INITIAL STUDY &

MITIGATED NEGATIVE DECLARATION

Clinton Keith Marketplace Retail Project

(Planning Application No. 21-0033)

Lead Agency:

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

Prepared by:

Albert A. Webb Associates
3788 McCray St.
Riverside, CA 92506

February 2022

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INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

The City of Wildomar has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the Clinton Keith Marketplace Retail Center Project (PA No. 21-0033). The IS/MND and Technical Studies will be available for public review/comment beginning on February 9, 2022 with a deadline to submit written comments no later than March 10, 2022. All IS/MND files and Appendices can be downloaded from the City of Wildomar Environmental Documents Center webpage at https://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316. A printed/hard copy of the IS/MND document will also be available for public review at the City of Wildomar Planning Department located at 23873 Clinton Keith Road, Suite 110, Wildomar, CA 92595 during regular business hours (8 a.m.–5 p.m., Monday through Thursday; closed Fridays).

The Project site is located at the northwest corner of Hidden Springs Road and Clinton Keith Road extending westward to Stable Lanes Road in the City of Wildomar, California on approximately 8.948 acres. The Assessor's Parcel Numbers (APN's) for the Project site are 380-110-004, -009, -010, -014, and -016.

The Project includes the following actions by the City of Wildomar Planning Commission, including adoption of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP):

- **Vesting Tentative Parcel Map (TPM No. 37736):** The Project requires a subdivision of approximately 8.948 acres into seven (7) parcels to accommodate the proposed Project. The Parcel Map is proposed as a "Vesting Parcel Map' as permitted under Chapter 16.12.090 of the WMC and Subdivision Map Act.
- **Conditional Use Permit (CUP) No. 21-0033**: The Project requires approval of a Conditional Use Permit under the current zoning of C-P-S (Scenic Highway Commercial) to establish a 1,273 square-foot self-serve car wash facility. Development of the car wash requires compliance with the city's commercial design standards and guidelines.
- **Variance (VAR) No. 21-0033:** The project requires a variance to construct two (2) 65-foot tall freeway signs that are 609 square feet per sign face on Clinton Keith and Hidden Springs (i.e., sign height and sign area) since the maximum height for a freeway identification sign is 45-feet and maximum sign area is 150 square feet per sign face.
- **Plot Plan (PP):** The project will require approval of Plot Plan to develop the 8.948-acre site into 66,173 square-foot multi-tenant retail center with related on-site and off-site amenities and improvements consisting of the following:
    - a 22,000 square-foot grocery store (Major A);
    - an 18,000 square-foot building that includes a 13,000 square-foot pharmacy (1st floor) and a 5,000 square-foot office on the 2nd floor (Major B);
    - a 7,700 square-foot building with multi-retail building (Shops 1);
    - a 4,800 square-foot fast-food/drive through restaurant (Pad 1);
    - a 7,600 square-foot automotive retail store (Pad 2);
    - a 4,800 square-foot building for a future cannabis retail use (Pad 3); and
    - a 1,273 square-foot express car wash building.

Development of the entire retail center requires compliance with the city's commercial design standards and guidelines.

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 impacts to a level at or below "significance with mitigation incorporated".

I. EXISTING CONDITIONS

Project Site

Project Location

The Project site is located at the northwest corner of Hidden Springs Road and Clinton Keith Road extending westward to Stable Lanes Road in the City of Wildomar, California on approximately 8.8 acres. The Project Site is comprised of Assessor's Parcel Numbers (APN's) 380-110-004 -009, -010, -014, and -016 as reflected in **Figure 1, Vicinity Map** and **Figure 2, Aerial Map**. Road rights of way on Stable Lanes Road, Hidden Springs Road and Clinton Keith Road and is located in Section 1, Township 7 South, Range 4 West, of the San Bernardino Baseline and Meridian, identified on the Wildomar/Murrieta, California USGS 7.5 Quadrangle Map as reflected in **Figure 3, USGS Map**.

Surrounding Area

The properties surrounding and immediately adjacent to the Project site are zoned R-R (Rural Residential) to the north; R-1 (One Family Dwelling) and C-1/C-P (General Commercial) to the west; and C-P-S (Scenic Highway Commercial) to the east, southeast, and south. The Project site is currently zoned C-P-S (Scenic Highway Commercial) as reflected in **Figure 4, Zoning Districts**. The Project is planned for a commercial retail center that would include the following uses:

- Market
- Drug Store/Pharmacy
- Offices
- Fast Food
- Auto Parts
- Shops
- Restaurant
- Express Car Wash

Physical Setting

The Project site is undeveloped/vacant land. According to the Biological Resources Assessment prepared by HELIX Environmental Planning, Inc., "the study area is located within the Elsinore Area Plan of the Multi Species Habitat Conservation plan (MSHCP) but is not within a criteria cell or group.

The topography of the Project site is predominately sloping, with elevations ranging from approximately 1,275 feet to 1,321 feet above mean sea level (msl). An existing natural drainage course traverses the site

commencing on the eastern mid portion of the site and draining to the southwest. The site is partially covered by grasses and brush with vegetation ranging from medium sized shrubs to mature trees.

Existing constructed Storm Drains are shown on the Topographical Exhibit, and it appears the tributary flows from east to west have been picked up in a storm drain main that crosses under Hidden Springs Road where it flows in an east/west direction across APN 380-110-016. These surface tributary flows continue across the adjacent parcel and enter an existing storm drain in let to a public storm drain main that crosses under Stable Lanes Way.

Regulatory Setting

The City of Wildomar General Plan land use designation for the Project site is Commercial Retail (CR), which allows for the development of commercial retail uses at a neighborhood community and regional level, as well as for professional office and tourist oriented commercial uses.

The General Plan land use designations of the properties surrounding and immediately adjacent to the Project site are Commercial Retail (CR) to the north, northeast, Commercial Retail (CR) to the southeast, Commercial Retail (CR) to the southwest, and Medium Density Residential (MDR) to the northwest. (**Figure 6, General Plan Land Use Designations**).

II. PROJECT DESCRIPTION

The proposed Project **(Figure 7, Site Plan** and **Figure 8, Tentative Parcel Map**) consists of a commercial retail center located on approximately 8.948 acres to build a 66,173 square-foot multi-tenant retail center. The proposed Project uses consisting of the following:

1) a 22,000 sf grocery store ("Major Building A");

2) an 18,000 sf building to include a 13,000 sf pharmacy store on the 1st floor and a 5,000 sf office/medical use on the second 2nd floor ("Major Building B");

3) a 7,700 sf building with multi-retail building;

4) a 4,800 square-foot retail building for a future cannabis retail use;

5) a 7,600 square-foot automotive retail store,

6) a 4,800 square-foot fast-food/drive through restaurant; and

7) a 1,273 square-foot express car wash building with on-site and off-site amenities and improvements.

The main "Major A Building" is located in the northerly portion of the site, one pad building at the corner of Stable Lanes Road and Clinton Keith Road, one pad set back from Clinton Keith Road is planned for a 1,273 sq. ft. carwash. The main "Major B Building" is located at the corner of Hidden Springs Road and Clinton Keith Road. Internal and adjacent to the south side of the Major A Building is a 7,700 sq. ft. building planned for smaller retail shop units. An open-air infiltration/detention basin is in the northwesterly corner of the site and an underground infiltration/detention basin is located adjacent to Clinton Keith Road under the on-site parking area. While individual hours of operation for each use will vary, the proposed retail development is anticipated to operate seven days a week between the hours of 6:00am to 1:00am. Loading facilities and areas dedicated for trash compaction, recycling and related functions will be located at the back of the buildings screened from public view. See **Figure 1 (Vicinity Map)** for relationship to N, S, E & W directional descriptions herein. All car wash, car wash vacuum and outdoor delivery truck activity will be limited to the daytime hours between 7:00 a.m. and 10:00 p.m. No car wash, car wash vacuum or outdoor delivery truck activity shall be permitted during the nighttime hours between 10:00 p.m. and 7:00 a.m. The Project will also include a 10-foot-high screenwall for the outdoor loading

dock area of the Major A building adjacent to the existing noise sensitive residential homes on Crystal Way.

Site Development

The Project site is approximately 8.948 acres. It is anticipated that the entire site will be graded to accommodate the proposed development. Preliminary earthwork calculations demonstrate the site will have a range of import between 36,028 and 49,110 cubic yards of dirt.

Roadway Access and Parking Lot

The site is bounded on three sides: Hidden Springs Road on the east side, Clinton Keith Road on the south side, and Stable Lanes Road on a portion of the west side. Access to the Site will occur at two locations on Hidden Springs Road and two locations on Clinton Keith Road. The Project will also include the following improvements to accommodate site access on Clinton Keith Road:

- Driveway 1 and Clinton Keith Road: Install a stop control on the southbound approach and construct a 3rd westbound shared through-right turn lane. The driveway will be restricted to right-in/right-out access only.
- Driveway 2 and Clinton Keith Road: Install a stop control on the southbound approach and construct a 3rd westbound shared through-right turn lane. The driveway should be restricted to right-in/right-out access only.

The development will include 364 car parking stalls, inclusive of eight (8) ADA compliant parking stalls, (31) Clean Air Vanpool EVC parking, twenty-three (23) electric vehicle charging (EVC) parking stalls, with two ADA compliant: (1) EVCS and one (1) Van Accessible EVCS as depicted on **Figure 7 –Site Plan**. Hidden Springs Road, improved and paved, is classified as a Secondary Frontage Road with existing improvements which will be expanded to a 85' Right -of-Way. Clinton Keith Road is classified as an Urban Arterial Highway and is also existing and will be further improved to a 152' Right -of Way. New street improvements will include removal of existing curb and gutter, saw cutting and joining of existing pavement with expanded paving.

Utilities

The Elsinore Valley Municipal Water District (EVMWD) is the water and sewer purveyor for the project. There is an existing 16-inch PVC water line in Clinton Keith Road, and 16-inch water line in Hidden Springs Road. Connection to the EVMWD water supply would likely occur through new lateral connections in Hidden Springs Road and/or Clinton Keith Road.

Grading and Drainage

Grading

The earth materials on the site are primarily comprised of sandstone of the Pauba formation, and sandstone and siltstone of the Sandstone of the Wildomar Area formation. Younger alluvium overlies portions of the formational materials in low lying areas of the site. In order to provide uniform structural support and reduce potential differential settlement due to the presence of disturbed/loose near-surface material, and to mitigate potential transitional bearing conditions, remedial grading will be required. Based on the conceptual grading plan provided, maximum cuts and fills are on the order of 11 and 30 feet, respectively. The Project site is approximately 8.948 acres. It is anticipated that the entire site will be graded to accommodate the proposed development. Preliminary earthwork calculations demonstrate the site will have a range of import between 36,028 and 49,110 cubic yards of import will be required.

Drainage

Stormwater flows currently enter the Project site from an offsite upstream tributary area east of Hidden Springs Road via an existing 36-inch diameter storm drain. Offsite flows also enter the Project site from an existing 18-inch diameter storm drain along Clinton Keith Road. Currently, the two sources of offsite run-on surface flow through an existing natural drainage course to the southwest corner of the Project, then across Stable Lanes Road to connect to Murrieta Creek. Murrieta Creek outlets to the Santa Margarita River, which ultimately outlets to the Pacific Ocean. The Project will extend the existing 36-inch and 18-inch diameter storm drains underneath the proposed Project to continue conveying offsite run-on into the natural drainage course at a point upstream (east) of Stable Lanes Road. Storm water runoff generated on the Project site will be conveyed via new onsite gutters, storm drain inlets, and pipes to one of two onsite features: a detention basin ("Basin A") or an underground system of chambers (ADS StormTech™MC-4500™Chambers) ("Basin B"). Approximately 1 acre of the Project drains to Basin A and approximately 8 acres drain to Basin B. Basin A and Basin B will provide the required water quality treatment as well as some additional storage and emergency overflows for large storm events. Finally, with the proposed drainage system and basins, flows from the Project site will be reduced to below the pre-development flow rate prior to exiting the site. (WQMP, 2021).

