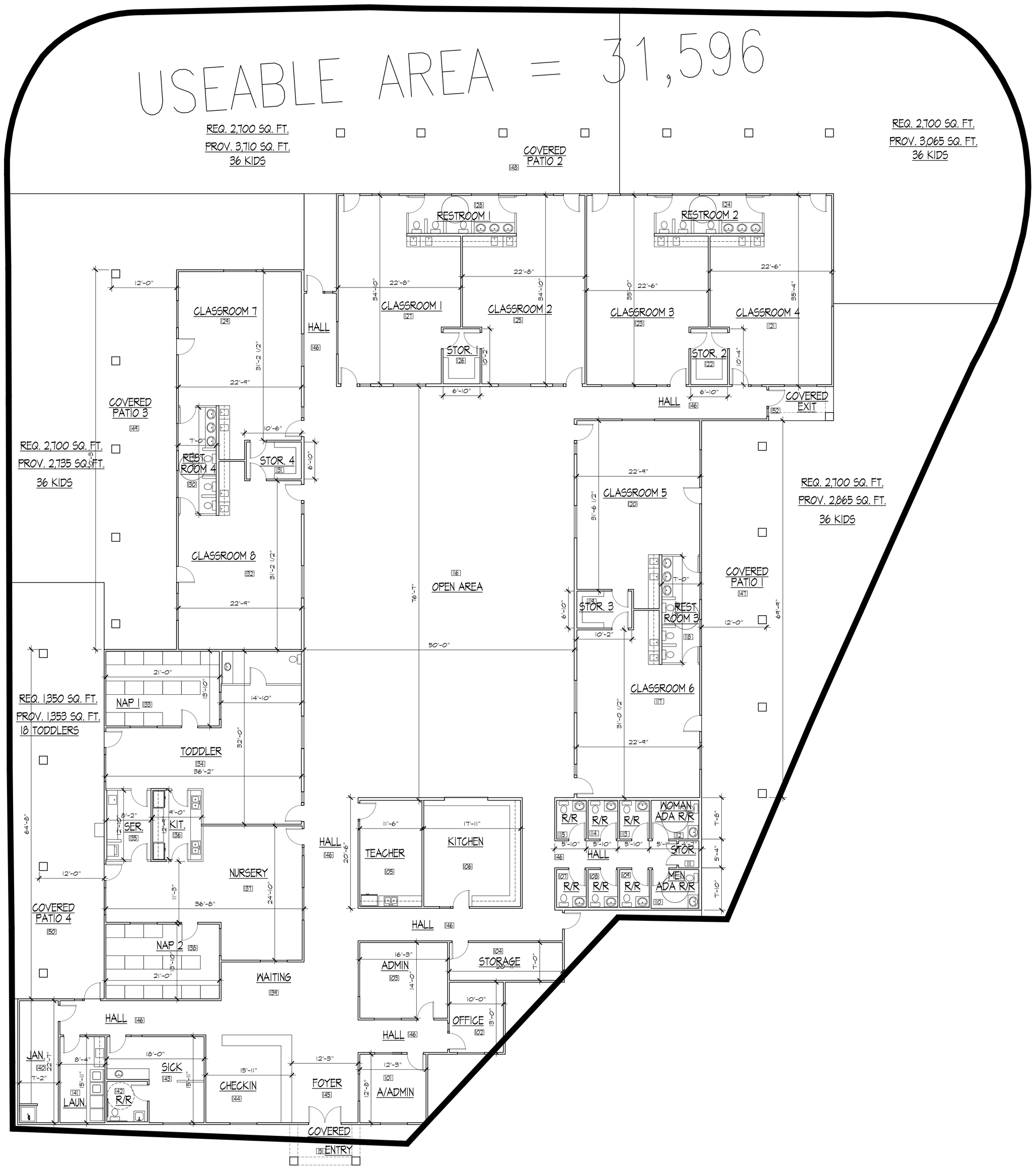
OWNER/APPLICANT:
Cornerstone Community Church
34570 Monte Vista Rd.
Wildomar, CA. 92595
(951) 674-8661 Office
(951) 674-9603 Fax

SHEET No. 4 OF 4 SHTS.

MDMG
MAHAFFEY DEVELOPMENT MANAGEMENT GROUP, INC.
41635 Enterprise Circle N. - Suite B
Temecula, California 92590
(951) 296-3466 TEL (951) 296-3476 FAX

P.U.P. 778 REVISION No. 5

WILDOMAR PROJECT NUMBER: PUP 12-0194



FLOOR PLAN

RM NUM.	ROOM NAME	SQ.FT.		
101	A/ADMIN	172		
102	OFFICE	140		
103	ADMIN	248		
104	STORAGE	168		
105	TEACHER	250		
106	KITCHEN	374		
107	RESTROOM	48		
108	RESTROOM	46		
109	RESTROOM	46		
110	ADA RESTROOM	73		
111	STORAGE	23		
112	ADA RESTROOM	77		
113	RESTROOM	47		
114	RESTROOM	47		
115	RESTROOM	47		
116	OPEN AREA	3,804		
117	CLASSROOM 6	648		
118	RESTROOM 3	154		
119	STORAGE 3	82		
120	CLASSROOM 5	712		
121	CLASSROOM 4	696		
122	STORAGE 2	82		
123	CLASSROOM 3	690		
124	RESTROOM 2	160		
125	CLASSROOM 2	702		
126	STORAGE 1	82		
127	CLASSROOM 1	708		
128	RESTROOM 1	160		
129	CLASSROOM 7	710		
130	RESTROOM 4	160		
131	STORAGE 4	82		
132	CLASSROOM 8	704		
133	NAP 1	315		
134	TODDLERS	760		
135	SERVICE	117		
136	KITCHEN	130		
137	NURSERY	658		
138	NAP 2	314		
139	WAITING	110		
140	JANITOR'S CLOSET	182		
141	LAUNDRY	143		
142	RESTROOM	65		
143	SICK ROOM	238		
144	CHECK-IN	264		
145	FOYER	163		
146	HALLWAY	1,659		
147	COVERED PATIO 1	837		
148	COVERED PATIO 2	1,105		
149	COVERED PATIO 3	843		
150	COVERED PATIO 4	776		
151	COVERED ENTRY	48		
152	COVERED EXIT	76		
BUILDING TOTAL		17,315		

SQUARE FOOTAGE:

FLOOR PLAN:
BLDG FOOT PRINT: 17,315 SQ.FT.
BLDG TOTAL : 17,315 SQ.FT.

DMA
DAVE MAPPEN ARCHITECT
Phone 951-634-2112 • E-Mail: dave@dmarchitect.net
36086 Mustang Spirit Lane, Wildomar, California 92595

Revisions:
1 PLANNING DEPT. REV. 08/16/12 LM
2 PLANNING DEPT. REV. 01/17/14 LM

FLOOR PLAN

WILDOMAR PROJECT NUMBER: PUP 12-0194
CORNERSTONE PRE-SCHOOL

LICENSED ARCHITECT DAVID MAPPEN No. C-25783 Exp. 10-31-15 STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 09/21/11
Job No. 11-034

1/8" = 1'-0"

Sheet Number A-1
Of Sheets

1034-FLR-PLN-01.dwg

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UNLESS NOTED OTHERWISE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB SITE AND NOTIFY DA ARCHITECT OF ANY DEVIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN ON THIS DRAWING. WRITTEN DIMENSIONS ON THIS DRAWING SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS UNLESS NOTED OTHERWISE.

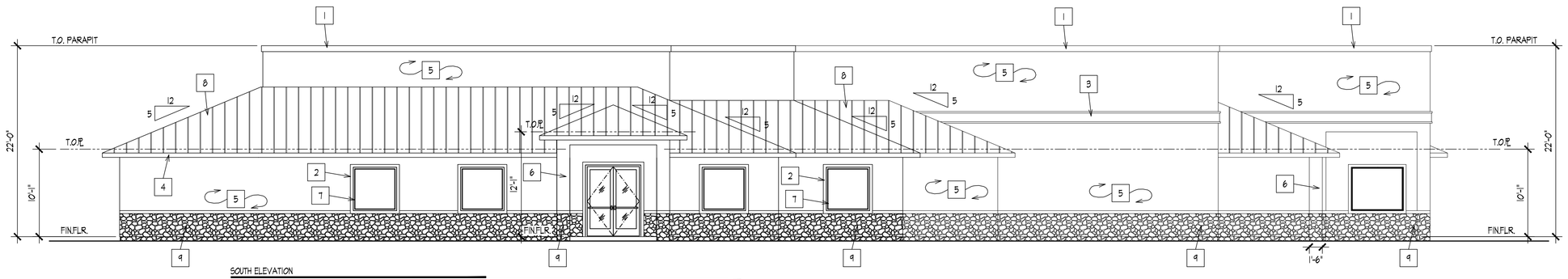
2094

WILDOMAR PROJECT NUMBER: PUP 12-0194

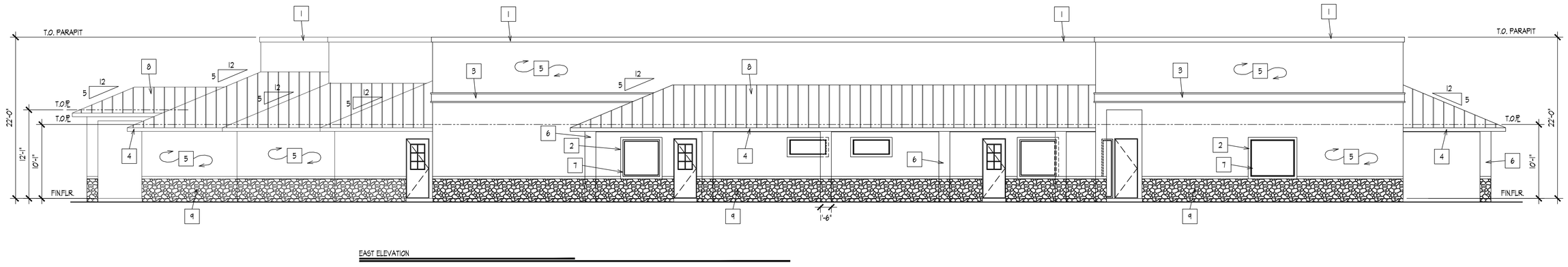
ELEVATION SCHEDULE

INDICATES NOTES APPLICABLE TO THIS PLAN ONLY!
(U.N.O.) = UNLESS NOTED OTHERWISE.

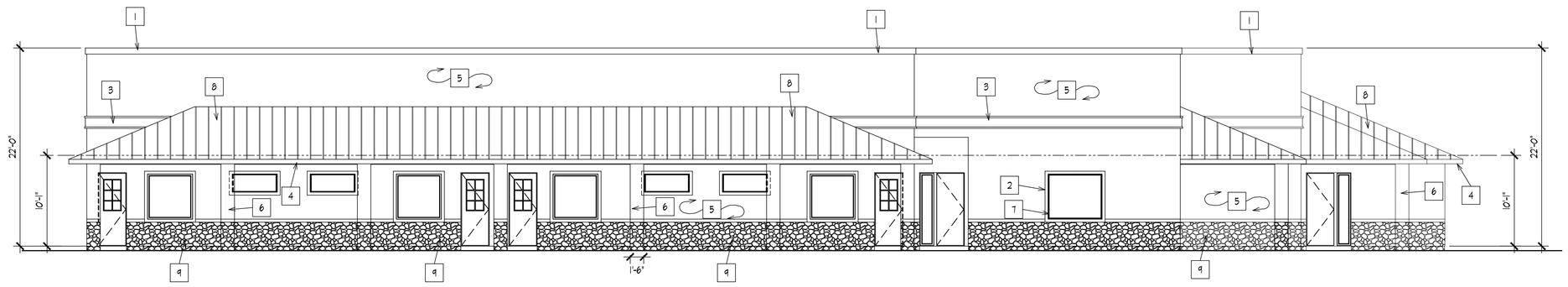
1. 8" FOAM STUCCO CAP, MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
2. 4" FOAM STUCCO WINDOW SURROUND, MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
3. 14" FOAM STUCCO BELLY BAND, MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
4. 2X STUCCO/FOAM FASCIA, MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
5. STUCCO EXTERIOR, MFG:LA HABRA STUCCO COLOR: #81 OATMEAL
6. 8" SQUARE COLUMNS, MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
7. WINDOW ALUMINUM FRAMES, MFG: TIGER COLOR: TAN RAL 1001
8. METAL COOL ROOF, MFG: TITAN COLOR: MUSKET BROWN