Construction

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

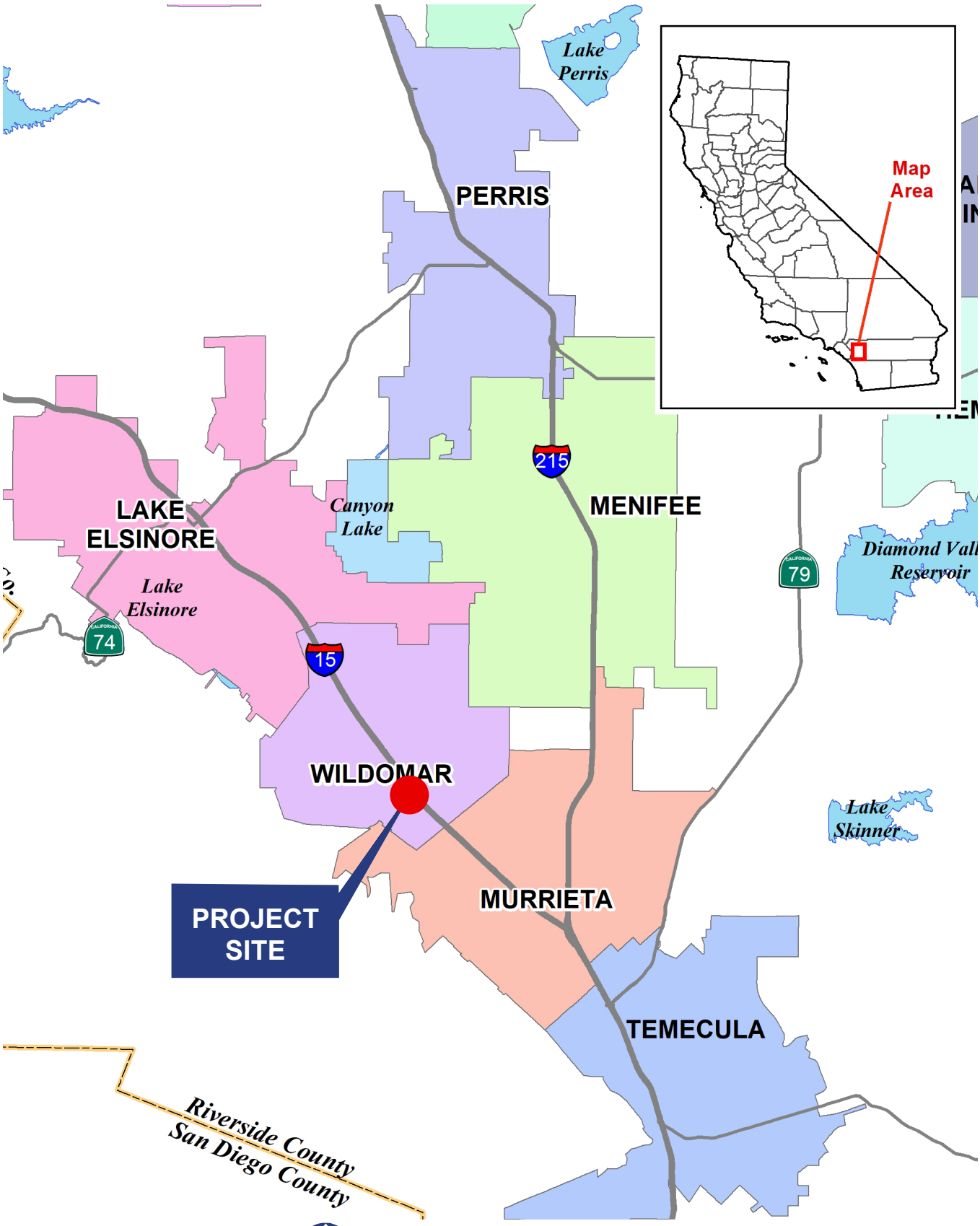
III. EXECUTIVE SUMMARY

Through analysis provided in this IS/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, Noise, Transportation, and Tribal Cultural Resources. Mitigation measures are identified that would reduce all impacts to less than significant levels with mitigation incorporated.

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FIGURE 1 VICINITY MAP

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



Sources: Riverside County GIS, 2020

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FIGURE 2 AERIAL MAP

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



LEGEND

PROJECT SITE

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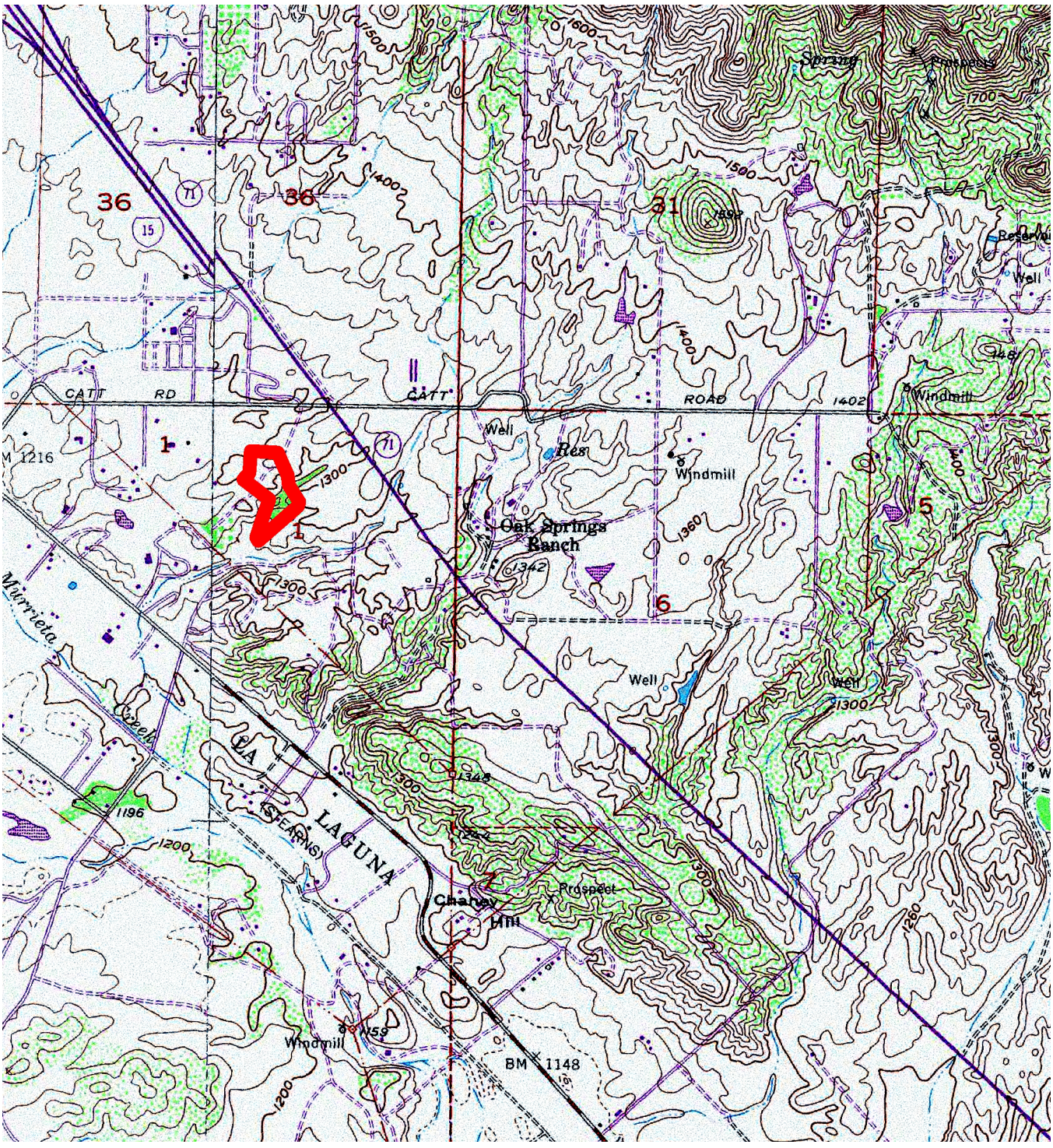
Sources: KTGY

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FIGURE 3 USGS MAP

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



LEGEND

PROJECT SITE

0 0.25 0.5 1 MILES

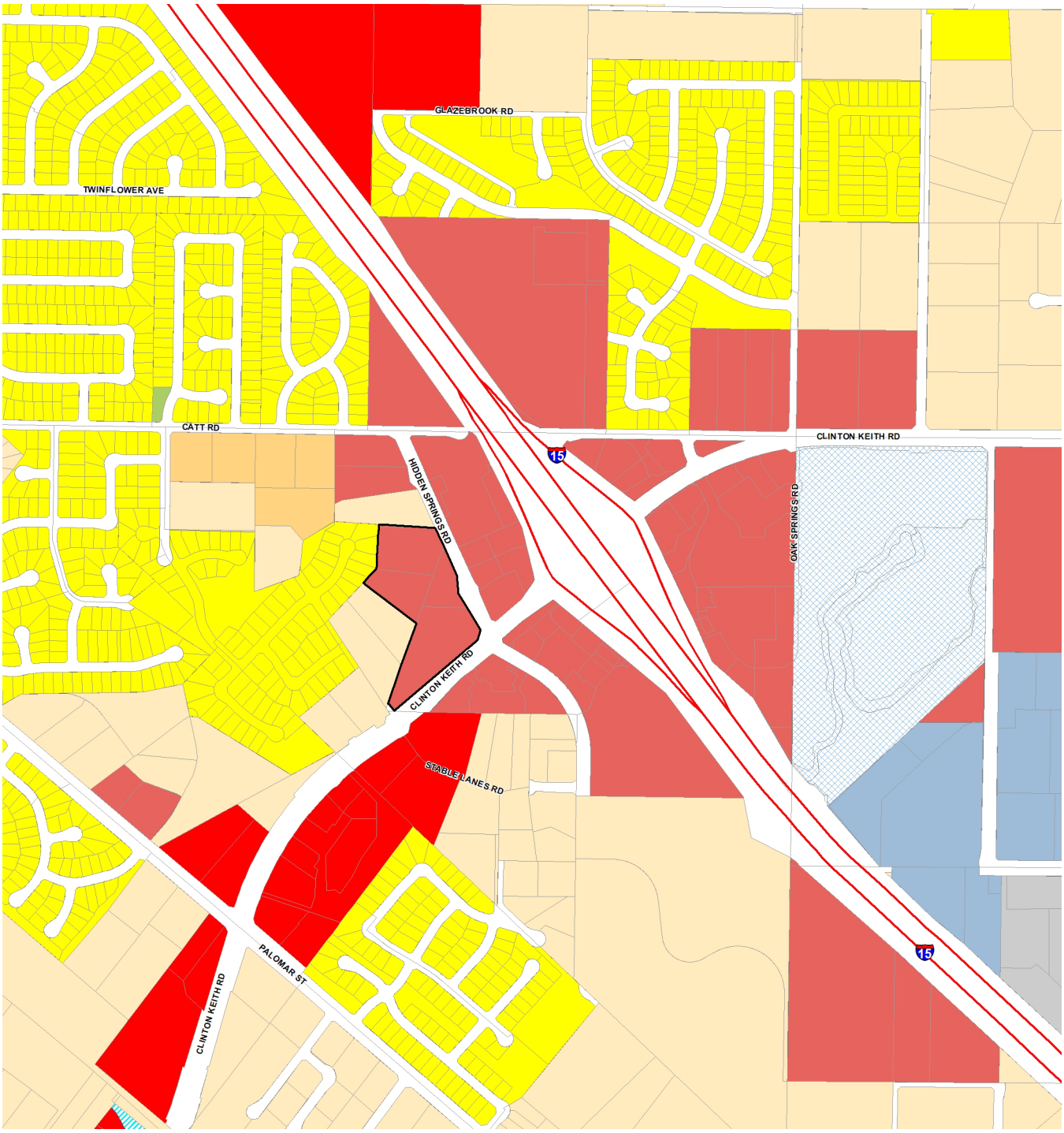
Sources: ESRI / USGS 7.5MIN QUADS: RIVERSIDE CO.

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FIGURE 4 ZONING DISTRICTS

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



LEGEND

C-1/C-P	I-P	R-3	R-R
C-O	M-SC	R-4	SP ZONE
C-P-S	R-1	R-5	W-1

0 1,000 FT 2,000 FT

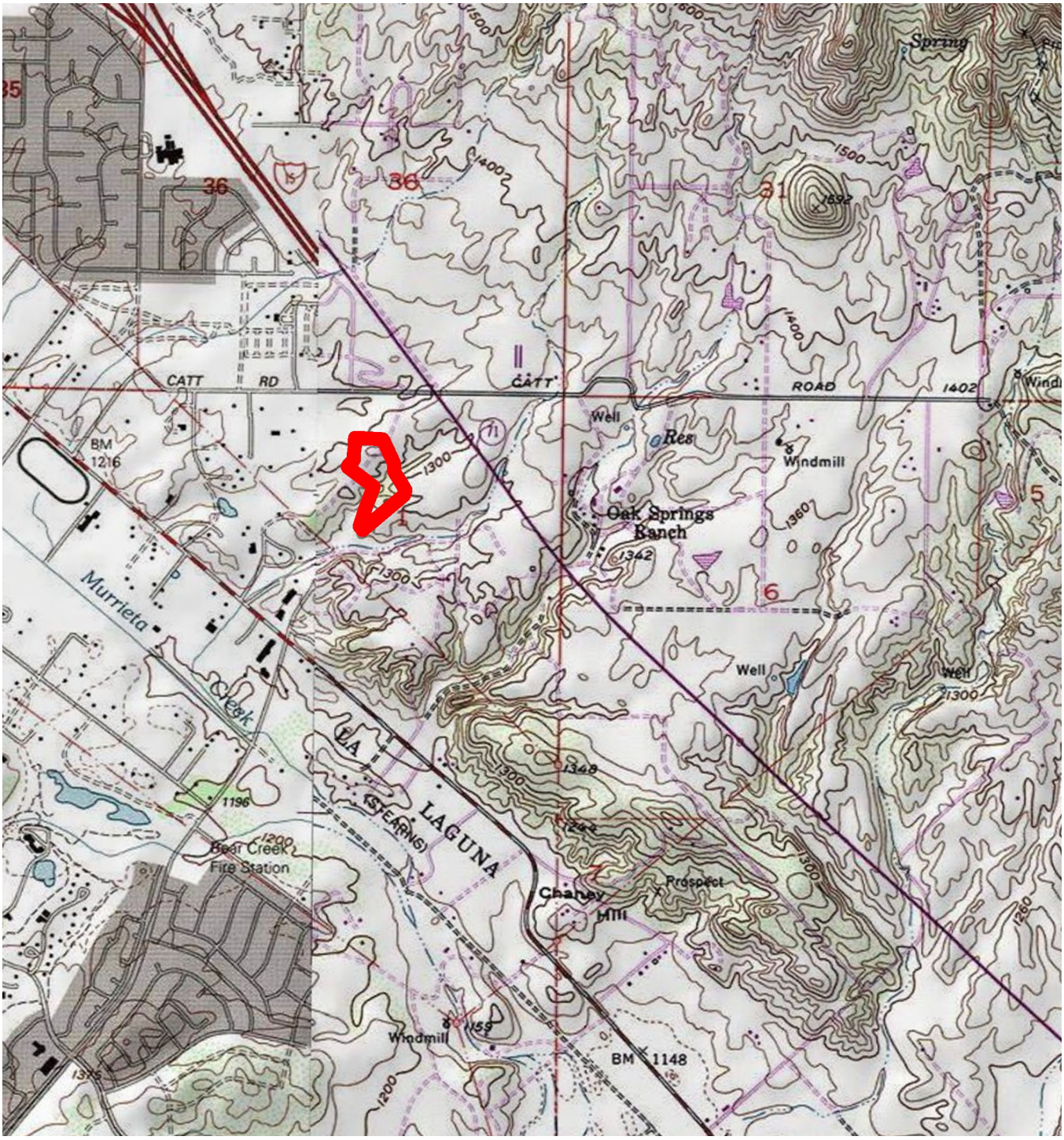
Sources: CITY OF WILDOMAR ZONING SEPT. 2016

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FIGURE 5 TOPOGRAPHY

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



LEGEND

PROJECT SITE

0 0.25 0.5 1 MILES

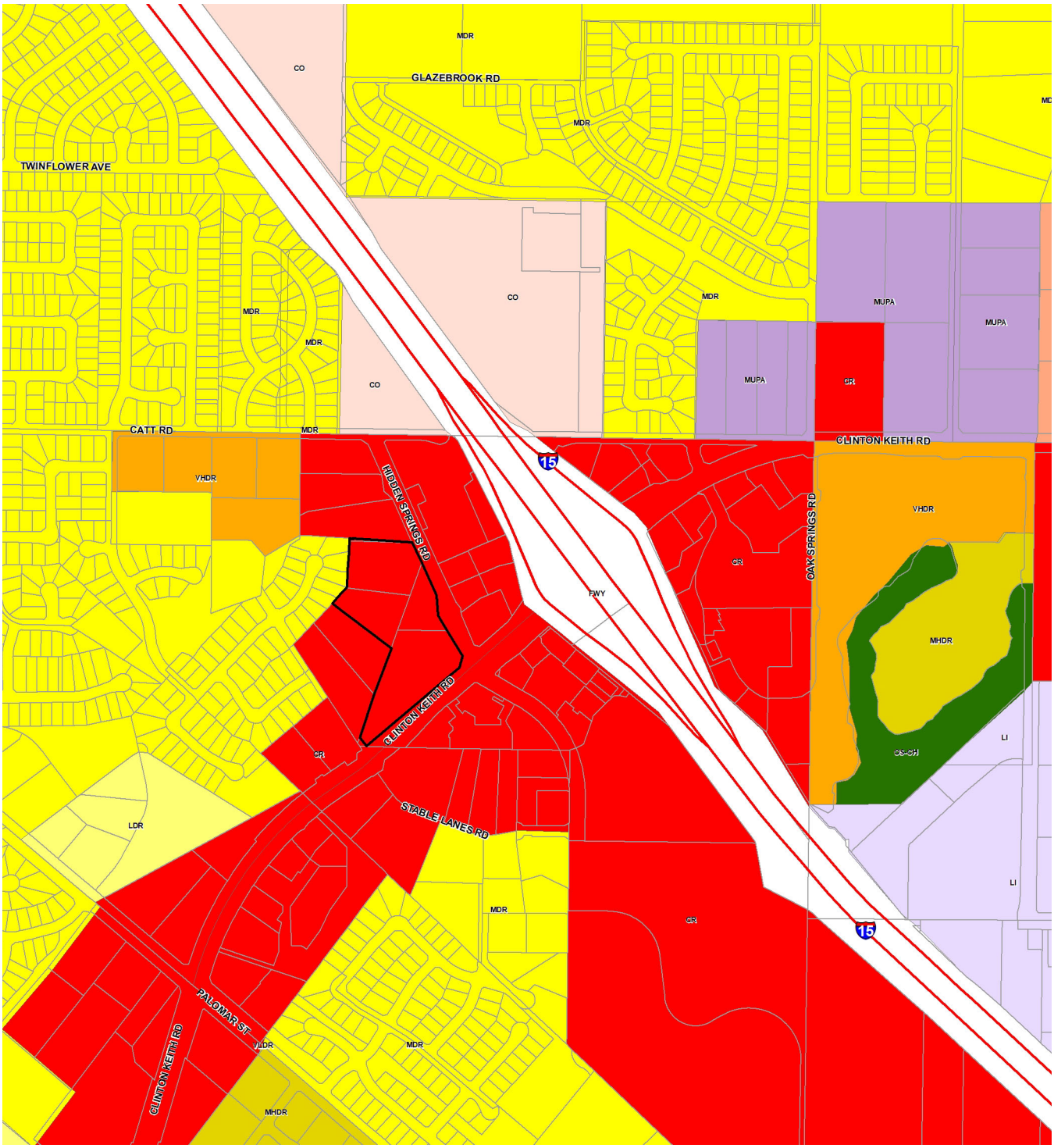
Sources: ESRI / USGS 7.5MIN QUADS: RIVERSIDE CO.

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FIGURE 6 GENERAL PLAN LAND USE DESIGNATIONS

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



LEGEND

BP	EDR	LDR	MHDR	OS-R	VLDR
CO	FWY	LI	MUPA	PF	
CR	HHDR	MDR	OS-CH	VHDR	

0 1,000 FT 2,000 FT

Sources: CITY OF WILDOMAR GENERAL PLAN LAND USE 2016

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FIGURE 7 SITE PLAN

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



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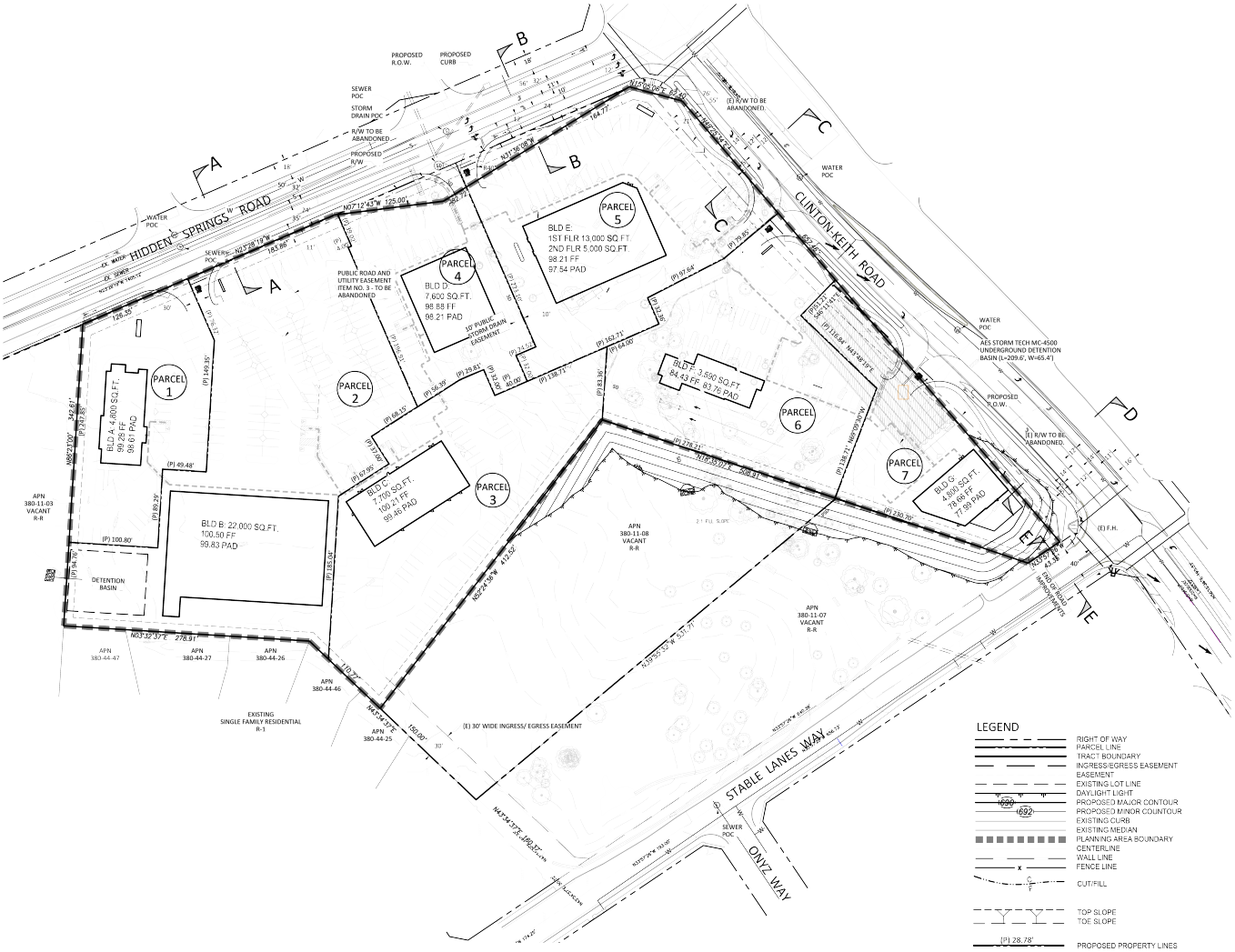
Sources: WITHERS & SANDGREN LANDSCAPE ARCHITECTURE + PLANNING / KTGY

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FIGURE 8 TENTATIVE PARCEL MAP

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



LEGEND

- RIGHT OF WAY
- PARCEL LINE
- TRACT BOUNDARY
- INGRESS/EGRESS EASEMENT
- EASEMENT
- EXISTING LOT LINE
- DAYLIGHT LIGHT
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR COUNTOUR
- EXISTING CURB
- EXISTING MEDIAN
- PLANNING AREA BOUNDARY
- CENTERLINE
- WALL LINE
- FENCE LINE
- CUT/FILL
- TOP SLOPE
- TOE SLOPE
- PROPOSED PROPERTY LINES & DIMENSIONS
- NATURAL FLOWLINE
- PUBLIC STORM DRAIN
- PRIVATE STORM DRAIN
- PUBLIC SEWER MAIN
- PUBLIC WATER MAIN
- SEE SHEET 1 FOR SECTIONS
- FOUND MONUMENT
- LIGHT POST
- POWER POLE
- ELECTRICAL PULL BOX
- GUY ANCHOR
- MAILBOX
- MONITORING WELL
- OAK TREE LOCATION & DRIP LINE
- (P) PROPOSED
- (E) EXISTING