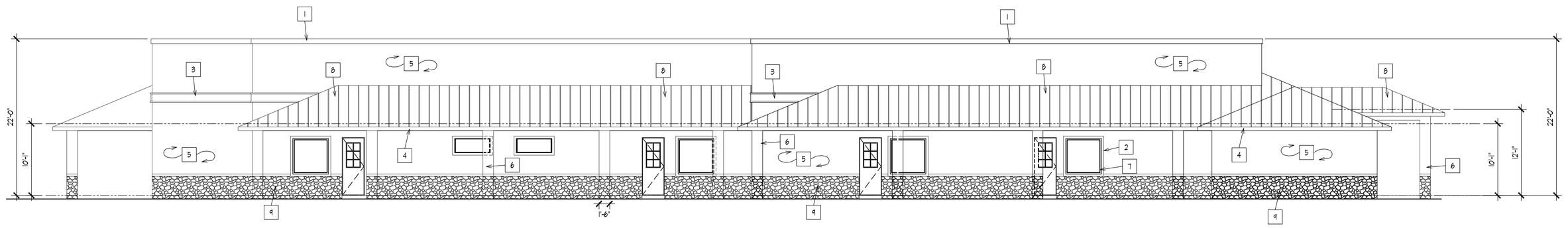
SOUTH ELEVATION



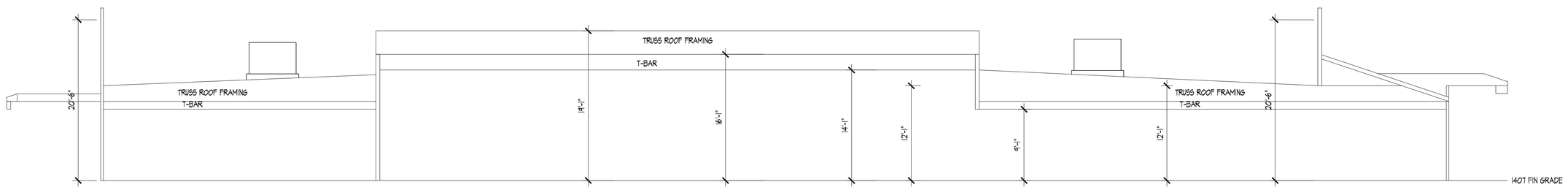
EAST ELEVATION



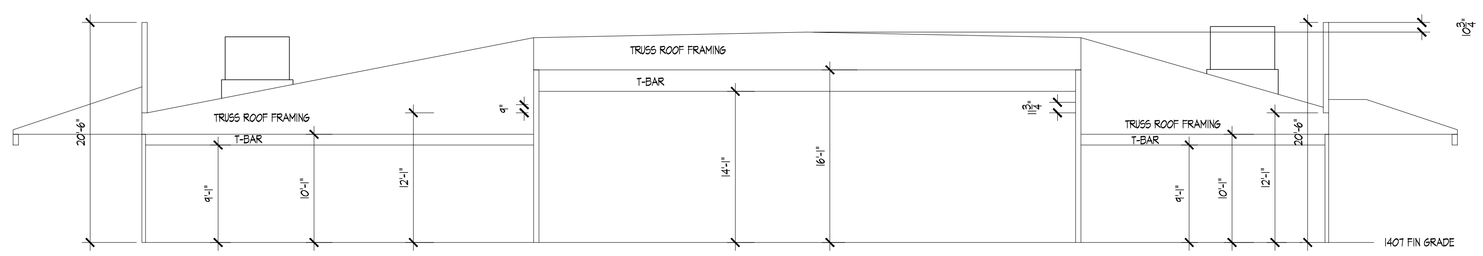
NORTH ELEVATION



WEST ELEVATION



BOX OUT SECTION



BOX OUT SECTION

Revisions:
1. PLANNING DEPT. REV. 08/16/12 LM
2. PLANNING DEPT. REV. 01/17/14 LM

DMA
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36086 Mustang Spirit Lane, Wildomar, California 92595

Title: ELEVATIONS

Project and Location
WILDOMAR PROJECT NUMBER: PUP 12-0194
CORNERSTONE PRE-SCHOOL

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LICENSED ARCHITECT
DAVE MADDEN
No. C-25793
Exp. 10-31-15
STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 08/16/12
Job No. 11-034

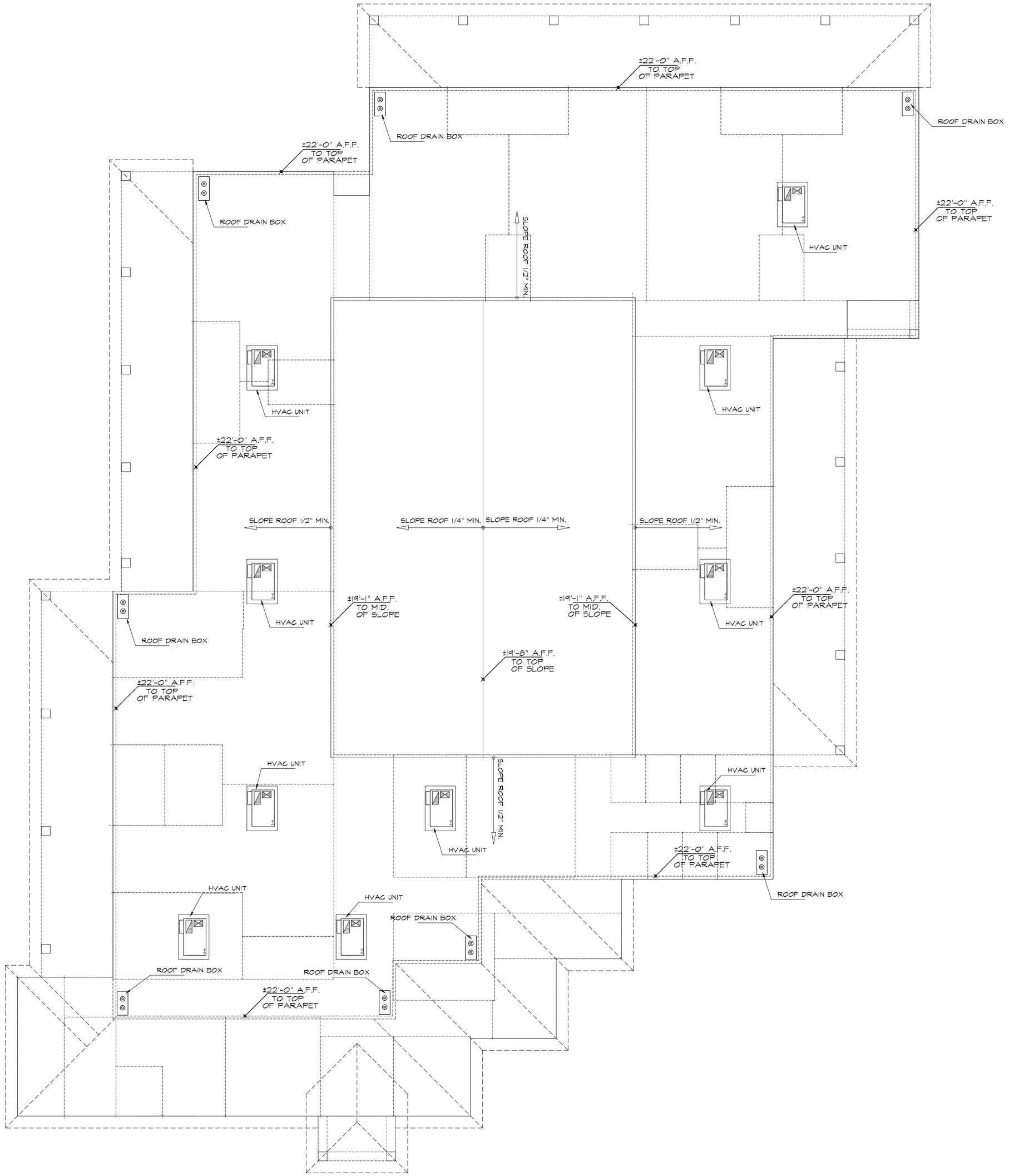
1/8" = 1'-0"

Sheet Number
A-2
Of Sheets

1034-ELEV-01-DE.dwg

2095

WILDOMAR PROJECT NUMBER: PUP 12-0194



NOTE:
ALL ROOF TOP MECHANICAL EQUIPMENT WILL BE SCREENED FROM VIEW.

DMA
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Revisions:
1 PLANNING DEPT. REV. 08/16/12 LM
2 PLANNING DEPT. REV. 01/17/14 LM

Title: ROOF PLAN

Project and Location:
WILDOMAR PROJECT NUMBER: PUP 12-0194
CORNERSTONE PRE-SCHOOL

LICENSED ARCHITECT DAVID MADDEN No. C-25793 Exp. 10-31-15 STATE OF CALIFORNIA

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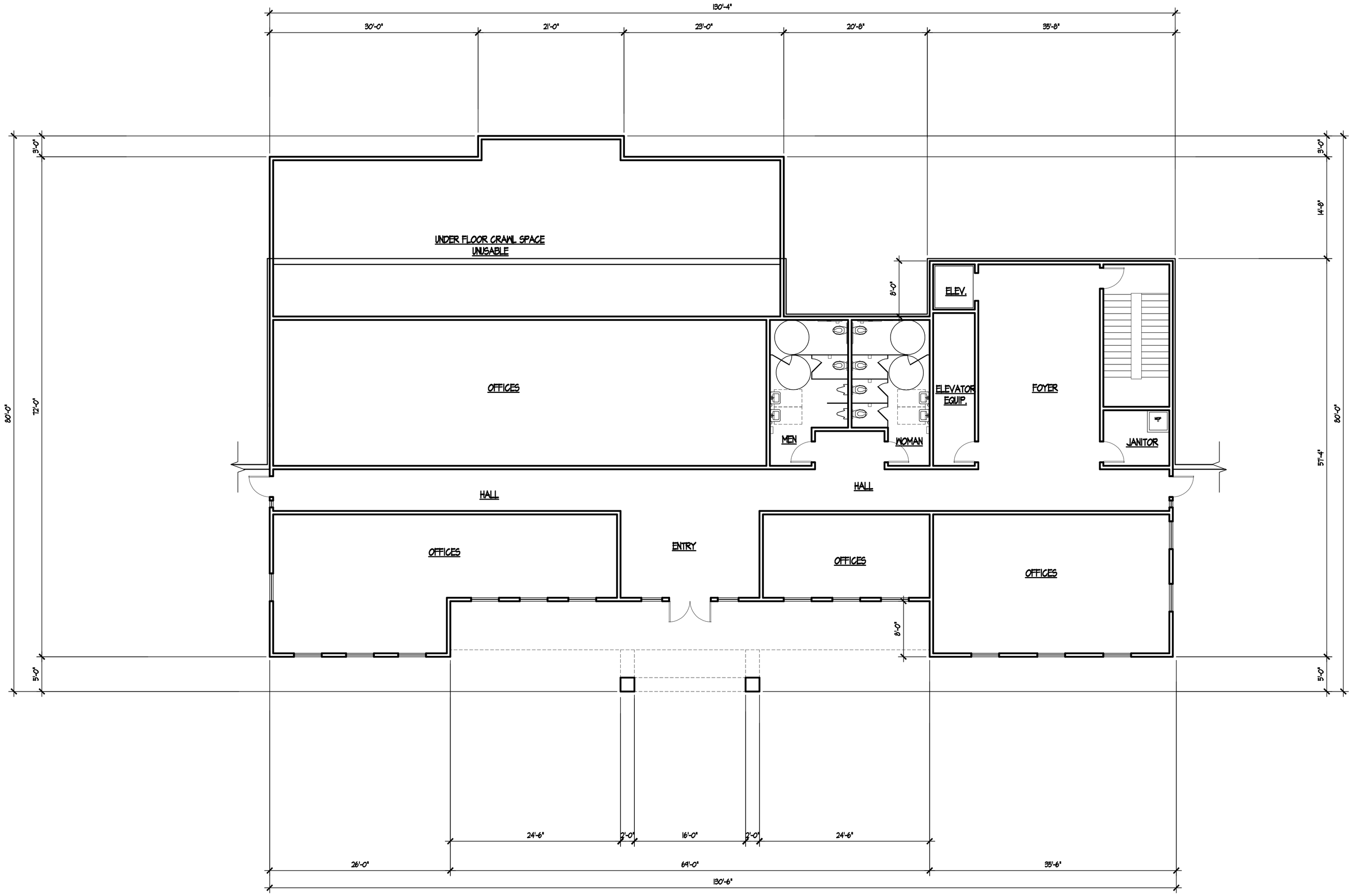
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11034-RF-PLN-01-06.dwg

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FLOOR PLAN NOTES

- CONTRACTOR AND/OR SUBCONTRACTOR SHALL CAREFULLY STUDY AND COMPARE ALL DRAWINGS, DATA, DIMENSIONS, SPECIFICATIONS, AND CONDITIONS BEFORE PROCEEDING WITH ANY WORK & REPORT AT ONCE TO THE ARCHITECT ANY ERROR INCONSISTENCY OR OMISSION THAT IS DISCOVERED.
- CONTRACTOR SHALL VERIFY W/OWNER ALL FINISHES & MATERIALS PRIOR TO PURCHASE AND/OR INSTALLATION.
- CONTRACTOR SHALL NOT MAKE ANY CHANGES OR DEVIATE FROM THESE PLANS WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER AND/OR ARCHITECT. IF OWNER AUTHORIZES ANY CHANGES, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY.
- ALL DIMENSIONS ARE TAKEN TO FACE OF STUD (U.N.O.). IN CASE OF CONFLICT, NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALE DRAWINGS. (DO NOT SCALE DRAWINGS)