PROPOSED PARCEL AREA TABLE

PARCEL #	GROSS AREA (SQ.FT.)	LESS: PUBLIC EASEMENT (SQ.FT.).	NET AREA (SQ.FT.).
1	37,030.75	735.93	36,294.82
2	100,359.91	14,949.35	85,410.56
3	63,498.49	10,12350	53,374.99
4	32,516.24	5,775.07	26,741.17
5	64,630.71	2,190.25	62,440.46
6	57,943.77	7,050.92	50,892.85
7	32,277.13	5,994.66	26,282.47
TOTAL	388,257.00	46,819.68	341,437.32

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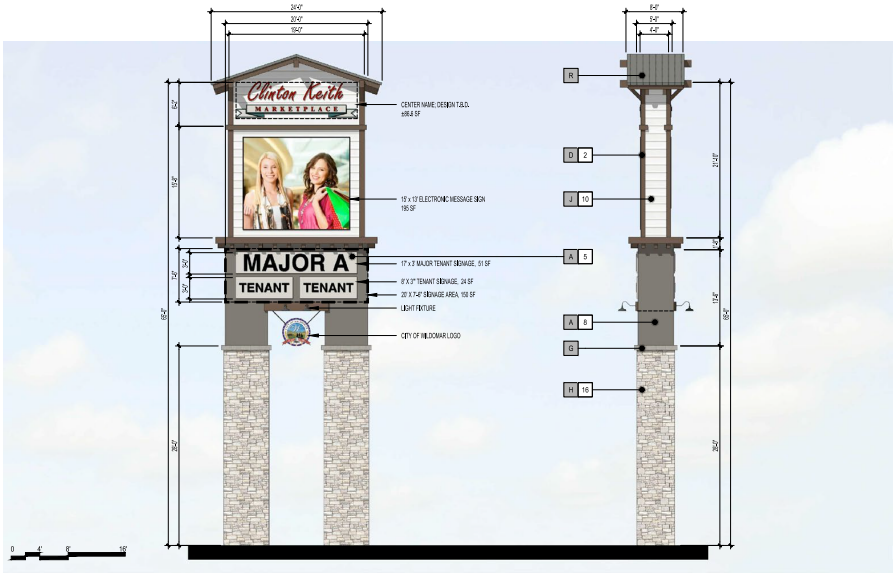
Sources: CHALLMAN ENGINEERING INC + CEI BUILD INC

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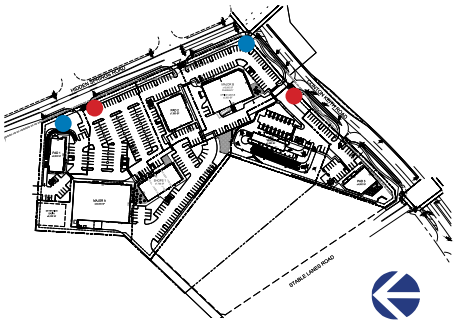
FIGURE 9 PROPOSED SIGNAGE

INITIAL STUDY - MITIGATED NEGATIVE DECLARATION - CITY OF WILDOMAR
WILDOMAR CLINTON KEITH MARKETPLACE PROJECT



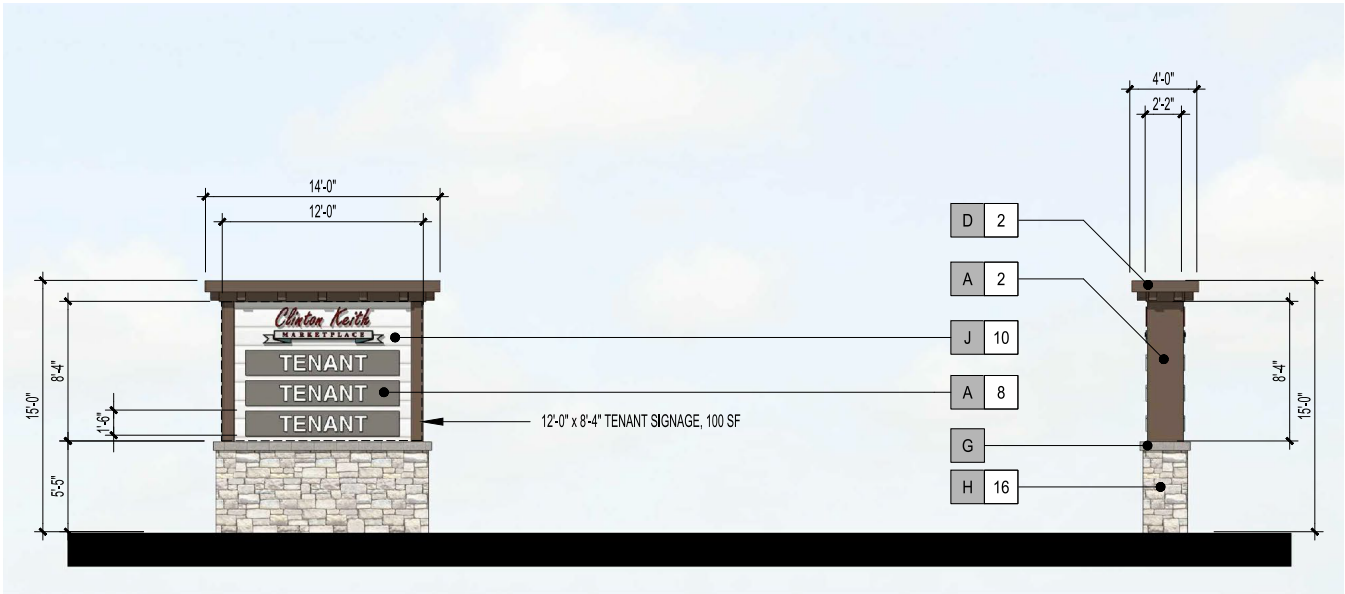
FRONT ELEVATION SIDE ELEVATION

TYPE A - FREEWAY PYLON SIGN



- TYPE A - FREEWAY PYLON SIGN
- TYPE B - MONUMENT SIGN

SIGNAGE LOCATION MAP



FRONT ELEVATION SIDE ELEVATION

TYPE B - MONUMENT SIGN

SCALE : NOT TO SCALE

Sources: KTGY

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IV. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. **Project Title:**

   Clinton Keith Marketplace Retail Center (Planning Application No. 21-0033)

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 is located at the northwest corner of Clinton Keith Road and Hidden Springs Road in the City of Wildomar, California (see **Figure 1**). The assessor's parcel numbers (APN) are: 380-110-009, 380-110-004, 380-110-014 and 38-110-016.

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

   SOMAR LAND GROUP, INC.

   c/o Stephen E. Macie, 16391 Harwich Circle, Riverside, CA 92503

6. **General Plan Designation:**

   Commercial Retail (CR)

7. **Zoning:**

   C-P-S (Scenic Highway Commercial)

8. **Description of Project:**

   The proposed Project (**Figure 7 — Site Plan** and **Figure 8 — Tentative Parcel Map**) consists of a commercial retail center located on approximately 8.948 acres totaling approximately 66,173 square feet of developed area, consisting of:

   1) a 22,000 sf grocery store ("Major Building A");

   2) an 18,000 sf building to include a 13,000 sf pharmacy store on the 1st floor and a 5,000 sf office/medical use on the second 2nd floor ("Major Building B");

   3) a 7,700 sf building with multi-retail building;

   4) a 4,800 square-foot retail building for a future cannabis retail use;

   5) a 7,600 square-foot automotive retail store;

   6) a 4,800 square-foot fast-food/drive through restaurant building; and

   7) a 1,273 square-foot express car wash building (excluding the tunnel) with on-site and off-site amenities and improvements.

   The main "Major A Building" is located in the northerly portion of the site, one pad building at the corner of Stable Lanes Road and Clinton Keith Road, one pad set back from Clinton Keith Road is planned for a 1,273 sq. ft. express carwash. The main "Major B Building" is

located at the corner of Hidden Springs Road and Clinton Keith Road. Internal and adjacent to the south side of the Major A Building is a 7,700 sq. ft. building planned for smaller retail shop units. An open-air infiltration/detention basin is in the northwesterly corner of the site and an underground infiltration/detention basin is located adjacent to Clinton Keith Road under the on-site parking area. While individual hours of operation for each use will vary, the proposed retail development is anticipated to operate seven days a week between the hours of 6:00am to 1:00am. Loading facilities and areas dedicated for trash compaction, recycling and related functions will be located at the back of the buildings screened from public view.

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	Vacant	Commercial Retail (CR)	R-R (Rural Residential)
Northeasterly	Commercial	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial)
Southeasterly	Commercial	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial)
Northwesterly	Residential/ Vacant	MDR (Medium Density Residential)	R-1 (One-Family Dwelling Residential)
Southwesterly	Vacant/Commercial	Commercial Retail (CR)	R-R (Rural Residential)

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

- San Diego Regional Water Quality Control Board
- California Department of Fish and Wildlife
- US Fish and Wildlife Service
- Elsinore Valley Municipal Water 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 Rincon Band of Luiseño Indians (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

	February 15, 2022
Matthew C. Bassi, Planning Director	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.

	February 15, 2022
Steve Macie	Date
SOMAR LAND GROUP, INC. Applicant	

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 in the Project vicinity include varying degree views of distant hillsides. The proposed building structures would have a maximum height of 33 feet, two (2) 65' high Pylon Signs are to be constructed at the corner of Clinton Keith and Hidden Springs (requiring a variance) which may alter existing views from the Project site and immediate vicinity of the distant hillsides by placing multiple structures on the Project site (see **Figure 9 — Proposed Signage**). However, the proposed development including the proposed signs would be consistent with the urbanizing character of the surrounding area and would complement the existing and planned residential and commercial development on adjacent properties. Commercial development in the City of Wildomar occurs to the east, west, and south and single- family residential development borders the northwesterly portion of the Project site.

Furthermore, the proposed development would be subject to the City's Commercial Design Standards and Guidelines (2019), which have been adopted by the City of Wildomar. Standards and Guidelines include articulation of building facades, varied roof plans, 360-degree architecture, streetscape design, multiple floor plans and elevations, etc. Compliance with these existing standards would ensure that the proposed Project features quality design and architecture and that it is compatible with the character of the adjacent uses. Therefore, implementation of the proposed Project would not have a substantial adverse effect on a scenic vista and this impact would be 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 0.1 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 proposed project would be designed in consideration of the City of Wildomar Commercial 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 to be in compliance. The Project proposes two (2) 65-foot tall signs (See Figure 9) which do exceed the City's standard of 45-feet. The City standard also sets forth a limit of 150 square feet (sf) of maximum sign area per sign face, and the Project's will be 609 sf for each sign. The proposed Project's design of the signs, architectural elements and landscaping would complement existing surrounding commercial development being close to I-15. Although the two signs do exceed the City's standards, they would only be allowed if a Variance (VAR No. 21-0033) is granted. The nearest existing residential home located roughly 100 feet west of the Project site at 23527 Crystal Way. Given the distance between the Project and the nearest residence, the Project will not impose any view blockage on the surrounding residences. Moreover, as demonstrated on Figure 5, the nearest residences to the Project site are lower in elevation in relation to where the proposed signs will be placed, and as such, the signs would not present a degradation of views by blocking views for the residences. Additionally, although a variance would be needed to construct the two monument signs, the land use of the Project is consistent with the land use designations and zoning. Since the Project is consistent with the land use is in close proximity to I-15 where the uses and signs are compatible with the surrounding land uses, implementation of the proposed Project would not significantly conflict with applicable zoning or aesthetic policies. For this reason, this impact would be less than significant.

d) **Less Than Significant Impact**. 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, and security-related lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code (Ordinance No. 75). The City's Light Pollution Ordinance establishes limits on the types of fixtures and size of bulbs for aspects of 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. Consistent with the City's lighting standards (Wildomar 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 plane of the light fixtures. The light fixtures will be reviewed on the development plan and verified during building and site inspections of the site to ensure compliance with the ordinance. With compliance with the ordinance, the proposed Project would not adversely affect day or nighttime views in the area and would not constitute a significant contribution to night sky pollution.

The Project is located within Mt. Palomar Observatory's Zone B which lies 27.5 miles away. However, the Project would not interfere with nighttime use of the Palomar Observatory because all provisions of Wildomar Ordinance 75 (Chapter 8.64 of the WMC) will be enforced.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials. Daytime glare is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass or windshields of parked cars. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors. The Project site does have sensitive receptors located to the northwest with residential uses. However, the Project site is not located in an airport influence area and the proposed Project does not incorporate highly reflective building materials. Thus, impacts from glare on sensitive receptors would be less than significant. Therefore, impacts resulting from a new source of substantial light or glare would be 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.
2. The Project will comply with the City of Wildomar Commercial Design Standards and Guidelines (2019).