SQUARE FOOTAGE:

1ST. FLOOR PLAN:	
CRAWL SPACE:	1,765 SQ.FT.
OFFICE:	3,440 SQ.FT.
JANITOR:	95 SQ.FT.
RESTROOM:	461 SQ.FT.
ELEVATOR:	44 SQ.FT.
ELEVATOR EQUIP.:	161 SQ.FT.
COVERED ENTRY:	603 SQ.FT.
STAIRS:	220 SQ.FT.
HALLWAYS:	1,622 SQ.FT.
1ST FLOOR FOOTPRINT TOTAL SQ. FT.:	**7,863 SQ.FT.**
2ND. FLOOR PLAN:	
DINING:	4,586 SQ.FT.
KITCHEN:	1,365 SQ.FT.
JANITOR:	71 SQ.FT.
RESTROOM:	512 SQ.FT.
STORAGE:	40 SQ.FT.
FOYER:	640 SQ.FT.
COVERED ENTRY:	474 SQ.FT.
STAIRS:	185 SQ.FT.
HALLWAYS:	611 SQ.FT.
2ND FLOOR TOTAL SQ. FT.:	**8,120 SQ.FT.**
3RD. FLOOR PLAN:	
OFFICE:	4,740 SQ.FT.
JANITOR:	94 SQ.FT.
RESTROOM:	415 SQ.FT.
STORAGE:	144 SQ.FT.
HALLWAYS:	1,444 SQ.FT.
3RD FLOOR TOTAL SQ. FT.:	**6,802 SQ.FT.**
1ST FLOOR TOTAL SQ. FT.:	**7,863 SQ.FT.**
2ND FLOOR TOTAL SQ. FT.:	**8,120 SQ.FT.**
3RD FLOOR TOTAL SQ. FT.:	**6,802 SQ.FT.**
BUILDING TOTAL SQ. FT.:	**22,785 SQ.FT.**

Revisions:

DMA
DAVE MADDEN ARCHITECT
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36086 Mustang Spirit Lane, Wildomar, California 92595

Title: FIRST FLOOR PLAN

Project and Location: CORNERSTONE ADMINISTRATION BUILDING

LICENSED ARCHITECT DAVE MADDEN No. C-25793 Exp. 10-31-13 STATE OF CALIFORNIA

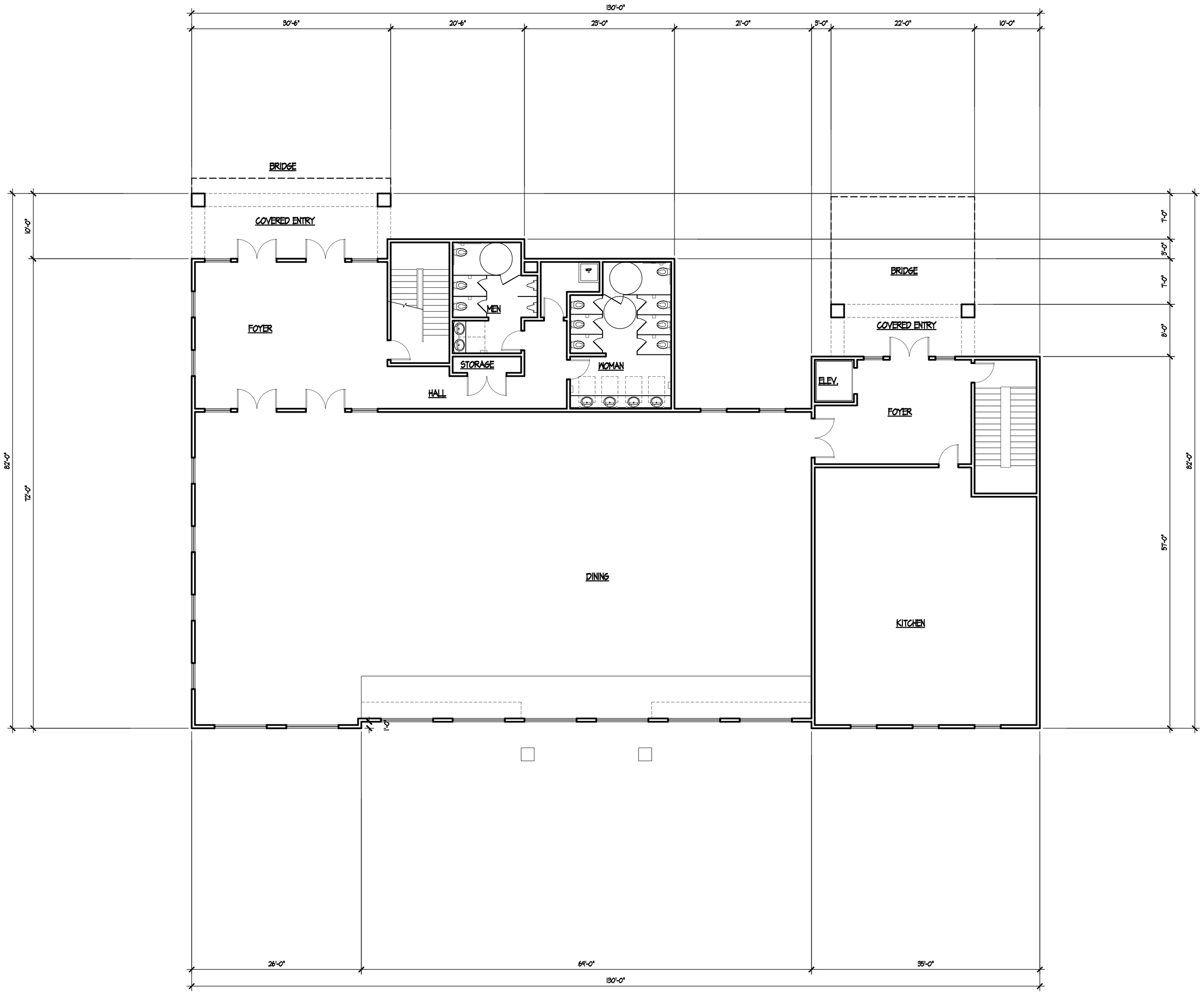
Drawn by LM
Checked by
Date 02/05/13
Job No. 13-008

1/8" = 1'-0"

Sheet Number A-1

Of Sheets

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FLOOR PLAN NOTES

- CONTRACTOR AND/OR SUBCONTRACTOR SHALL CAREFULLY STUDY AND COMPARE ALL DRAWINGS, DATA, DIMENSIONS, SPEC.'S, AND CONDITIONS BEFORE PROCEEDING WITH ANY WORK & REPORT AT ONCE TO THE ARCHITECT ANY ERROR INCONSISTENCY OR OMISSION THAT IS DISCOVERED.
- CONTRACTOR SHALL VERIFY W/OWNER ALL FINISHES & MATERIALS PRIOR TO PURCHASE AND/OR INSTALLATION.
- CONTRACTOR SHALL NOT MAKE ANY CHANGES OR DEVIATE FROM THESE PLANS WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER AND/OR ARCHITECT. IF OWNER AUTHORIZES ANY CHANGES, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY.
- ALL DIMENSIONS ARE TAKEN TO FACE OF STUD (U.N.O.). IN CASE OF CONFLICT, NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALE DRAWINGS. (DO NOT SCALE DRAWINGS)

NOTE:

KITCHEN LAYOUT AND EQUIPMENT TO BE DETERMINED AT A LATER DATE.

SQUARE FOOTAGE:

1ST. FLOOR PLAN:	
OFFICE:	3,490 SQ.FT.
JANITOR:	45 SQ.FT.
RESTROOM:	461 SQ.FT.
CRAWL SPACE:	1,765 SQ.FT.
ELEVATOR:	49 SQ.FT.
ELEVATOR EQUIP.:	161 SQ.FT.
COVERED ENTRY:	603 SQ.FT.
STAIRS:	220 SQ.FT.
HALLWAYS:	1,622 SQ.FT.
1ST FLOOR FOOTPRINT TOTAL SQ. FT.:	**7,865 SQ.FT.**
2ND. FLOOR PLAN:	
DINING:	4,586 SQ.FT.
KITCHEN:	1,365 SQ.FT.
JANITOR:	71 SQ.FT.
RESTROOM:	512 SQ.FT.
STORAGE:	40 SQ.FT.
FOYER:	690 SQ.FT.
COVERED ENTRY:	479 SQ.FT.
STAIRS:	185 SQ.FT.
HALLWAYS:	611 SQ.FT.
2ND FLOOR TOTAL SQ. FT.:	**8,120 SQ.FT.**
3RD. FLOOR PLAN:	
OFFICE:	4,740 SQ.FT.
JANITOR:	54 SQ.FT.
RESTROOM:	415 SQ.FT.
STORAGE:	144 SQ.FT.
HALLWAYS:	1,444 SQ.FT.
3RD FLOOR TOTAL SQ. FT.:	**6,802 SQ.FT.**
1ST FLOOR TOTAL SQ. FT.:	**7,865 SQ.FT.**
2ND FLOOR TOTAL SQ. FT.:	**8,120 SQ.FT.**
3RD FLOOR TOTAL SQ. FT.:	**6,802 SQ.FT.**
BUILDING TOTAL SQ. FT.:	**22,785 SQ.FT.**

Revisions:
1. PLANNING DEPT. REV. 01/17/14 LM

DMA
DAVE MADDEN ARCHITECT
E-Mail: dave@dmarchitect.net
Phone 951-634-2112 • 36086 Mustang Spirit Lane, Wildomar, California 92595

Title: SECOND FLOOR PLAN

Project and Location: CORNERSTONE ADMINISTRATION BUILDING

LICENSED ARCHITECT DAVE MADDEN No. C-25793 Exp. 10-31-13 STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 02/05/13
Job No. 13-008

1/8" = 1'-0"

Sheet Number A-2 Of Sheets

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SQUARE FOOTAGE:

1ST. FLOOR PLAN:	
OFFICE:	3,440 SQ.FT.
JANITOR:	95 SQ.FT.
RESTROOM:	461 SQ.FT.
STORAGE:	1,765 SQ.FT.
ELEVATOR:	44 SQ.FT.
ELEVATOR EQUIP.:	161 SQ.FT.
COVERED ENTRY:	603 SQ.FT.
STAIRS:	220 SQ.FT.
HALLWAYS:	1,622 SQ.FT.
1ST FLOOR FOOTPRINT TOTAL SQ. FT.:	**7,863 SQ.FT.**
2ND. FLOOR PLAN:	
DINING:	4586 SQ.FT.
KITCHEN:	1365 SQ.FT.
JANITOR:	71 SQ.FT.
RESTROOM:	572 SQ.FT.
STORAGE:	40 SQ.FT.
FOYER:	640 SQ.FT.
COVERED ENTRY:	474 SQ.FT.
STAIRS:	185 SQ.FT.
HALLWAYS:	611 SQ.FT.
2ND FLOOR TOTAL SQ. FT.:	**8,120 SQ.FT.**
3RD. FLOOR PLAN:	
OFFICE:	4,140 SQ.FT.
JANITOR:	94 SQ.FT.
RESTROOM:	415 SQ.FT.
STORAGE:	144 SQ.FT.
HALLWAYS:	1,444 SQ.FT.
3RD FLOOR TOTAL SQ. FT.:	**6202 SQ.FT.**
1ST FLOOR TOTAL SQ. FT.:	**7,863 SQ.FT.**
2ND FLOOR TOTAL SQ. FT.:	**8,120 SQ.FT.**
3RD FLOOR TOTAL SQ. FT.:	**6202 SQ.FT.**
BUILDING TOTAL SQ. FT.:	**22,185 SQ.FT.**

Project and Location

CORNERSTONE ADMINISTRATION BUILDING

Title:

THIRD STORY FLOOR PLAN

DMA
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36086 Mustang Spirit Lane, Wildomar, California 92595

Revisions:

LICENSED ARCHITECT * DAVE MADDEN * No. C-25793 Exp. 10-31-15 * STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 02/05/13
Job No. 13-008

1/8" = 1'-0"

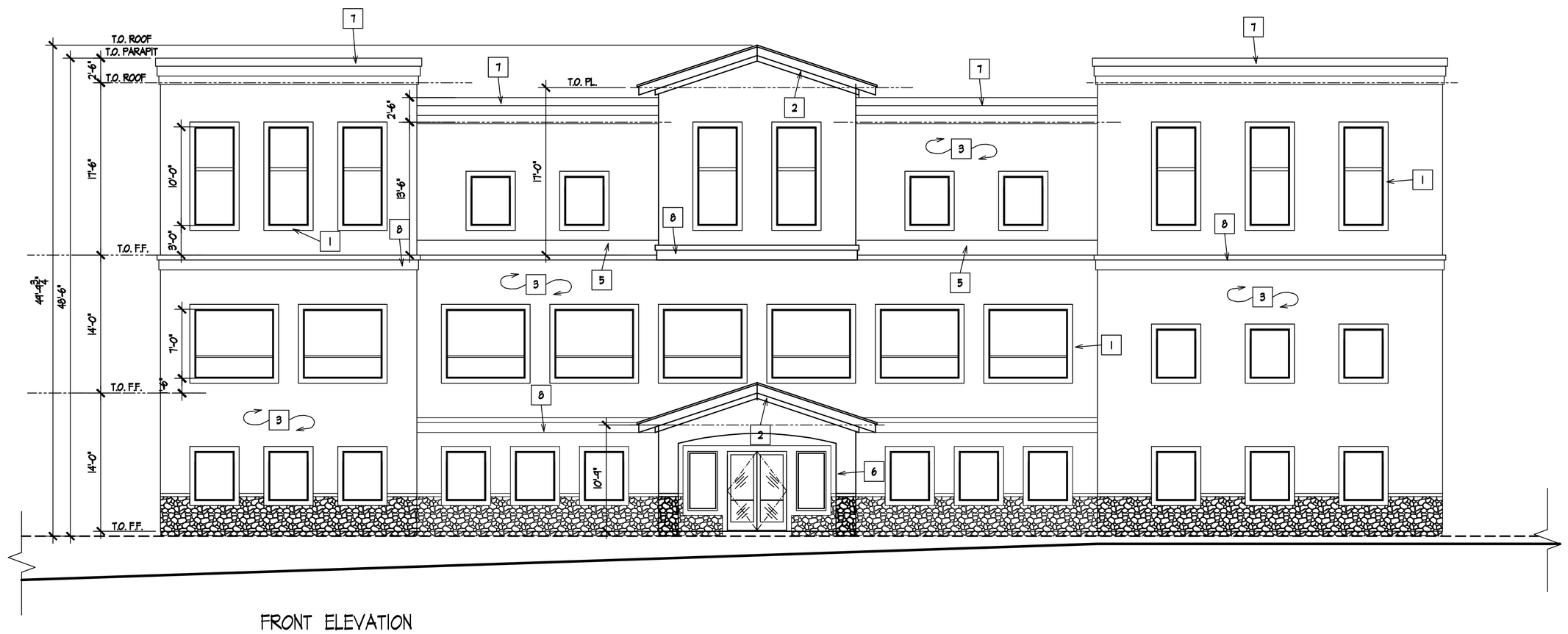
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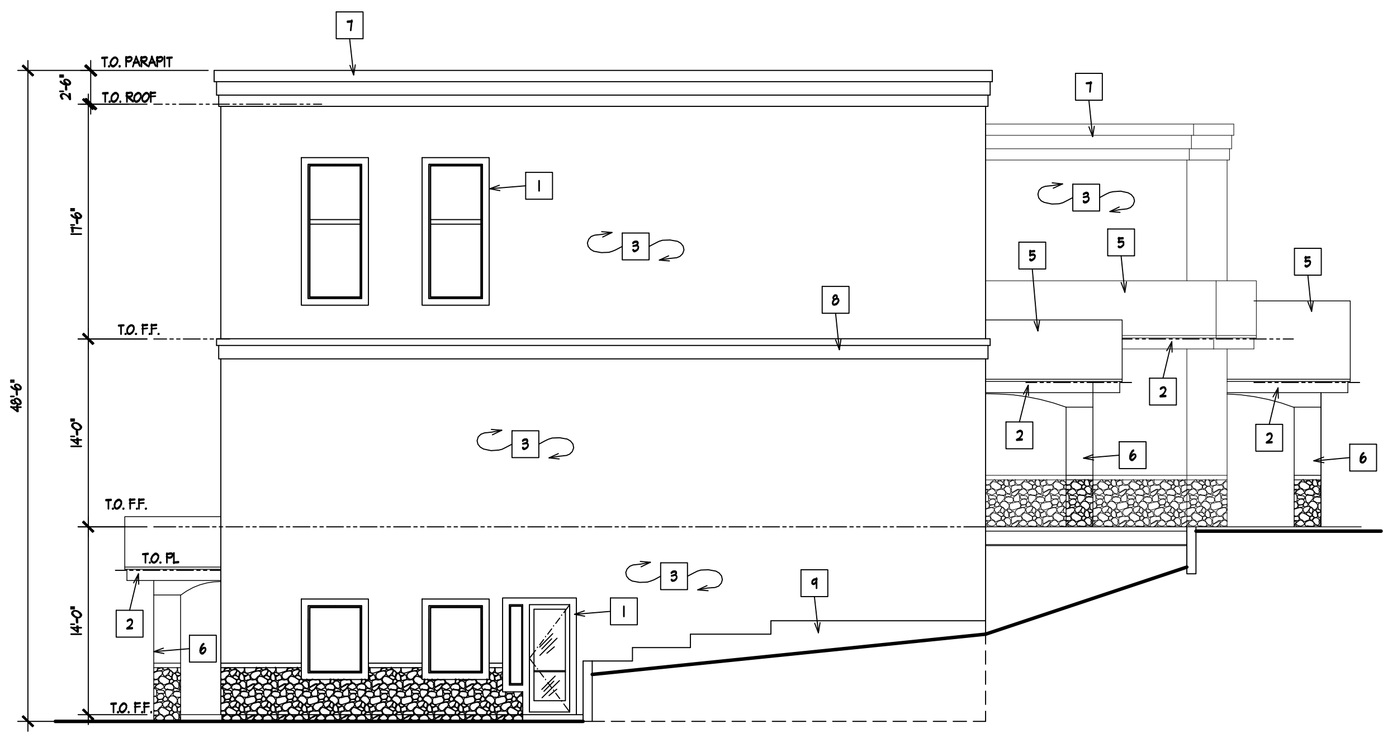
ELEVATION SCHEDULE

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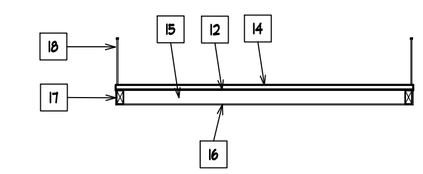
1. 6" FOAM STUCCO WINDOW & DOOR SURROUNDS. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
2. 2X STUCCO/FOAM FASCIA. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL.
3. STUCCO EXTERIOR TO MATCH EXISTING. MFG:LA HABRA STUCCO COLOR: #830 CLAY.
4. WINDOW STOREFRONT ALUMINUM FRAMES. COLOR: BLACK
5. ROOFING MATERIAL: FIBERGLASS SHINGLE ROOFING
6. 24" SQUARE COLUMNS. MFG: LA HABRA STUCCO COLOR: #830 CLAY
7. 2'-8" FOAM STUCCO CAP. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
8. 18" FOAM STUCCO BELLY BAND. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
9. RETAINING WALL PER PLAN.
10. RIVER ROCK STONE VENEER TO MATCH EXISTING. MFG: ELDORADO STONE COLOR: RIO GRANDE
11. 2X FRAMED WALL OF BUILDING.
12. 5/8" T&G PLYWOOD, UNDERLAYMENT SOLID SHEATHING INSTALLED PERPENDICULAR TO FLOOR FRAMING.
13. RETAINING WALL
14. CONCRETE SLAB
15. 2X FLOOR JOISTS
16. STUCCO UNDERSIDE OF BRIDGE
17. BEAM
18. 42" HIGH WROUGHT IRON GAURDRAIL



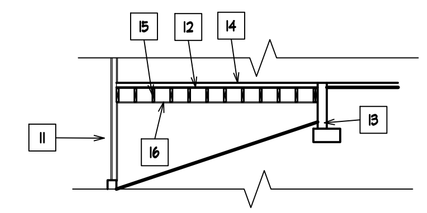
FRONT ELEVATION



RIGHT ELEVATION



BRIDGE SECTION C



BRIDGE SECTION D

Revisions:
1 PLANNING DEPT. REV. 01/17/14 LM
2 PLANNING DEPT. REV. 06/24/14 RJ

DMA
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36086 Mustang Spirit Lane, Wildomar, California 92595

Title: ELEVATIONS

Project and Location
CORNERSTONE ADMINISTRATION BUILDING

LICENSED ARCHITECT DAVE MADDEN No. C-35788 Exp. 10-31-15 STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 01/14/20
Job No. 13-008

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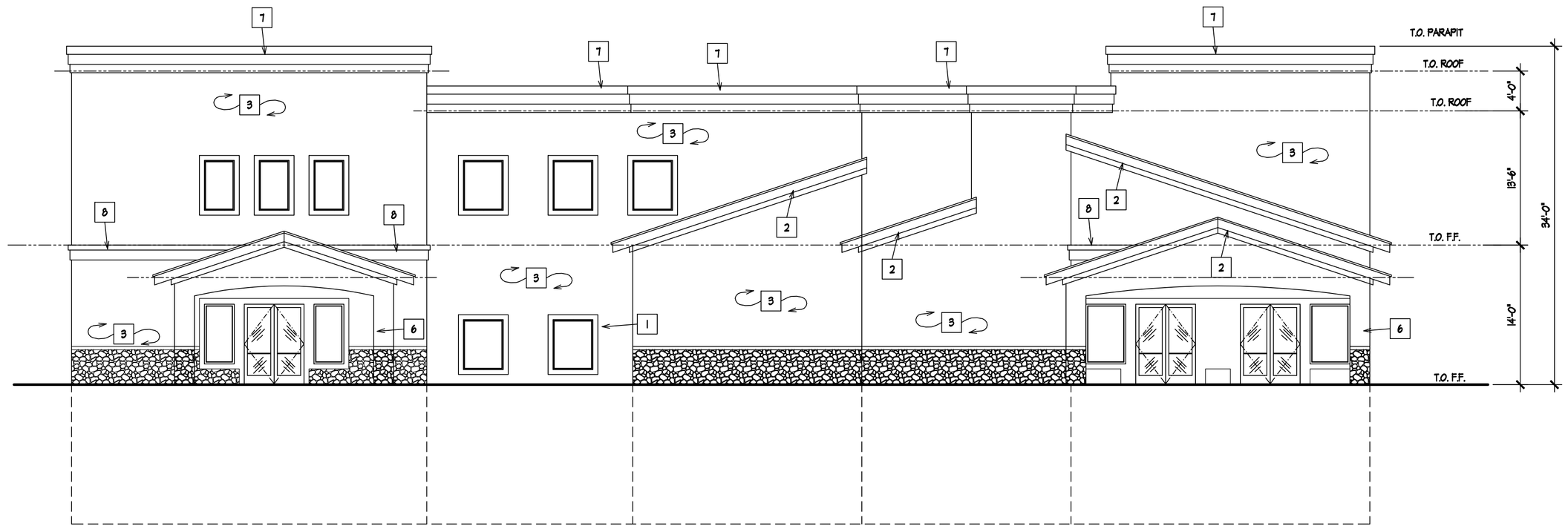
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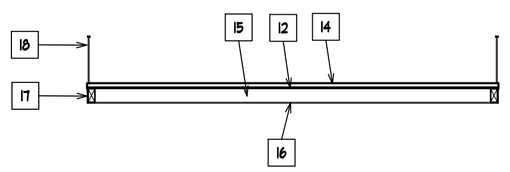
ELEVATION SCHEDULE

INDICATES NOTES APPLICABLE TO THIS PLAN ONLY!
(U.N.O.) = UNLESS NOTED OTHERWISE.