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) **No Impact.** 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.
- Dairy lands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hay land 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 not located on or adjacent to land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and the site is not zoned for agricultural use and is not subject to a Williamson Act contract (DOC). (Wildomar 2018). The Project site is designated on the California Resource Agency maps as "Other Land," which includes low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. Therefore, no impact would occur.

b) **No Impact.** The project site is zoned C-P-S (Scenic Highway Commercial) 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 C-P-S. 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) **No Impact**. The project site is zoned C-P-S and would not convert Farmland to non-agricultural uses in the existing environment. Project implementation would not result in the loss or conversion of forestland to non- forest use and would not otherwise adversely impact forest land in the area. There would be no impact.

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?			✓	

This section summarizes the methods and findings of an Air Quality Impact Analysis (dated October 18, 2021) for the Project prepared by Urban Crossroads (UC AQIA). This report is included in its entirety as **Appendix 3.0 Air Quality Impact Analysis**. The analysis was prepared to determine the impact on air quality from the proposed Project. (see **Appendix 3.0**). Urban Crossroads also prepared a Greenhouse Gas Analysis (UC GHGA), dated October 18, 2021. That analysis is included as **Appendix 4.0**.

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.

The SCAQMD has developed regional significance thresholds for other regulated pollutants, as summarized at **Table 1**. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that

any projects in the SoCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 1 — Maximum Daily Regional Emissions Thresholds

Pollutant	Construction Regional Thresholds	Operational Regional Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = Pounds Per Day

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 herein, 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.

Construction Emissions

Urban Crossroads used the California Emissions Estimator Model "CalEEMod" to analyze the Project Emissions Impact on Air Quality. Urban Crossroads concluded that construction activities associated with the Project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction

- Paving
- Architectural Coating

The URBAN analysis assumed the duration of 13 months of construction activities utilizing a "worst-case" scenario. URBAN then made certain assumptions relative to the equipment used for each activity, the amount of each and the hours used per day as shown in the following **Table 2**:

Table 2 — Construction Equipment Assumptions

Activity	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	3	8
	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8
Building Construction	Cranes	1	7
	Tractors/Loaders/Backhoes	3	7
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	6

Source: In order to account for fugitive dust emissions associated with Site Preparation and Grading activities, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.

CalEEMod calculates maximum daily emissions for summer and winter periods. The estimated maximum daily construction emissions without mitigation are summarized on **Table 3**. Under the assumed scenarios, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Although mitigation is not needed to reduce estimated maximum daily construction regional emissions from the Project, as discussed under Localized Significance Threshold d below, a mitigation measure would be required to decrease localized construction emissions. Detailed construction model outputs are presented in Appendix 3.0, in appendix 3.1 thereto. Implementation of Mitigation Measure AQ-1 would further reduce already less-than-significant regional emissions as indicated at **Table 4**.

Table 3 — Overall Construction Emissions Summary-Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2022	4.54	60.18	23.55	0.16	24.14	12.37
2023	36.45	16.83	22.85	0.05	2.89	1.27
Winter						
2022	4.54	61.63	22.41	0.16	24.14	12.37
2023	36.45	16.97	21.80	0.05	2.89	1.27
Maximum Daily Emissions	**36.45**	**61.63**	**23.55**	**0.16**	**24.14**	**12.37**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

lbs/day – Pounds Per Day
Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1.

Table 4 — Overall Construction Emissions Summary-With Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO^3	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2020	2.23	47.17	30.98	0.16	9.72	5.11
2021	36.46	15.89	23.93	0.05	2.84	1.23
Winter						
2021	2.18	48.62	30.97	0.16	9.72	5.11
2021	36.45	16.03	22.88	0.05	2.84	1.23
Maximum Daily Emissions	**36.46**	**48.62**	**30.98**	**0.16**	**9.72**	**5.11**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod construction-source (mitigated) emissions are presented in Appendix 3.1.

Operational Emissions

Area Source Emissions

- 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.

- Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod.

- 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 the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

- Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

- Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted 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 efficient technologies and methods. Energy efficient buildings require less electricity. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020.

Mobile Source Emissions

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project. Trip characteristics for the proposed Project were obtained from the trip generation assessment. Per Urban Crossroads' updated Trip Generation Assessment dated January 10, 2022 (**Appendix 5.0**), the Project is anticipated to generate a net total of 3,892 two-way vehicle per day (1,946 trip inbound and 1,946 trips outbound).

- Trip Length

Due to the predominately retail nature of the Project (Supermarket, Retail, Fast Food Restaurant with Drive Thru, Drive Thru Car Wash and High-Turnover Sit-Down Restaurant uses, etc.), the Project's location, a substantial amount of residential land uses within a 3-mile radius of the Project site, and Supermarket, Retail, Restaurant, Fast Food Restaurant with Drive Thru, Fast Food Restaurant without Drive Thru, and High-Turnover Sit-Down Restaurant uses located in the project vicinity, an average trip length for customers of 3 miles was used in the assessment as opposed to the 8.4-mile model default trip length value. As evaluated in the *Clinton Keith Marketplace Vehicle Miles Traveled (VMT) Screening Evaluation*, prepared by Urban Crossroads and dated June 2, 2021 (**Appendix 6.0**) the Project consists of local serving

retail uses which tend to shorten vehicle trips. Additionally, the Project is also located in a low VMT generating area based on the Screening Tool for the sub-regional transportation model. As such, since the Project contains only local serving retail uses, is located in a low VMT generating area, and is surrounded by residential land uses, the adjustments to the CalEEMod default trip length for retail land uses are substantiated. Additionally, 96% of all trips are assumed to be customer trips, 3% of all trips are assumed to be workers, and 1% of all trips are assumed to be other trips. CalEEMod defaults for trip length and trip purpose were utilized for the Medical Office portion of the Project.

- 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 inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod.

As shown in the **Table 5** below, Project operational-source emissions will not exceed the thresholds of significance for applicable emissions and a less than significant impact would occur.

Table 5 — Summary Of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source	1.74	3.60E-04	0.04	0.00	1.40E-04	1.40E-04
Energy Source	0.08	0.77	0.65	4.62E-04	0.06	0.06
Mobile Source	16.39	47.07	77.86	0.18	15.71	4.51
Total Maximum Daily Emissions	**18.21**	**47.84**	**78.55**	**0.19**	**15.77**	**4.57**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Operational Activities – Winter Scenario	**Emissions (lbs/day)**					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source	1.74	3.60E-04	0.04	0.00	1.40E-04	1.40E-04
Energy Source	0.08	0.77	0.65	4.62E-04	0.06	0.06
Mobile Source	14.57	48.23	73.45	0.17	15.71	4.51
Total Maximum Daily Emissions	**16.40**	**48.99**	**74.14**	**0.18**	**15.77**	**4.57**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod operational-source emissions are presented in Appendix 3.1.

c) **Less Than Significant Impact.** As shown in **Table 6** below, the CAAQS designate the Project site as nonattainment for O3 PM10, and PM2.5 while the NAAQS designates the Project site as nonattainment for O3 and PM2.5. The AQMD has published a report on how to address cumulative impacts from air

pollution: [1]*White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* In this report the AQMD clearly states (Page D-3):

> *…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Table 6 — Attainment Status of Criteria Pollutants In The SCAB

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb^1	Attainment	Unclassifiable/Attainment

Note: See Appendix 2.1 for a detailed map of State/National Area Designations within the SCAB
"-" = The national 1-hour O_3 standard was revoked effective June 15, 2005.

[1] *REFERENCE: Urban Crossroads Air Quality Impact Analysis "The Commons at Hidden Springs – Page 47 AQMD White Paper Quoted therein.*

Construction Emissions

The Project-specific evaluation of emissions presented in the preceding analysis (**Tables 3 and 4**) demonstrates that, Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Emissions

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project operational-source air pollutant emissions would not result in exceedances of regional thresholds established by SCAQMD (**Table 5**). Therefore, Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

Accordingly, the Project would not 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) and therefore would have a Less Than Significant Impact.

d) **Less Than Significant Impact with Mitigation**. The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (SCAQMD C). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-44. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in 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 LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the LST Methodology.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors". These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for emissions of PM10 and PM2.5, since PM10 and PM2.5 thresholds are based on a 24-hour averaging time.

Commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. The LST Methodology explicitly states that "*LSTs based on shorter averaging periods, such as the NO2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours*." For purposes of analysis, if an industrial/commercial use is located at a closer distance to the Project site

than the nearest residential use, the nearest industrial/commercial use will be utilized to determine construction and operational LST air impacts for emissions of NO2 and CO an individual could be present at these sites for periods of one to eight hours.

Project-related Sensitive Receptors

Receptors in the Project study area are described below:

- R1: Located approximately 631 feet north of the Project site, R1 represents the existing residential homes (35992 Avry Way) north of Catt Road.
- R2: Location R2 represents the existing residential home located roughly 39 feet west of the Project site at 23527 Crystal Way.
- R3: Location R2 represents the existing residential home located roughly 47 feet west of the Project site at 23515 Crystal Way.
- R4: Location R2 represents the existing residential home located roughly 62 feet west of the Project site at 23347 Crystal Way.
- R5: Location R5 represents the existing residential home located roughly 57 feet west of the Project site at 23491 Crystal Way.
- R6: Location R6 represents the existing residential home located roughly 51 feet west of the Project site at 23483 Crystal Way.
- R7: Location R7 represents the existing residential home (23416 Onyx Way) on the west side of Stable Lanes Way approximately 386 feet from the Project site.
- R8: Location R8 represents the existing residential home located roughly 323 feet west of the Project site at 23413 Onyx Way.
- R9: Location R9 represents the existing residential homes on the north side of Stable Lanes Way at approximately 639 feet from the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual and cumulatively significant impact. As such, the nearest receptor to evaluate localized impacts of PM10, PM2.5, NO2, and CO, is the existing residential home, represented by location R2, which is located approximately 39 feet/12 meters west of the Project.

Construction-Source LST Analysis

Since the total acreage disturbed is less than five acres per day for site preparation and grading activities, the SCAQMD's screening look-up tables are utilized in determining impacts. It should be noted that since the look-up tables identifies thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds. Consistent with SCAQMD guidance, the thresholds presented in **Table 7** were calculated by interpolating the threshold values for the Project's disturbed acreage.

Table 7 — Maximum Daily Localized Emissions Thresholds

Pollutant	Construction Localized Thresholds
NO_X	303 lbs/day (Site Preparation)
	257 lbs/day (Grading)
CO	1,533 lbs/day (Site Preparation)
	1,244 lbs/day (Grading)
PM_{10}	10 lbs/day (Site Preparation)
	8 lbs/day (Grading)
$PM_{2.5}$	6 lbs/day (Site Preparation)
	5 lbs/day (Grading)

Table 8 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would exceed the applicable SCAQMD LSTs for emissions of PM10 and PM2.5. **Table 9** identifies the localized impacts at the nearest receptor location in the vicinity of the Project. MM AQ-1 is recommended to reduce the PM10 and PM2.5 impacts. After implementation of MM AQ-1, construction emissions would not exceed the applicable SCAQMD LSTs for any criteria pollutant. MM AQ-1 requires that for construction equipment >150 hp, the Construction Contractor shall ensure that off-road diesel construction equipment that complies with EPA/CARB Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Therefore, a less than significant impact would occur from localized Project construction activities with incorporation of MM AQ-1.

Table 8 — Localized Significance Summary of Construction (Without Mitigation)

On-Site Site Preparation Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**50.35**	**19.98**	**23.93**	**12.32**
SCAQMD Localized Threshold	303	1,533	10	6
Threshold Exceeded?	**NO**	**NO**	**YES**	**YES**
On-Site Grading Emissions	**Emissions (lbs/day)**			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**33.80**	**15.48**	**10.23**	**4.87**
SCAQMD Localized Threshold	257	1,244	8	5
Threshold Exceeded?	**NO**	**NO**	**YES**	**YES**

Table 9 — Localized Significance Summary of Construction (With Mitigation)

On-Site Site Preparation Emissions	Emissions (lbs/day)			
	NO_X	CO[5]	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**27.00**	**30.26**	**9.52**	**5.05**
SCAQMD Localized Threshold	303	1,533	10	6
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Grading Emissions	**Emissions (lbs/day)**			
	NO_X	CO[6]	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**20.80**	**24.47**	**4.28**	**2.23**
SCAQMD Localized Threshold	257	1,244	8	5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Operational-Source LST Analysis

The development of the proposed project is located on approximately 8.8 acres. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

CO Hot Spot Analysis

As discussed below, the Project would not result in potentially adverse CO concentrations or "hot spots." An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

Traffic volumes generating the CO concentrations for the "hot spot" analysis is shown on **Table 10**. As shown on **Table 10**, the highest trips on a segment of road is 5,556 vph on I-15 Freeway Northbound On-Ramp and Clinton Keith Road. Although Project-related traffic volumes are slightly higher than the traffic volumes identified in the 2003 AQMP, the proposed Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Table 10 — Opening Year Cumulative (2021) With Project Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Palomar St./Clinton Keith Rd.	785/692	671/520	910/757	1,106/1,629	3,472/3,597
Hidden Springs Rd./Clinton Keith Rd.	271/367	602/711	1,628/1,533	1,449/2,212	3,952/4,824
I-15 Fwy. SB On-Ramp/Clinton Keith Rd.	0/0	975/1,258	1,978/1,874	1,446/2,135	4,399/5,267
I-15 Fwy. NB On-Ramp/Clinton Keith Rd.	667/1,283	0/0	1,733/2,147	1,756/2,127	4,156/5,556

NB = Northbound; Rd. = Road; SB = Southbound; St. = Street
Source: *Clinton Keith Marketplace Traffic Impact Analysis* (Urban Crossroads, Inc., 2020).