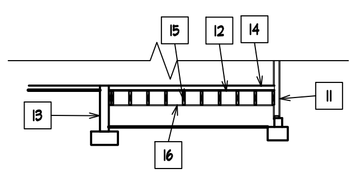
1. 6" FOAM STUCCO WINDOW & DOOR SURROUNDS. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
2. 2X STUCCO/FOAM FASCIA. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL.
3. STUCCO EXTERIOR TO MATCH EXISTING. MFG:LA HABRA STUCCO COLOR: #830 CLAY.
4. WINDOW STOREFRONT ALUMINUM FRAMES. COLOR: BLACK
5. ROOFING MATERIAL: FIBERGLASS SHINGLE ROOFING
6. 24" SQUARE COLUMNS. MFG: LA HABRA STUCCO COLOR: #830 CLAY
7. 2'-8" FOAM STUCCO CAP. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
8. 18" FOAM STUCCO BELLY BAND. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
9. RETAINING WALL PER PLAN.
10. RIVER ROCK STONE VENEER TO MATCH EXISTING. MFG: ELDORADO STONE COLOR: RIO GRANDE
11. 2X FRAMED WALL OF BUILDING.
12. 5/8" T&G PLYWOOD, UNDERLAYMENT SOLID SHEATHING INSTALLED PERPENDICULAR TO FLOOR FRAMING.
13. RETAINING WALL
14. CONCRETE SLAB
15. 2X FLOOR JOISTS
16. STUCCO UNDERSIDE OF BRIDGE
17. BEAM
18. 42" HIGH WROUGHT IRON GAURDRAIL



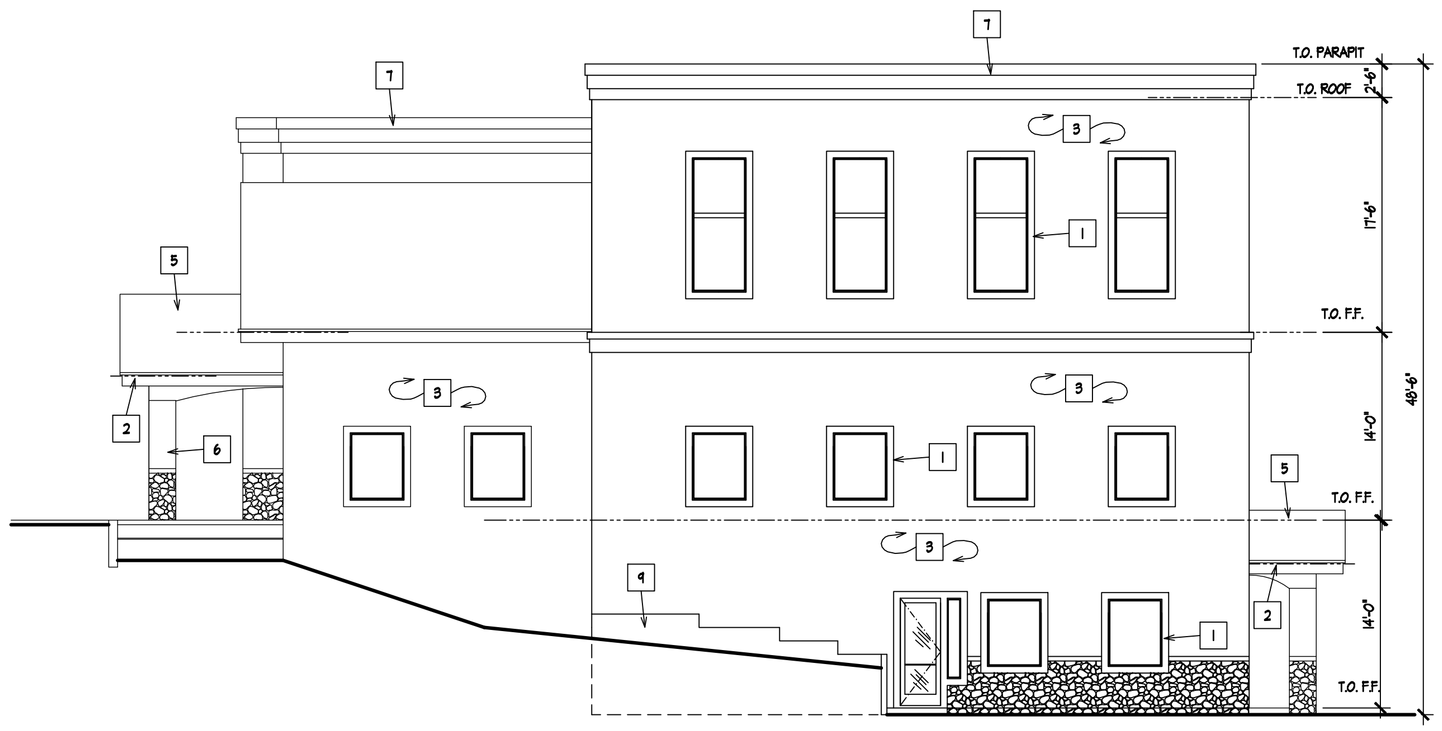
REAR ELEVATION



BRIDGE SECTION A



BRIDGE SECTION B



LEFT ELEVATION

Revisions:
1. PLANNING DEPT. REV. 01/17/14 LM
2. PLANNING DEPT. REV. 06/24/14 RJ

DMA
DAVE MADDEN ARCHITECT
Phone 951-634-2712 • E-Mail: dave@dmarchitect.net
36086 Mustang Spirit Lane, Wildomar, California 92545

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Title: ELEVATIONS

Project and Location: CORNERSTONE ADMINISTRATION BUILDING

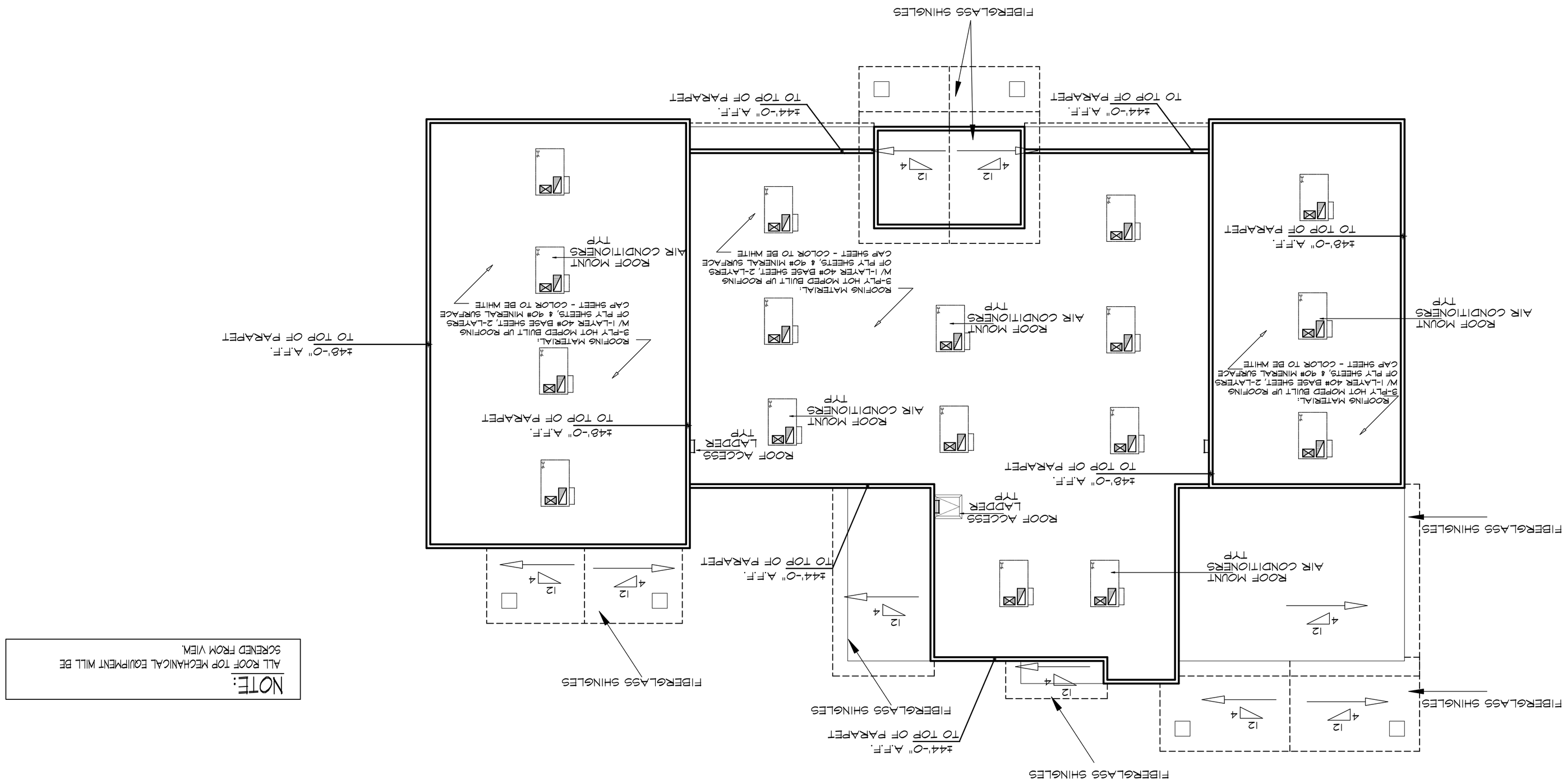
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Drawn by LM
Checked by
Date 01/20/14
Job No. 13-008

1/8" = 1'-0"

Sheet Number A-5 Of Sheets

13008-ELEV-01-08.dwg



Project and Location

CORNERSTONE ADMINISTRATION BUILDING

LICENSED ARCHITECT DAVE MADDEN No. C-25793 Exp. 10-31-15 STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 01/20/14
Job No. 13-008

1/8" = 1'-0"

Sheet Number
A-6
Of Sheets

Title:

ROOF PLAN

DMA

DAVE MADDEN ARCHITECT

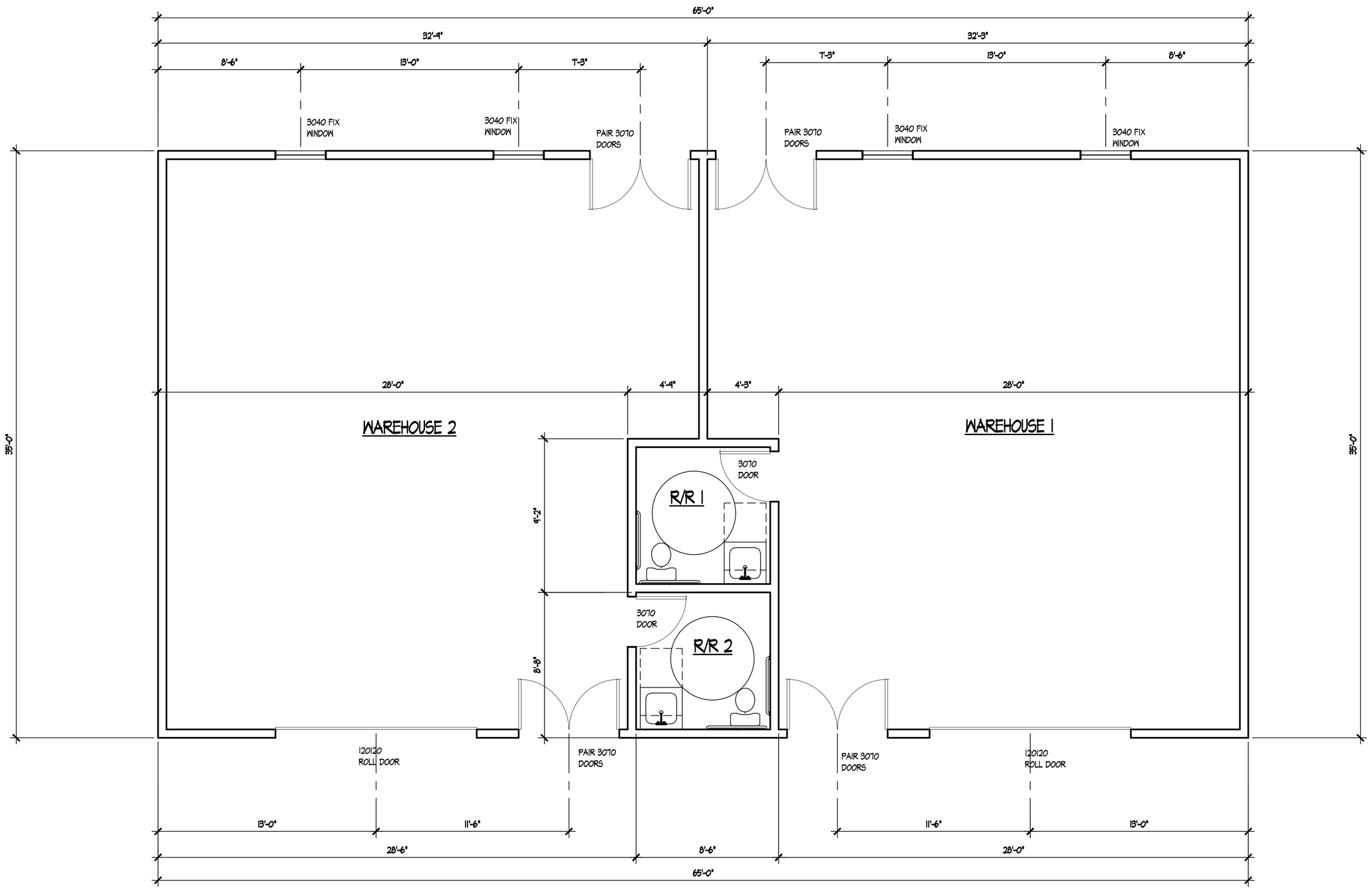
Phone 951-634-2712 • E-Mail: dave@dmarchitect.net
36086 Mustang Spirit Lane, Wildomar, California 92595

REVISIONS:		
1	PLANNING DEPT. REV.	
	01/17/14	LM

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FLOOR PLAN NOTES

- CONTRACTOR AND/OR SUBCONTRACTOR SHALL CAREFULLY STUDY AND COMPARE ALL DRAWINGS, DATA, DIMENSIONS, SPEC'S, AND CONDITIONS BEFORE PROCEEDING WITH ANY WORK & REPORT AT ONCE TO THE ARCHITECT ANY ERROR INCONSISTENCY OR OMISSION THAT IS DISCOVERED.
- CONTRACTOR SHALL VERIFY W/OWNER ALL FINISHES & MATERIALS PRIOR TO PURCHASE AND/OR INSTALLATION.
- CONTRACTOR SHALL NOT MAKE ANY CHANGES OR DEVIATE FROM THESE PLANS WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER AND/OR ARCHITECT. IF OWNER AUTHORIZES ANY CHANGES, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY.
- ALL DIMENSIONS ARE TAKEN TO FACE OF STUD (U.N.O.). IN CASE OF CONFLICT, NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALE DRAWINGS. (DO NOT SCALE DRAWINGS!)



SQUARE FOOTAGE:

FLOOR PLAN:	
WAREHOUSE 1:	1,053 SQ.FT.
RESTROOM:	160 SQ.FT.
WAREHOUSE 2:	1,062 SQ.FT.
TOTAL:	2,275 SQ.FT.

Revisions:

DMA
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36086 Mustang Spirit Lane, Wildomar, California 92595

Title: FLOOR PLAN

Project and Location: CORNERSTONE STORAGE BUILDING

LICENSED ARCHITECT DAVE MADDEN No. C-25793 Exp. 10-31-13 STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 10/08/12
Job No. 12-063

1/4" = 1'-0"

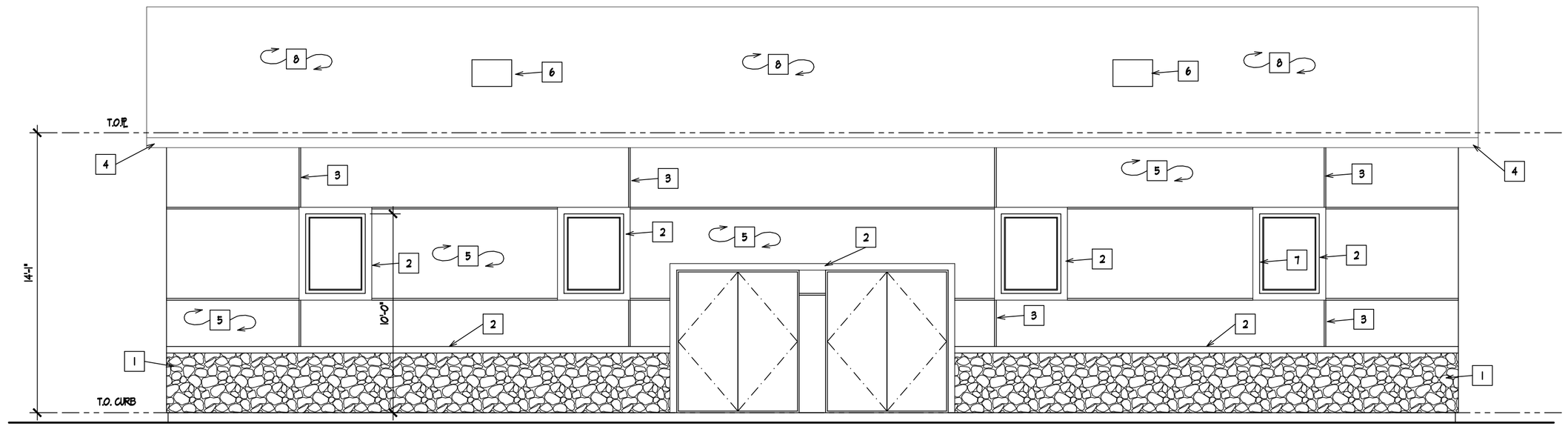
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CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB SITE AND NOTIFY DM ARCHITECT OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.

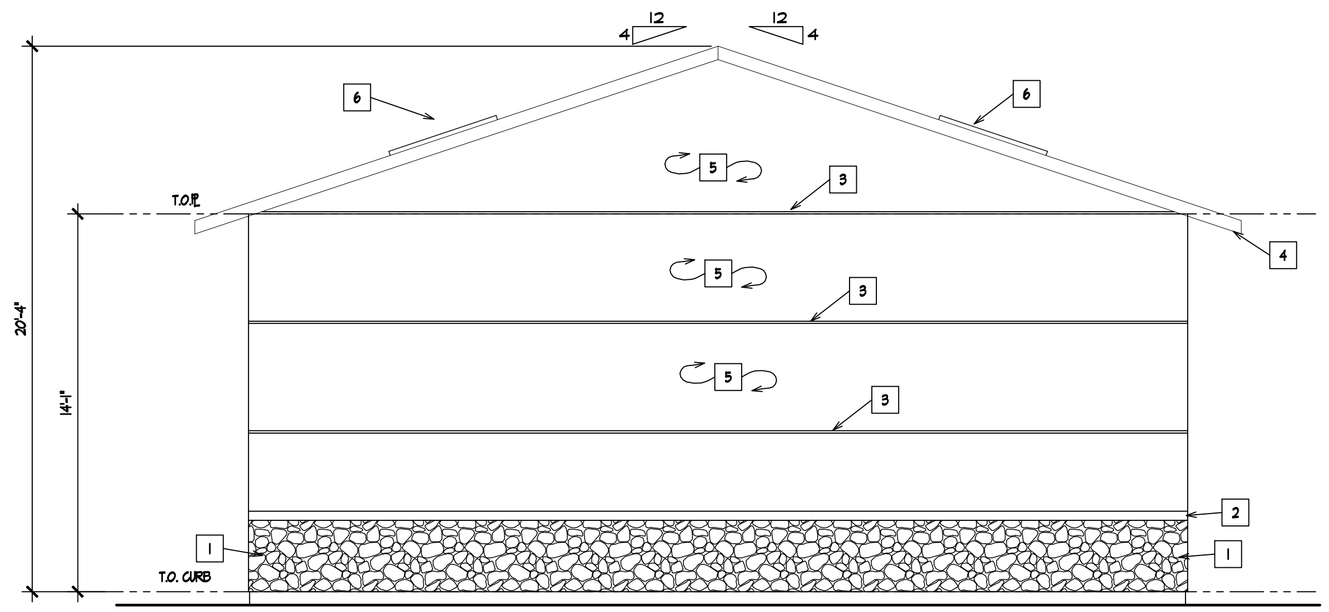
ELEVATION SCHEDULE

INDICATES NOTES APPLICABLE TO THIS PLAN ONLY!
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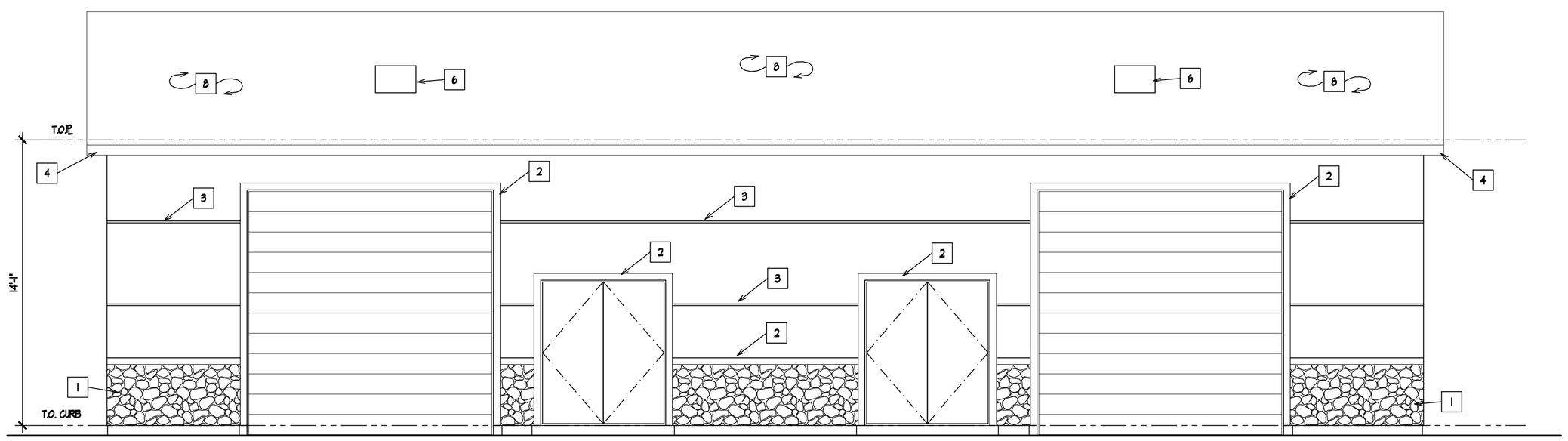
1. RIVER ROCK STONE VENEER TO MATCH EXISTING.
   MFG: ELDORADO STONE COLOR: RIO GRANDE
2. 4" FOAM STUCCO WINDOW & DOOR SURROUNDS.
   MFG: LA HABRA STUCCO COLOR: #81 OATMEAL
3. 2" STUCCO REGLETS.
4. 2X STUCCO/FOAM FASCIA. MFG: LA HABRA STUCCO COLOR: #81 OATMEAL.
5. STUCCO EXTERIOR. MFG:LA HABRA STUCCO COLOR: #830 CLAY.
6. NEW 2' X 4' BRISTOLITE SKYLIGHTS WITH ACRYLIC DOME FOR MORE LIGHT. ICC-ESR: ER2469
7. WINDOW STOREFRONT ALUMINUM FRAMES. COLOR: BLACK
8. ROOFING MATERIAL: FIBERGLASS SHINGLE ROOFING



REAR ELEVATION



RIGHT/LEFT ELEVATION



FRONT ELEVATION

Revisions:

DMA
DAVE MADDEN ARCHITECT
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36086 Mustang Spirit Lane, Wildomar, California 92595

Title: ELEVATIONS

Project and Location
CORNERSTORNE STORAGE BUILDING

LICENSED ARCHITECT DAVE MADDEN No. C-35755 Exp. 10-31-13 STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 10/08/12
Job No. 12-063

1/4" = 1'-0"

Sheet Number
A-2
Of Sheets

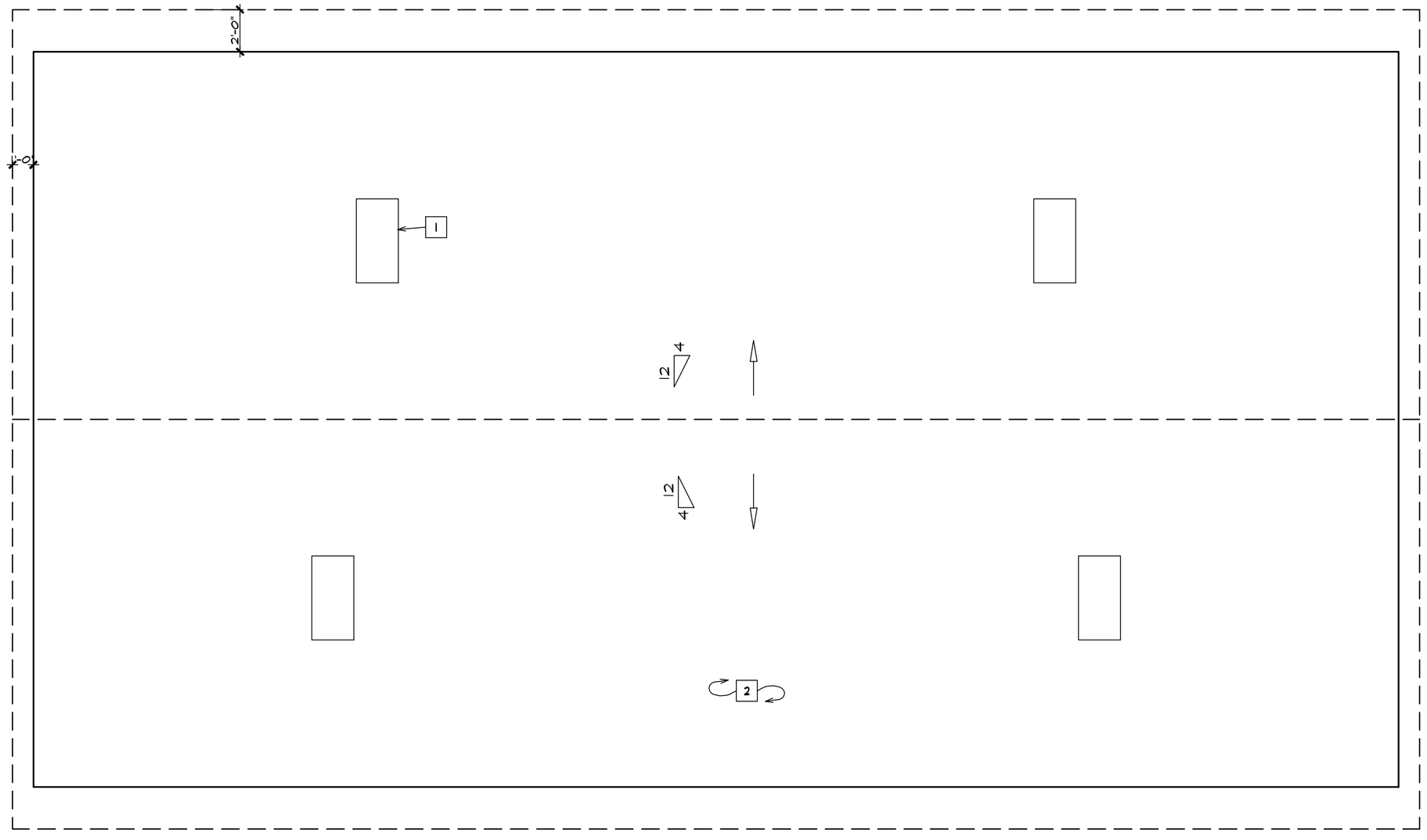
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ROOF NOTES:

☐ INDICATES NOTES APPLICABLE TO THIS PLAN ONLY WHEN REFERENCED.