Toxic Air Contaminants

In addition to criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are less pervasive in the urban atmosphere than criteria air pollutants; however, they are linked to short-term (acute) or long-term (chronic) health impacts. According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM-2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals were expected to achieve 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a TAC was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems.

The proposed project's greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy-duty off-road equipment usage during construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "maximum individual cancer risk." "Maximum Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70-years) substantial source of TAC emissions and corresponding individual cancer risk. Therefore, the proposed project would not expose sensitive receptors to substantial sources of TAC emissions.

e) **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 less than significant impacts related to odor, and no mitigation is necessary.

STANDARD CONDITIONS AND REQUIREMENTS

In addition to the mitigation measure below, the following conditions and best available control measures (BACM) will apply to the Project:

1. Compliance with SCAQMD Rules including 402, 403, and 1113.
2. **BACM AQ-1** The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to:
    - All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
    - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
    - The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 mph or less.
3. **BACM AQ-2** The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113: Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter (g/L) of VOC) consistent with SCAQMD Rule 1113 shall be used.

MITIGATION MEASURES

AQ-1 For construction equipment greater than 150 horsepower (>150 hp), the Construction Contractor shall ensure that off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.

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?		✓		

This section restates the summarization of the methods and findings of various studies and reports by the project specialized environmental consultants:

- General Biological Resources Assessment report prepared by HELIX Environmental Planning dated January 28, 2020 (HELIX-GBRA). The purpose of this report is (1) to document the results of a biological resources technical study and (2) analyze the potential impacts of the project pursuant to the requirements of the adopted Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).
- Determination of Biologically Equivalent or Superior Preservation prepared by Helix Planning and Environmental dated February 03, 2020 (HELIX-DBESP),
- Oak Tree Study & Arborist Report by Rebecca Latta Consulting dated November 12, 2019.

These reports are included in their entirety as Appendix 7.0, Appendix 8.0, and Appendix 9.0 respectively.

DISCUSSION

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

Vegetation Communities

Nine vegetation communities and land cover types were identified within the study area (larger area surveyed for biological assessment of 15.15 acres), including southern willow scrub, oak woodland, Riversidean sage scrub, Riversidean sage scrub-disturbed, eucalyptus woodland, non-native grassland, ornamental/exotic, developed land, and disturbed land. The acreages mapped within the study area are provided in **Table 11**, *Vegetation Communities and Land Cover Types* below.

Table 11 — Vegetation Communities and Land Cover

MSHCP Classification	Acres[1]
Southern Willow Scrub	0.24
Oak Woodland[2]	0.14
Riversidean Sage Scrub	1.14
Riversidean Sage Scrub-Disturbed	1.05
Eucalyptus Woodland	2.59
Non-native Grassland	0.40
Ornamental/Exotic	0.04
Developed Land	0.72
Disturbed Land	8.83
TOTAL	**15.15**

[1] Acreage rounded to nearest 0.01.

[2] A portion of the oak woodland is not associated with a stream and is, therefore, not included in the Riparian/Riverine or CDFW jurisdictional acreage.

Southern Willow Scrub is considered a sensitive community pursuant to CDFW. The study area also supports 0.14 acre of oak woodland in a riparian setting and is therefore also considered sensitive. Southern willow scrub and oak woodland are streambed-associated and are considered CDFW jurisdiction and an MSHCP Riparian/Riverine Area.

Since both of these communities (Southern willow scrub and oak woodland) are under California Department of Fish and Wildlife (CDFW) jurisdiction and are also considered MSHCP Riparian/Riverine Areas, the project would mitigate for permanent impacts to these communities through compensatory mitigation as described below and in compliance with the MSHCP Riparian/Riverine policy.

Direct Impacts to Sensitive Plant and Animal Species

No rare plant species were observed on the study area during focused surveys; therefore, no impacts form the Project would occur.

Of the twelve sensitive animal species that were recorded within the vicinity of the study area, by HELIX, nine species were considered to have a potential to occur on the study area or were observed during field surveys. Seven of these species are fully covered under the MSHCP, including western spadefoot, orange-throated whiptail, southern California rufous-crowned sparrow, California horned lark, coastal California gnatcatcher, Stephen's kangaroo rat, and San Diego black-tailed jackrabbit. With payment of the MSHCP Local Development Mitigation Fee (LDMF), as well as compliance of all relevant MSHCP Policies, no additional mitigation is required for potential impacts to these eight species. In addition, the study area is

located within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP) and is required to pay a Stephens' kangaroo rat mitigation fee for incidental take authorization under the SKRHCP.

The remaining two sensitive species that are not fully covered under the MSHCP include Burrowing Owl (BUOW), which is conditionally covered species under the MSHCP, and California glossy snake, which is not covered under the MSHCP, but which is not a state or federally listed species either. The BUOW is presumed absent from the study area based on negative focused surveys conducted on July 27, 2019, August 2, 2019, August 8, 2019, August 16, 2019, August 27, 2019, and August 29, 2019. (see appendix E to Appendix 7.0). However, since the study area supports suitable BUOW habitat, the MSHCP requires a survey to be conducted 30 days prior to commencement of construction to confirm absence of BUOW on the study area (as discussed below). Although California glossy snake is not a covered species under the MSHCP, the study area supports a limited amount of isolated patches of suitable Riversidean sage scrub. However, this species has not been observed in the vicinity since 1946 (CNDDB 2019). For these reasons, there is only a small likelihood that this species would occur on the study area. Finally, California glossy snake species is not a federal or state listed species. Therefore, impacts to suitable habitat for California glossy snake would not be considered significant. No mitigation is needed for potential impacts to California glossy snake habitat. **MM Bio-1** will be incorporated to address potential impacts related to burrowing owls that might colonize the site prior to construction. With MMBIO-1, impacts to BUOW habitat are considered less than significant.

Nesting Birds

Development of the proposed project could disturb or destroy active migratory bird nests including eggs and young, if construction is implemented during the bird breeding season (February 15 to August 31). Disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the Migratory Bird Treaty Act (MBTA) and CFG Code; such impacts would be considered significant.

Development of the proposed project could disturb or destroy active migratory bird nests including eggs and young which might be nesting in trees on site. Disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the MBTA and is, therefore, considered to be a potentially significant impact, which will be mitigated by Mitigation Measure **BIO-2.**

b) **Less Than Significant Impact with Mitigation Incorporated.** The emphasis of the MSHCP's Riparian/Riverine and vernal pool policy (Section 6.1.2 of the MSHCP) is on conservation of habitats capable of supporting MSHCP Covered Species which contribute to MSHCP Conservation Land. The priority for Riparian/Riverine and vernal pool habitats that have potential to contribute to the biological values of the MSHCP preserve is avoidance of direct impacts. Due to the rolling topography and small size of the site avoidance of impacts would result in a no project alternative.

HELIX determined there was 0.60 acres of riparian/riverine habitat on the study area. Of the total 0.60 acres, the Project will impact a total of 0.40 acres. Of the 0.40 acres to be impacted, 0.24 acre is comprised of southern willow scrub, 0.06 acre is comprised of coast live oak woodland, and 0.10 acre is riverine, unvegetated streambed (**Table 12 — Impacts to MSHCP Riparian/Riverine Resources).** The areas of the Project with these resources can be found in Appendix 7.0. No vernal pools or vernal pool habitat was identified by HELIX as being on the Project site.

Table 12 — Impacts to MSHCP Riparian/Riverine Resources

RIPARIAN/RIVERINE RESOURCES	Existing (acres)[1]	Proposed Impacts (acres)[1]	Avoided (acres)[1]
Riparian			
Oak Woodland	0.12	0.06	0.05
Southern Willow Scrub	0.24	0.24	0.00
SUBTOTAL	0.36	0.30	0.05
Riverine			
Streambed	0.24	0.10	0.14
SUBTOTAL	0.24	0.10	0.14
TOTAL	**0.60**	0.40	**0.20**

[1] Acreage rounded to nearest 0.01, with totals showing effects of rounding.

HELIX did not identify suitable habitat for any of the MSHCP 6.1.2 species, and therefore no focused surveys for these species was conducted.

The southern willow scrub is currently impacted from use as a homeless campsite which significantly reduces the habitat potential to support sensitive species and results in a removal of the understory. The functions of the Riverine streams in the study area are primarily water conveyance, sediment transport, and energy dissipation (hydrologic regime and flood attenuation). The southern willow scrub and oak woodland habitats provide all of the above along with providing habitat for nesting birds.

The study area and therefore the Riparian/Riverine resources are not within an area described for conservation by the MSHCP, however, the resources within the study area can contribute to downstream resources that are within the MSHCP Conservation Area. The connection to downstream resources under current conditions is via sheet flow, and as such limits the value that the study area resource has to downstream resources.

However, because there are 0.40 acre of impacts from the Project to Riparian/Riverine resources, mitigation pursuant to Section 6.1.2 of the MSHCP is required. As outlined on **Table 13**, mitigation for impact to Riparian resources are proposed to be at a 3:1 ratio. Mitigation for impact to Riverine resources are proposed to be at a 2:1 ratio. The mitigation is proposed to be via a Mitigation Bank or In Lieu Fee option. These options will provide for mitigation within a much broader conservation context with resources that will be of an equal or greater conservation value to the impacted southern willow scrub, coast live oak woodland, and streambed resources. The mitigation is proposed to occur at the Riverpark Mitigation Bank that provides re-establishment of alkali playa and vernal pool habitat which are two of the rarest habitat types in the MSHCP. Mitigation for impacts to Riparian/Riverine areas will be biologically equivalent or better than the disturbed riparian/riverine resources being impacted by the proposed project.

Table 13 — Mitigation For Impacts To Riparian/Riverine Resources

Vegetation Type	Impacts*	Mitigation Ratio	Mitigation Required*
Coast live oak woodland	0.06	3:1	0.18
Southern willow scrub	0.24	3:1	0.72
Unvegetated Streambed	0.10	2:1	0.20
TOTAL	**0.40**		**1.10**

* acres

In addition to the compensatory mitigation that will be implemented by the Project through compliance with Section 6.1.2 of the MSHCP, other measures to minimize impacts which are a requirement of the MSHCP will include:

- Use of standard Best Management Practices (BMPs) to minimize the impacts during construction.
- Storage of equipment in upland areas, outside of drainages except as required by project design (restoration, trash removal, etc.).
- Implementation of source control and treatment control BMPs to minimize the potential contaminants that are generated during and after construction. Source control BMPs include landscape planning, roof runoff controls, trash storage areas, use of alternative building materials, and education of future tenants and residents. Treatment control BMPs includes detention basins, vegetated swales (bio-swales), drain inlets, and vegetated buffers. Water quality BMPs will be implemented throughout the project to capture and treat contaminants.
- Keeping the project clean of debris to the extent possible to avoid attracting predators. All food-related trash items shall be enclosed in sealed containers and regularly removed from site.
- Strict limitation of employee activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.
- Fencing construction limits with orange snow screen and maintenance of exclusion fencing until the completion of construction activities.

c) **Less Than Significant Impact.**

Potential RWQCB Jurisdiction

Based on the results of the Hydrology Study (Appendix 11.0) dated November 29, 2021, one jurisdictional feature – a drainage complex – was observed on the study area. Segment 1 of this drainage complex originates from a culvert in the eastern portion of study area. This culvert drains the existing commercial development and I-15 to the east. Segment 1.2 of this drainage complex originates from a culvert which also drains existing commercial development from the east. Segments 1.1 and 1.3 of this drainage complex are small ephemeral drainages which drain into Segment 1 in the center of the study area. Segment 1 then flows through the study area and terminates at a culvert in the western portion of the study area, along Stable Lanes Road. This culvert drains onto the adjacent property to the northwest of the intersection of Stable Lanes Road and Clinton Keith Road. No wetlands or other special aquatic sites occur within the study area.

The study area supports a total of 0.32 acres (1,429.7 linear feet) of RWQCB jurisdiction. The impacts consist entirely of non-wetland waters of the State. Impacts to RWQCB jurisdiction will require a Clean Water Act (CWA) Section 401 ROWD authorization from the RWQCB.

Potential CDFW Jurisdiction

Potential CDFW jurisdiction on the site consists of 0.24 acre of southern willow scrub, 0.12 acre of oak woodland, and 0.24 acre of streambed. The study area included a couple erosional features that were determined to not be jurisdictional. Impacts to CDFW jurisdiction will require a Section 1602 Streambed Alteration Agreement from CDFW. Compensatory mitigation for permanent impacts to CDFW jurisdiction would be required as part of subsequent Section 1602 permitting requirements.

d) **No Impact.** Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The study area is not located within any MSHCP Linkages, which are areas within the Plan Area that are identified as having the potential to facilitate wildlife movement. The nearest linkage to the study area is Proposed Linkage 8, which is approximately 1.5 miles to the northeast of the study area and consists of upland habitat within the Sedco Hills and Wildomar area (Dudek 2003). The study area is not located within any linkages recognized by the South Coast Missing Linkages report. The nearest linkage described by the South Coast Missing Linkages report is the Santa Ana-Palomar Connection located approximately 12 miles to the southeast of the study area (South Coast Wildlands 2008).

The study area is constrained by commercial development and I-15 to the east and residential development to the west. The southwestern corner of the study area is adjacent to undeveloped land which connects to Murrieta Creek. The northern portion of the study area is also adjacent to undeveloped land which is constrained by residential development and I-15 further north. The study area supports mostly non-contiguous patches of native vegetation. These patches are isolated and do not connected to any other areas dominated by native vegetation. Larger open space areas dominated by native vegetation are located within the Santa Ana Mountains approximately 1.5 miles to the southwest of the study area and the unnamed hills 1.5 miles to the northeast of the study area. These areas do not directly connect to the study area due to existing residential and commercial development. Since the study area does not connect two or more large habitat areas, the study area is not considered a regional wildlife corridor. Therefore, no impact would occur.

e) **Less Than Significant Impact.** Certified arborists Rebecca Latta and Matthew South conducted a tree survey on November 12, 2019. A total of 25 oaks and 3 cottonwoods were found in the Project site survey area. All 3 of the cottonwoods and 18 of the oaks occur within the proposed development area, and 7 of the oaks occur in the adjacent two parcels that will not be developed. It should be noted that several of the oaks were near a homeless encampment and data were estimated in this area.

A total of 113 sugar gum eucalyptus and 86 willow were counted in the project area, and the sugar gum on the adjacent parcels were not surveyed. The willows were dominated by arroyo willow and only a few large Gooding's black willow were observed.

Twohorned gall wasp (Drycosmus dubiosus), a type of oak gall wasp was present on many of the oak trees. While it can cause unsightly dieback in the leaves, it is not a serious issue. No Gold spotted oak borer or invasive shot hole borers were observed on the oaks.

The entire project area will be developed, and as a result, all the trees on site will be removed. Trees that would be removed include Cottonwood #'s 1-3, Oaks #'s 1-18, all 86 willows, and 113 sugar gum trees identified during the survey on the project site. Only the smallest oaks would be candidates for relocation. The position of the trees on slopes and proximity to other trees may make relocation infeasible. Oak #'s 19-25 are outside of the proposed development area and based on the distance from proposed development, it is likely that these trees would avoid impacts during construction and operation of the project.

Accordingly, the impacts will be less than significant.

f) **Less Than Significant Impact with Mitigation Incorporated.** The project was evaluated for consistency with the MSHCP because the City of Wildomar is a Permittee to the MSHCP. The following aspects of the MSHCP need to be evaluated for Projects in the City:

MSHCP Reserve Assembly requirements

The Project site is not located in a Criteria Cell of the MSHCP. Therefore, the Project is not subject to the Reserve Assembly requirements of the MSHCP.

Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Pursuant to the discussion above under Threshold b, the Project supports 0.40 acres of habitat considered Riparian/Riverine under the MSHCP. No vernal pool habitat has been identified on site. The project will comply with Section 6.1.2 through implementation of mitigation pursuant to the Determination of Biologically Equivalent or Superior Preservation (DBESP) prepared by HELIX. Mitigation outlined on Table 13 will be a mitigation requirement as outlined in **MMBIO-3** below.

Section 6.1.3 (Protection of Narrow Endemic Plant Species);

The study area is not located within a NEPSSA; therefore, no focused surveys were required, and the proposed project is consistent with Section 6.1.3 of the MSHCP.

Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface)/Construction Guidelines Section 7.5.3

Section 6.1.4 of the MSHCP addresses potential indirect impacts to MSHCP Conservation Area lands via the Urban/Wildlands Interface Guidelines (UWIG). The study area does not occur adjacent to an MSHCP Conservation Area. Although the project does not directly drain into an MSHCP Conservation Area, storm water flows from the site could ultimately reach a downstream Conservation Area. The project would adhere to the Construction Guidelines in Section 7.5.3 of the MSHCP and would incorporate measures, including general construction Best Management Practices and those required through the National Pollutant Discharge Elimination System to ensure that the quantity and quality of runoff discharged off-site is not altered in an adverse way when compared with existing conditions. The project shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream from the study area. Detention basins within the project footprint will ensure that there is no increase in flows leaving the study area.

Section 6.3.2 (Additional Survey Needs and Procedures)

The study area is not located in a CASSA, Amphibian Species Survey Area, or Mammal Species Survey Area as outlined in Section 6.3.2 of the MSHCP. Therefore, project impacts to CASSA species or sensitive amphibian or mammal species are not anticipated. The project is in the survey area for BUOW. The MSHCP requires a habitat assessment and focused surveys if suitable BUOW habitat occurs on the study area. The study area was determined to support suitable habitat for BUOW; and as such, protocol BUOW survey were conducted in accordance with County survey protocol (County 2006). No BUOW or sign of the species was detected during the surveys conducted on July 27, 2019, August 2, 2019, August 8, 2019, August 16, 2019, August 27, 2019, and August 29, 2019. (see Appendix E to Appendix 7.0). According to CNDDB, the nearest record of BUOW is from 2007, approximately 3.4 miles to the northwest of the study area. Although the focused BUOW surveys were negative, a 30-day pre-construction survey is required in accordance with MSHCP requirements (Mitigation Measure **BIO-1**). Therefore, the proposed project would be consistent with Section 6.3.2 of the MSHCP.

Section 6.4 (Fuels Management)

The study area is not adjacent to an MSHCP Conservation Area. Therefore, fuel modification impacts would not extend into a Conservation Area. The project is consistent with Section 6.4 of the MSHCP.

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.

MITIGATION MEASURES

BIO-1 Within 30 days prior to initiating ground disturbing activities, the Project Proponent shall retain a qualified biologist to complete a pre-construction avoidance survey, in accordance with the MSHCP guidelines. If the pre-construction survey is negative and BUOW is confirmed absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation would be required. If BUOWs have colonized the study area prior to initiation of construction, the Project Proponent shall immediately inform RCA and the wildlife agencies (CDFW and USFWS). A BUOW Protection and Relocation Plan shall be prepared in accordance with CDFW's guidance on burrowing owl protection and relocation prior to initiating ground disturbance.

BIO-2 Vegetation clearing for the project shall be conducted outside the avian nesting season, which is generally defined as February 15 to August 31. If vegetation clearing must take place during the nesting season, a qualified biologist shall perform a pre-construction Nesting Bird Survey no more than seven days prior to vegetation impacts. Results of the survey shall be submitted to the City for review and approval prior to initiating impacts during the breeding season. If active bird nests are confirmed to be present during the pre-construction survey, the project biologist shall delineate an appropriate buffer between 100 and 300 feet (500 feet for raptors) around each nest. Construction activities within the buffer shall not be permitted until nesting behavior has ceased, nests have failed, or young have fledged. The project biologist may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.

BIO-3 The proposed project will impact approximately 0.40 acres of MSHCP Riparian/Riverine habitat. Pursuant to Table 13 herein, the project will provide a total of 1.10 acres of mitigation at the ratios

outlined in Table 13 at an approved Mitigation Bank or an approved In Lieu Fee Program. The mitigation is proposed to occur at the Riverpark Mitigation Bank or other Mitigation Bank should credits not be available at the Riverpark Mitigation Bank that provides re-establishment of alkali playa and vernal pool habitat which are two of the rarest habitat types in the MSHCP. Proof of mitigation credit purchase shall be provided to the City prior to issuance of grading permits.

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 Cultural Resources Survey was prepared by HELIX Environmental Planning in July of 2020 (see **Appendix 12.0**).

DISCUSSION

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

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 has been disturbed by twentieth-century agricultural and maintenance activities and through modern usage as a homeless encampment. The Cultural Resources Survey shows that the project site does not contain structures listed in the National Register Historic Places Index or the Archaeological Determinations of Eligibility. Although the pipe, concrete remnants, and the cinderblock foundation were observed during the survey, none could be determined to be 45 years or older in age, and thus are not considered to be historic cultural resources. However, while no significant cultural resources have been identified within the project area, the ground surface in portions of the project is obscured by leaf litter and vegetation, obscuring visibility. In addition, the area is known to be culturally sensitive to local Native American tribes. Based on this, **MM TRI-1**, **TRI-2**, **TRI-3**, **TRI-4**, and **TRI-5** are required.

b) Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The Cultural Resources Survey 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) on August 13, 2019. The EIC has a record of 11 previously recorded cultural resources within a one-mile radius of the project area; however, no resources have been recorded

within the project site itself. The resources recorded within the one-mile search radius include two prehistoric sites, three prehistoric isolates, four historic sites, and two historic buildings. Furthermore, the EIC records also indicated that there has been a total of 105 cultural resource studies conducted within the records search limits, four of which were adjacent to the project and one of which is situated within a portion of the project area. The Cultural Resources Survey 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, Cultural Resources Survey notes that the ground surface in portions of the project is obscured by leaf litter and vegetation, obscuring visibility. Based on this, **MM TRI-1**, **TRI-2**, **TRI-3**, **TRI-4**, and **TRI-5** are required, and would reduce impacts to a less than significant level.

c) **Less Than Significant.** 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.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

See MM TRI-1 through TRI-5.

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

An Energy Analysis was prepared by Urban Crossroads, dated October 18, 2021, and is included as **Appendix 13.0**. Construction and operational energy demands were evaluated.

The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately $13,048.05. Additionally, based on the assumed power cost it is estimated that the total electricity usage during construction, after full Project build-out, is calculated to be approximately 136,222 kWh.

Construction equipment used by the Project would result in single event consumption of approximately 14,388 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 16,148 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (medium-heavy duty trucks [MHDTs] and heavy-heavy duty trucks [HHDTs]) will total approximately 21,733 gallons. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. Fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

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. The Project proposes conventional commercial retail uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other commercial retail land use projects of similar scale and configuration. Additionally, the proposed project would be subject to the more stringent 2019 Title 24 standards. The impacts would be less than significant.

Electricity

Project facility operational energy demands are estimated at: 1,648,734 kWh/year of 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 (Project facility operational energy demands are estimated at: 3,373,474 kBTU/year of natural gas). 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. As such, the impact will be 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?		✓		

CTE South, Inc. prepared a Geotechnical Report, November 12, 2019, and Geotechnical Update Report and Percolation Test Results, dated January 22, 2022, for the proposed project. These reports are included as **Appendix 14.0** and **Appendix 15.0** of this Initial Study, respectively.

DISCUSSION

a) A Paleontological Inventory Report was prepared by Paleo Solutions, Inc. (Paleo Solutions), and is incorporated herein as **Appendix 16.0.** Based on geologic mapping by Kennedy and Morton (2003) and

Morton and Miller (2006), the Project area is underlain by Pleistocene-age Pauba Formation, Sandstone Member (Qps) and Pleistocene- and Pliocene-age Sandstone and Conglomerate of Wildomar Area, Sandstone Unit (QTws). According to the literature and online database review and museum record search results from the WSC, no fossil localities have been recorded within the bounds of the Project area; however, several fossil localities have been recorded in the vicinity of the Project area. The pedestrian field survey conducted on August 15, 2019, confirmed the presence of the Pleistocene- and Pliocene-age Sandstone and Conglomerate of Wildomar Area, Sandstone Unit (QTws) within the Project area, but the Pleistocene-age Pauba Formation, Sandstone Member (Qps) was not observed. The pedestrian field survey also confirmed the presence of unmapped recent artificial fill/previously disturbed (e.g., disked) sediments at the surface of the Project area. No fossil localities were observed or recorded during the pedestrian field survey.