1. NEW 2' X 4' BRISTOLITE SKYLIGHTS WITH ACRYLIC DOME FOR MORE LIGHT. ICC-ES#: ER2469
2. ROOFING MATERIAL: "MONIER" CONC. TILE ROOFING ICC-ES# ESR-1647 (OR APPROVED EQUAL) W/RIDGE, HIP, RAKE TRIM TIES AND EAVE TILE CLIPS. ROOF MATERIAL TO BE INSTALLED PER MFG. SPEC'S. PROVIDE 26 ga. G.I. FLASHING & COUNTER-FLASHING AS REQUIRED.



Revisions:

DMA
DAVE MADDEN ARCHITECT
Phone 951-634-2712 • E-Mail: dave@dmarchitect.net
34739 Ashland Way, Murrieta, California 92562

Title: ROOF PLAN

Project and Location
CORNERSTONE STORAGE
BUILDING
34570 MONTE VISTA DR.
WILDOMAR, CA

LICENSED ARCHITECT
DAVE MADDEN
No. C-25793
Exp. 10-31-13
STATE OF CALIFORNIA

Drawn by LM
Checked by
Date 10/08/12
Job No. 12-063

NORTH

1/4" = 1'-0"

Sheet Number
A-3
Of Sheets

12063-RF-PLN-01-00.dwg

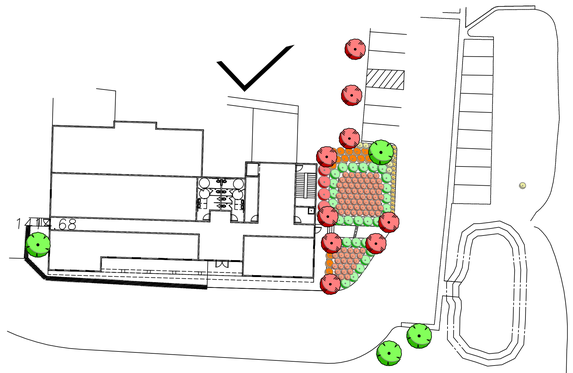
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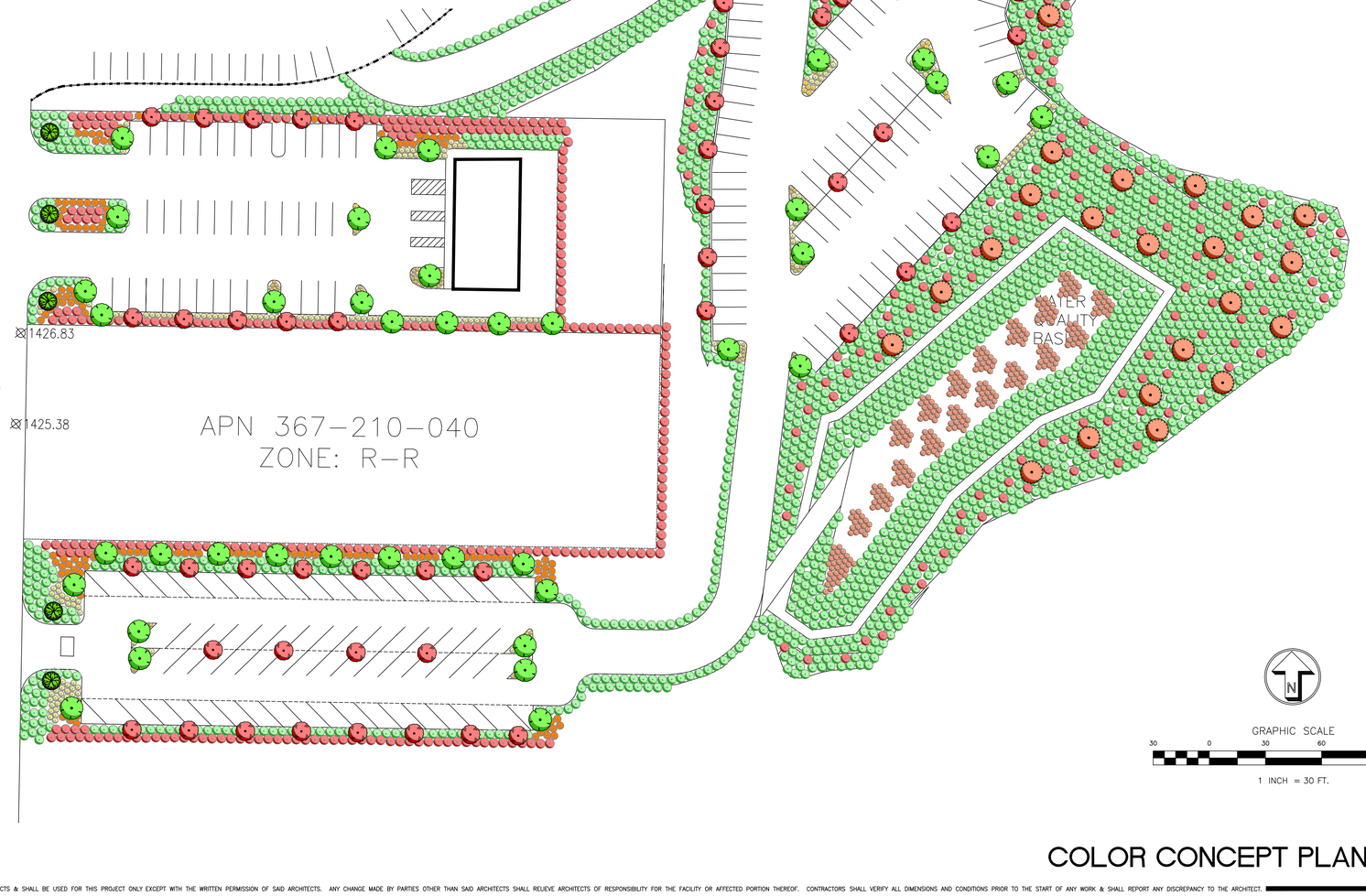
PLANTING LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
	TREES:						
	LAG. F. 'T.'	LAGERSTROEMIA FAUERI 'TUSCARORA'	RED CREPE MYRTLE	24" BOX	5	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	M
	PIS. CHI.	PISTACIA CHINENSIS	CHNESE PISTACHE	24" BOX	89	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	M
	POD. GRA.	PODOCARPUS GRACILIOR	FERN PINE	24" BOX	75	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	M
	SHRUBS:						
	DIE. VEG.	DIETES VEGETA	FORTNIGHT IRIS	5 GAL	152	FULL & BUSHY @ 4' O.C.	M
	HEM. HYB.	HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	282	FULL & BUSHY (50% ORANGE & YELLOW)	M
	MYO. PAR.	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GAL	2012	FULL & SPREADING @ 5' O.C.	M
	PHO. FRA.	PHOTINIA FRASERI	PHOTINIA	5 GAL	232	FULL & BUSHY @ 5' O.C.	M
	RAP. I. 'C.'	RAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	542	FULL & BUSHY @ 3' O.C.	M
	JUN. PAT.	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	–	3' O.C. TYP. – ROCK MULCH IN BIOSWALE AREAS TYP.	M
	MULCH:						
NOT SHOWN	WOOD MULCH	MEDIUM GRIND WOOD MULCH	WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP–IN ALL PLANTING AREAS	

NOTES:

1. *ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY OF WILDOMAR ORDINANCES AND STANDARDS.*
2. *AN IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF WILDOMAR'S WATER EFFICIENT LANDSCAPING ORDINANCE AND IRRIGATION IMPLEMENTATION GUIDELINES, TITLE 17.276*
3. *ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.*
4. *ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.*





COLOR CONCEPT PLANTING PLAN

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REVISED

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41635 Enterprise Circle North, Suite C
Temecula, CA 92590 (951) 296–6802 FAX 296–6803

REGISTERED LANDSCAPE ARCHITECT VINCENT DOMATO 2017 STATE OF CALIFORNIA

PROJECT: CORNERSTONE CHURCH
OWNER: CORNERSTONE CHURCH
34570 MONTE VISTA DRIVE
WILDOMAR, CA 92595 PH (951) 674-8661 CONTACT: PASTOR JEFF ROSEN

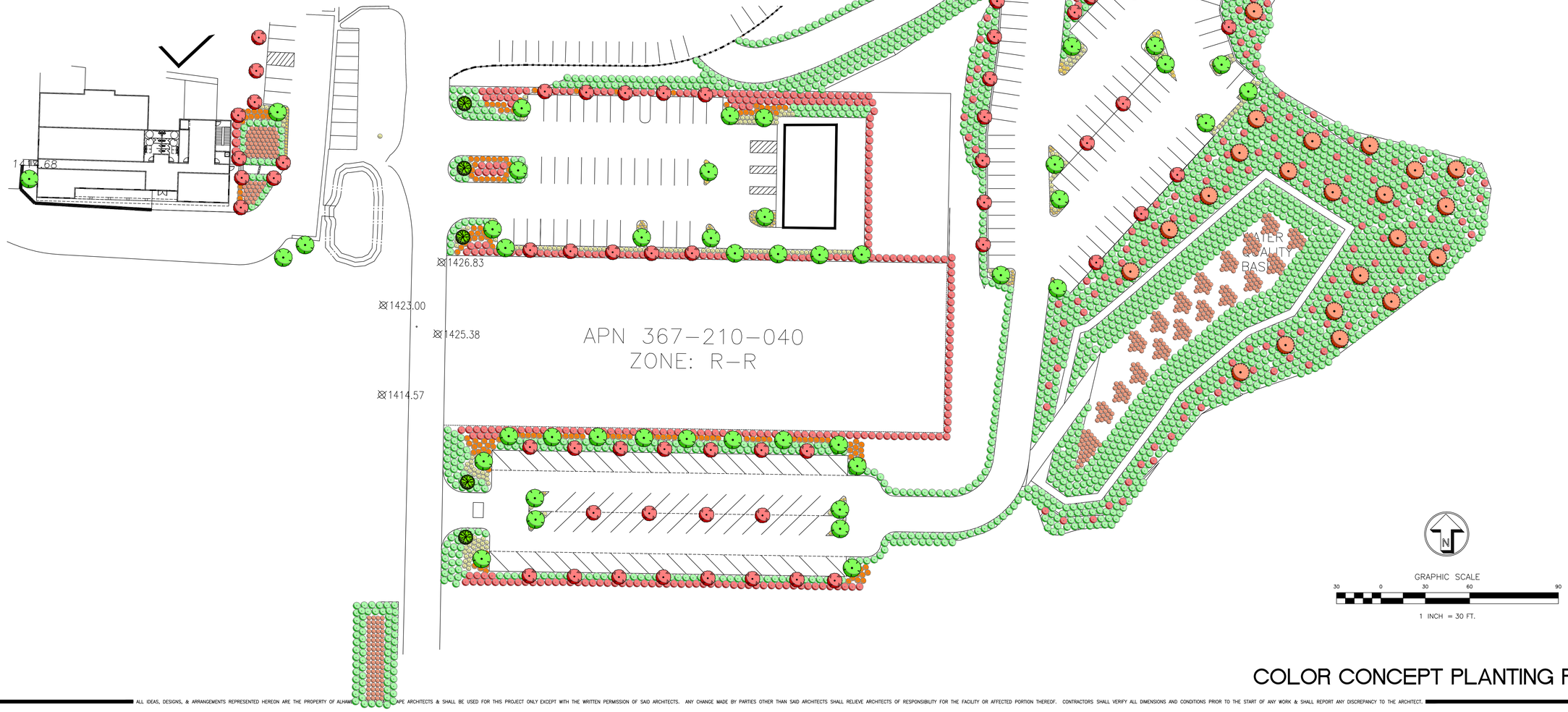
drawn: V.D.
checked: V.D.
date: 10–15–14
SHEET L–1
of 2 sheets
JOB NO. 12–103

PLANTING LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
	TREES:						
	LAG. F. 'T.'	LAGERSTROEMIA FAUERI 'TUSCARORA'	RED CREPE MYRTLE	24" BOX	5	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	M
	PIS. CHI.	PISTACIA CHINENSIS	CHNESE PISTACHE	24" BOX	89	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	M
	POD. GRA.	PODOCARPUS GRACILIOR	FERN PINE	24" BOX	75	DOUBLE STAKE / HEIGHT 8–10' , SPREAD 3'–4' MIN.	M
	SHRUBS:						
	DIE. VEG.	DIETES VEGETA	FORTNIGHT IRIS	5 GAL	152	FULL & BUSHY @ 4' O.C.	M
	HEM. HYB.	HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	282	FULL & BUSHY (50% ORANGE & YELLOW)	M
	MYO. PAR.	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GAL	2012	FULL & SPREADING @ 5' O.C.	M
	PHO. FRA.	PHOTINIA FRASERI	PHOTINIA	5 GAL	232	FULL & BUSHY @ 5' O.C.	M
	RAP. I. 'C.'	RAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	542	FULL & BUSHY @ 3' O.C.	M
	JUN. PAT.	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	–	3' O.C. TYP. – ROCK MULCH IN BIOSWALE AREAS TYP.	M
	MULCH:						
NOT SHOWN	WOOD MULCH	MEDIUM GRIND WOOD MULCH	WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP–IN ALL PLANTING AREAS	

NOTES:

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2. AN IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF WILDOMAR'S WATER EFFICIENT LANDSCAPING ORDINANCE AND IRRIGATION IMPLEMENTATION GUIDELINES, TITLE 17.276
3. ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.
4. ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.



COLOR CONCEPT PLANTING PLAN

REVISED

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41635 Enterprise Circle North, Suite C
Temecula, CA 92590 (951) 296–6802 FAX 296–6803

LANDSCAPE ARCHITECT VINCENT DONATO – 2017 STATE OF CALIF. REGISTERED

PROJECT: CORNERSTONE CHURCH
OWNER: CORNERSTONE CHURCH
34570 MONTE VISTA DRIVE
WILDOMAR, CA 92595 PH (951) 674–8661 CONTACT: PASTOR JEFF ROSEN

drawn: V.D.
checked: V.D.
date: 10–15–14
SHEET L–2 of 2 sheets
JOB NO. 12–103

ALL IDEAS, DESIGNS, & ARRANGEMENTS REPRESENTED HEREON ARE THE PROPERTY OF ALHAMBRA LANDSCAPE ARCHITECTS & SHALL BE USED FOR THIS PROJECT ONLY EXCEPT WITH THE WRITTEN PERMISSION OF SAID ARCHITECTS. ANY CHANGE MADE BY PARTIES OTHER THAN SAID ARCHITECTS SHALL RELIEVE ARCHITECTS OF RESPONSIBILITY FOR THE FACILITY OR AFFECTED PORTION THEREOF. CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF ANY WORK & SHALL REPORT ANY DISCREPANCY TO THE ARCHITECT.

















ATTACHMENT F
Aerial Photos - Exhibits

Vicinity/Location Map



350 0 350
FEET
N

Figure 2.0-2
Aerial Photograph

PMC

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	Cornerstone Church Property	Business Park, Medium Density Residential & Estate Density Residential	R-R (Rural Residential)
North	Vacant & Single Family Residence	Estate Density Residential, Medium Density Residential, & Business Park	R-R (Rural Residential)
South	Single Family Residences	Commercial Retail & Business Park	Rural Residential (R-R) & Scenic Highway Commercial (C-P-S)
East	Single Family Residences	Estate Density Residential & Medium Density Residential	Rural Residential (R-R)
West	Single Family Residence & I-15 Freeway	Business Park & Medium Density Residential	Rural Residential (R-R)

CORNERSTONE COMMUNITY CHURCH BUILDING CONSTRUCTION HISTORY

Year	Permit	Building Size in Square Feet	Building
1988	Public Use Permit No. 600 - County	3,840	Church
1994			Cornerstone Community Church acquires existing church
1996 Amend. #1	Public Use Permit 778 – County	9,285	Sanctuary (small church)
1999 (Amend. #2)	Public Use Permit 778 - County	15,786	Education building –15,786 sq. ft. adjoining the original 3,840 sq. ft. building (total 19,626 sq. ft.)
2002 (Amend. #3)	Public Use Permit 778 - County	55,819	Main sanctuary
2009[1] (Amend. #4)	Public Use Permit 778, (PA 08-0163 - Wildomar)		Construction of a new 764 space parking lot, on-site detention basins, & replacement of football/soccer fields
2012/2014 (Amend. #5)	Public Use Permit 778, (PA 12-0194 – Wildomar))	42,597	Phase 1 - 1-story 17,135 s.f. Preschool Building, 2,438 s.f. Maintenance Building; and 3 new parking lot areas. Phase 2 - 23,024 s.f. Administration Building

[1] Amendment #4 was withdrawn by the Applicant before a final decision was made by the City Council.

Existing Weekly Church Activities Summary Table

DAYS	ACTIVITIES	HOURS OF OPERATION	ATTENDANCE
Monday - Friday	Pre-K through Grade 12	7:45 am to 3:00 pm	240 Students
	Administration Staff/Employees[2]	8:00 am – 5:00 pm	100
	After school program activities (both indoor and outdoor)[3]	3:00 pm to 6:00 pm	50 – 75
	Women's Bible Study w/childcare	8:00 am – 12:00 pm (Wednesday mornings) 8:00 am – 12:00 pm (Thursday mornings)	150 – 200 each day
	Various Group Bible Studies, Women's Fitness Class, Family night, Worship rehearsals	6:30 pm to 9:00 pm (Monday – Thursday)	30 – 500 (varies each evening & seasonal)
Saturday	Monthly Men's Breakfast	7:30 am to 9:00 am	80
	Monthly SAT Testing (Nov – May)	8:00 am – 10:00 pm	100
	Church/Worship Service	5:00 pm to 8:00 pm	600
Sunday	Church/Worship Services (3 services)	9:00 am, 10:20 am & 11:40 am	2,200 (total combined)

[2] Includes Pastoral staff, church administration staff, school office staff, teachers/coaches, custodial
[3] Includes athletic practices, games, and school drama rehearsals.

CORNERSTONE CHURCH PROJECT EXTENSION OF TIME #3

Planning Commission Meeting

November 15, 2022

Agenda Item 3.2



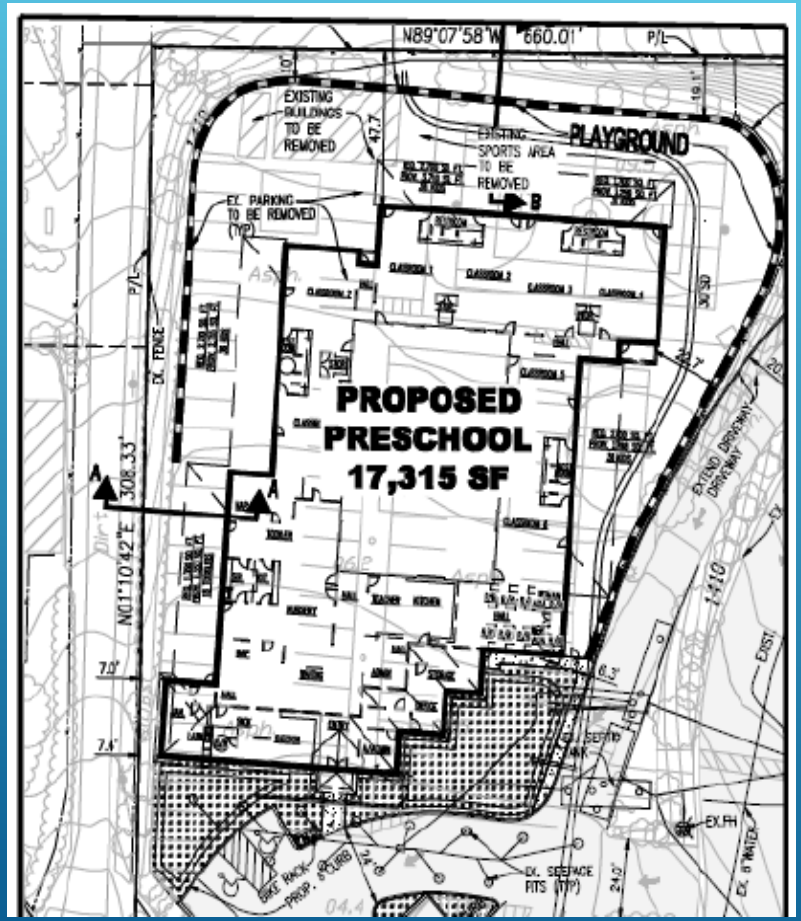
PROJECT LOCATION

- Located on W/S of Monte Vista north of Baxter Road…
- The project site encompasses about 35.5 +/- acres….
- Adjacent to I-15 Freeway/

PROJECT BACKGROUND:

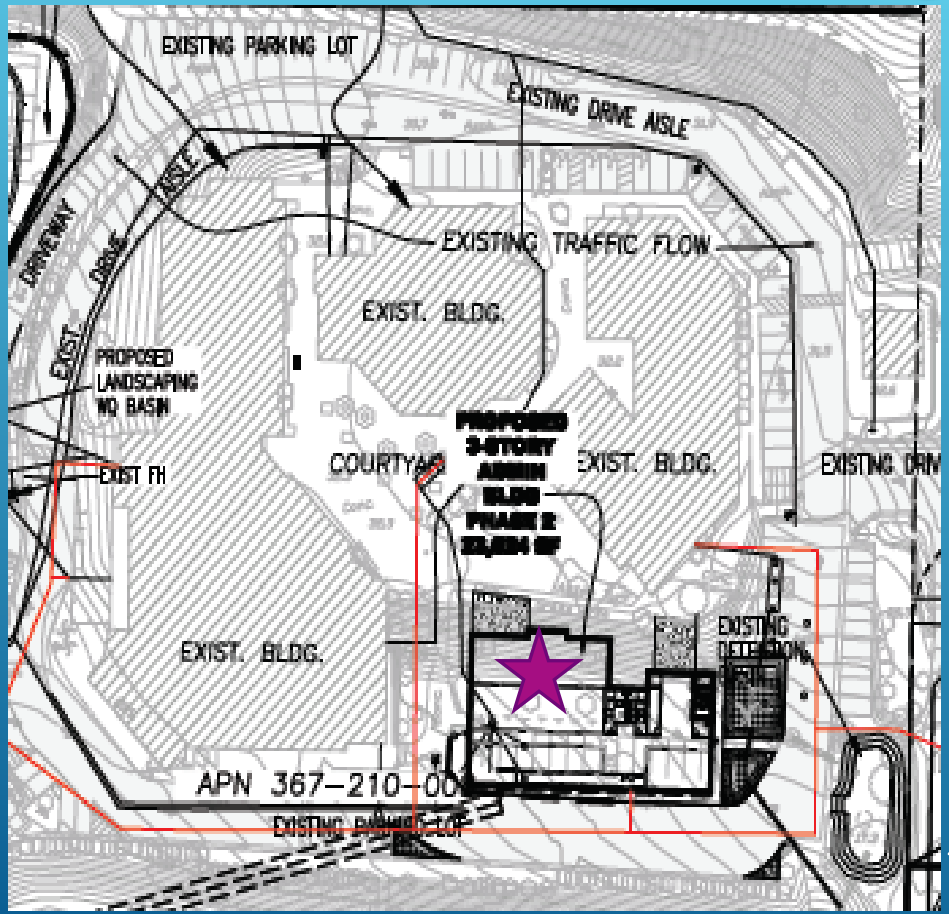
- **The Cornerstone Church project was originally approved by the City Council on December 10, 2014, and included the following actions:**
  - **Certification of an Environmental Impact Report (EIR);**
  - **Amendment of their existing Public Use Permit (PUP) consisting of:**
    - **Phase 1 – The construction of a 17,315 square-foot preschool building, a 2,438 square-foot maintenance building, and three (3) new parking lot areas, including on-site landscaping improvements and the paving of Via Carnegie Lane; and**
    - **Phase 2 – The future construction of a 3-story, 23,024 square-foot administration building (no date of construction has been determined at this time).**

Preschool Site Plan / Elevations





Administration Building / Elevations





PROJECT BACKGROUND:

- The approved PUP was the subject of an 18-month long lawsuit……
- The original PUP was due to expire on December 10, 2017 (3 years after Council approval).
- The Planning Director approved a 1-Year Time Extension on August 10, 2017.
- With the “Litigation Stay” from the lawsuit, additional time is automatically added, so the current expiration date is October 26, 2022.

EOT #3 PROJECT DESCRIPTION:

- **The applicant submitted their final EOT#3 application & fee on August 15, 2022…….well in advance of the October 26, 2022, expiration date.**
- **The Applicant is now requesting a final, 2-year extension of time as permitted by Section 17.208.050 of the WMC.**
- **With the Commission approval of EOT #3, the final/new expiration date to begin construction on the project will be October 26, 2024.**
- **If construction has not commenced by the final deadline, PUP No. 12-0194 will expire, and the applicant would have to start over.**

EOT #3 FINDINGS:

- **The proposed EOT #3 meets the required findings for approval in that:**

1. **The approved Public Use Permit remains consistent with the General Plan goals and policies….**
2. **The approved Public Use Permit remains in conformance with the development standards of the WMC.**
3. **The approved Public Use Permit remains compatible with the setting and circumstances of the approved PUP since no changes are proposed with this EOT…**
4. **The EOT was filed prior to the October 26, 2022, expiration date….**

STAFF RECOMMENDATION:

Staff recommends the Planning Commission adopt PC Resolution No. 2022-30 by taking the following actions:

1) **Determine that no new further Environmental Review is needed in accordance with Section 15162 of CEQA; and**

2) **Approve a final, 2-year Extension of Time for PUP No. 12-0194 to October 26, 2024.**

<u>Note:</u> All original conditions of approval and EIR mitigation measures will remain in full force and effect for this project.