The Bureau of Land Management (BLM) Potential Fossil Yield Classification (PFYC) system (BLM, 2016) was used to evaluate the paleontological potential of the geologic units within the Project area. Pleistoceneage Pauba Formation, Sandstone Member (Qps) and Pleistocene- and Pliocene-age Sandstone and Conglomerate of Wildomar Area, Sandstone Unit (QTws) have a high and moderate paleontological potential (PFYC 4 and 3), respectively. Unmapped Recent artificial fill/previously disturbed sediments (af) have low paleontological potential (PFYC 2).

Project excavations may extend several feet below the current ground surface within the Project area. The Pleistocene- and Pliocene-age Sandstone and Conglomerate of Wildomar Area, Sandstone Unit (QTws) was observed in the Project area during the field survey. Additionally, the contact between the low paleontological potential unmapped recent artificial fill/previously disturbed sediments (af) and the high potential Pleistocene-age Pauba Formation, Sandstone Member (Qps) is likely at shallow depth. Therefore, grading and other earthmoving activities may potentially result in significant adverse direct impacts to paleontological resources throughout the entirety of the Project area.

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

Geomorphically, the subject site is situated on the western margin of the Perris structural block. The Perris structural block lies within the Peninsular Range Geomorphic Province and is a relatively stable, rectangular area located between the Elsinore and San Jacinto fault zones. As shown in the geotechnical report prepared by CTE South, Inc. (see **Appendix 14.0**), the site is not located within an Alquist-Priolo Earthquake Fault Zone. As defined by the California Geological Survey, an active fault is one that has had surface displacement within the Holocene Epoch (roughly the last 11,000 years). The site is not located in or adjacent to an Alquist-Priolo Earthquake Fault Zone. The nearest mapped Earthquake Fault Zone is the Elsinore Fault, located approximately 0.3 miles away from the project site. Based on CTE South's site reconnaissance and review of the referenced literature, no known active fault traces underlie the site. Based on their investigation, the potential for surface rupture from displacement or fault movement beneath the improvements is considered low. 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. Additionally, based on the potential for Project excavations to impact significant paleontological resources, full-time monitoring is recommended during ground-disturbing activities in geologic units of moderate to high paleontological potential. Therefore, this impact is less than significant with mitigation incorporated.

ii) **Less Than Significant Impact with Mitigation Incorporated.** The California Geological Survey broadly groups faults as "Class A" or "Class B". Class A faults are identified based upon relatively well-defined paleoseismic activity and a fault slip rate of more than 5 millimeters per year (mm/yr). Class B

faults are all other faults that are not defined as Class A faults. There is one active fault within 0.3 miles of the Project Site with a Maximum Earthquake Magnitude of 6.87 (the Elsinore – Temecula Fault) and is classified as Class A. After implementation of Mitigation Measures **GEO-1** through **GEO-7**, the impacts will be less than significant with mitigation incorporated.

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.** The site is relatively flat and not surrounded by steep hillsides that would pose a landslide risk. 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 (CTE South, 2019). Therefore, no impact would occur.

b) **Less Than Significant Impact with Mitigation Incorporated**. 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 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 2019 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** through **GEO-7**) would reduce impacts to less than significant.

c) **Less Than Significant Impact**. See discussions under Thresholds a.iii) and a.iv). The project site is not at risk for landslide, and risk of liquefaction is low (CTE). 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. 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. Impacts are less than significant, and no mitigation is required**.**

d) **Less Than Significant Impact**. CTE addressed Compressible and Expansive Soils in Section 5.4.6 of its report, concluding, that based on their investigation and laboratory testing, site soil and rock materials are not expected to be compressible relative to the post-construction overburden. Based on the results of expansion index and Atterberg limits testing, CTE found that site soils are anticipated to have very low expansion potential. Therefore, the impacts are less than significant.

e) **No Impact**. The Project site is planned to be served by existing sewers in Clinton Keith Way and Hidden Springs Road; septic systems are not planned for wastewater disposal. 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 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 **PAL-1**, 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 All recommendations contained in the Geotechnical prepared by CTE South, Inc. and dated November 12, 2019 shall be implemented as mitigation measures.

PAL-1 Prior to construction, a Qualified Paleontologist should be retained and a Paleontological Resources Impact Mitigation Program (PRIMP) should be prepared that outlines paleontological mitigation and fossil discovery procedures. Any subsurface bones or potential fossils that are unearthed during construction should be evaluated, recorded, and reported by a Qualified Paleontologist, and, if significant, curated at the Western Science Center (WSC) or another appropriate repository.

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 October 18, 2021 (see **Appendix 4.0**). The analysis was prepared to evaluate the potential for the proposed project to contribute to greenhouse gas emissions.

DISCUSSION

a) **Less Than Significant Impact**. The City of Wildomar has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 MTCO2e/yr to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the City of Wildomar and numerous cities in the South Coast Air Basin and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* ("SCAQMD Interim GHG Threshold"). Based on guidance from the SCAQMD, if a non-industrial project would emit GHGs less than 3,000 MTCO2e per year, the project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. On the other hand, if a non-industrial project would emit GHGs in excess of 3,000 MTCO2e/yr, then the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation.

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

Based on the analysis prepared by Urban Crossroads, the annual GHG emissions associated with the operation of the proposed Project are estimated to be 2,551.39 MTCO2e/yr as summarized in **Table 14** below.

Table 14 — Project GHG Emissions Without Mitigation

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	25.23	3.3E-03	1.3E-03	25.73
Area Source	9.71E-03	3.00E-05	--	0.01
Energy Source	472.42	0.03	6.29E-03	474.99
Mobile Source	1,773.79	0.15	0.12	1,812.64
Waste	81.41	4.81	--	201.68
Water Usage	26.94	0.29	7.8E-03	36.34
Total CO_2E (All Sources)	2,551.39			

Source: CalEEMod model output, See Appendix 3.1 for detailed model outputs.

As demonstrated by **Table 14**, the Project would not exceed the SCAQMD's recommended numeric threshold of 3,000 MTCO2e/yr if it were applied. As such, project-related emissions would have a less than significant direct or indirect impact on GHG and climate change and no mitigation measures are required.

b) **Less Than Significant Impact**. Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project was analyzed for consistency with AB 32, SB 32, and the WRCOG's CAP are discussed below. Based on the report prepared by Urban Crossroads (**Appendix 4.0),** the Project will not conflict with any of the provisions of the AB 32 scoping plan prepared by ARB, and in fact supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping. Similarly, the Project will not conflict with any of the SB 32 action categories, and in fact supports several of them.

The City of Wildomar is a participant in the WRCOG Subregional CAP. The specific goals and actions that are applicable to the proposed Project include those pertaining to energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change. The proposed Project would be required to include all mandatory green building measures for new developments under the CALGreen Code, which would require that the new buildings reduce water consumption, employ building commissioning to increase building system materials. In addition, the City's requires that all landscaping comply with water efficient landscaping requirements. The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions for the proposed Project. The proposed Project will be compliant with the goal and objectives set forth in the WRCOG's Subregional CAP with implementation of applicable requirements of California Building Code Title 24 and the CALGreen Code. It should be noted that the CAP is currently in the process of updating its strategies to reduce GHG emissions for all sectors and establish GHG targets for the year 2050.

As shown, the Project does not conflict with any applicable plans or policies adopted for the purpose of reducing GHG emissions.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with all applicable requirements of California Building Code Title 24 and the CALGreen Code.

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) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h) 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 CTE South, Inc. on July 15, 2020. The entire Phase I ESA can be found in **Appendix 17.0**.

DISCUSSION

a-b) **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 land uses are consistent with the allowable land uses for the current designated Land Use under the General Plan and consistent with the allowable land uses under the current zoning. The proposed land uses of retail shops, offices, restaurants and a carwash would not require routine transport, use or disposal of hazardous material except for that which may be packaged product and sold in the retail uses onsite which are subject to state and local regulations.

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.

c) **Less Than Significant Impact**. There are no schools within 0.25-mile 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. Therefore, the proposed project would result in a less than significant impact.

d) **Less Than Significant Impact**. A Phase I ESA was prepared for the project (see **Appendix 17.0**). 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 12.0**).

The subject site is not listed on the reviewed databases dealing with hazardous material/waste generation, storage, and disposal. The subject site has also not been listed as a cleanup site by agencies such as the United States Environmental Protection Agency (USEPA), Department of Toxic Substance Control (DTSC), or the Regional Water Quality Control Board (RWQCB). The EDR report databases were cross checked with Geotracker, a publicly available online resource for properties under environmental review. The site was not listed on the Geotracker database. Properties in the nearby vicinity of the subject site were listed on databases searched in the EDR report. Most of these databases track properties or businesses that handle regulated hazardous materials/waste or have records as a cleanup site in the past or present. Nearby properties that are at or above the subject site elevation may be evaluated due to the potential surface and subsurface water run-on to the subject site. The properties surrounding the subject site were determined to contain violations of de minimis conditions. Listed properties on the EDR are now currently compliant with standard practices. Accordingly, this impact is less than significant.

e-f) **No Impact**. According to the County of Riverside Airport Land Use Commission Current Compatibility Plan, the Project is not located within an airport land use plan, nor where such a plan has not been adopted within 2 miles of a public airport or public use airport. The Project site is also not located within the vicinity of a private airstrip. Therefore, the proposed project would result in no impact.

g) **Less Than Significant Impact**. The project is located such that existing improved streets are adjacent to the property's easterly and southerly boundaries, i.e., Clinton Keith Road and Hidden Springs Road. The development of the project is not expected to cause any road closures. Prior to issuance of a grading permit any grading import that would require hauling along public roadways would require a haul route plan and traffic control plan to be submitted to the City for review and approval. Therefore, impacts are less than significant.

h) **Less Than Significant Impact**. The Project is located in a developed area and although the site is currently undeveloped, the majority of the surround area is developed and there is no close large open space lands. 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 project site is in a non-VHFHSZ within the LRA (CALFIRE 2009). Therefore, impacts are considered less than significant.

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.
3. The Applicant shall be subject to, and comply with, the following four (4) state mandated codes/ordinances including all other applicable state & local codes/ordinances already in effect:
    - California Building Code, Chapter 7A;
    - California Residential Code, Chapter R327;
    - California Referenced Standards Code, Chapter 12-7A; and
    - California Fire Code, Chapter 49

MITIGATION MEASURES

None.

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?			✓	

Red Brick Solution, LLC (RBS) prepared a Final Hydrology Study (FHS) for the proposed project to determine the Project's effect on hydrology dated November 29, 2021. A WQMP was prepared by David W. Larson for the proposed Project, for the Project in accordance with the City of Wildomar's Municipal Code Chapter 13.12. These reports are included as **Appendix 10.0** and **Appendix 11.0**, respectively, to 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 regulate 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 statewide NPDES permitting requirements. The local Regional Water Quality Control Boards (RWQCB's) administer local NPDES permits and provide monitoring and enforcement of NPDES permits.

Stormwater flows currently enter the Project site from an offsite upstream tributary area east of Hidden Springs Road via an existing 36-inch diameter storm drain. Offsite flows also enter the Project site from an existing 18-inch diameter storm drain along Clinton Keith Road. Currently, the two sources of offsite run-on surface flow through an existing natural drainage course to the southwest corner of the Project, then across Stable Lanes Road to connect to Murrieta Creek. Murrieta Creek outlets to the Santa Margarita River, which ultimately outlets to the Pacific Ocean.

Construction of the proposed Project may result in the release of pollutants that could result in the violation of downstream water quality standards or waste discharge requirements for surface or ground waters. Because the Project is larger than 1 acre, discharges during construction will be regulated by the SWRCB's statewide Construction General Permit (Order No. 2009-0009-DWQ, as amended). The Project will obtain coverage under the Construction General Permit by filing a Notice of Intent and paying a fee with the SWRCB prior to grading activities and preparing and implementing an effective Storm Water Pollution Prevention Plan (SWPPP) during construction. A SWPPP must be prepared by a Qualified SWPPP Developer and implemented onsite by a Qualified SWPPP Practitioner. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants to the maximum extent practicable 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. Through implementation of existing regulations, impacts to surface and ground water quality from Project construction activities are less than significant.

Operation

Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit issued by 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 [WQMPs]). 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.

The proposed Project will extend the existing 36-inch and 18-inch diameter storm drains underneath the proposed Project to continue conveying offsite run-on into the natural drainage course at a point upstream (east) of Stable Lanes Road. Storm water runoff generated on the Project site will be conveyed

via new onsite gutters, storm drain inlets, and pipes to one of two onsite features: a detention basin ("Basin A") or an underground system of chambers (ADS StormTech™MC-4500™Chambers) ("Basin B"). Approximately 1 acre of the Project drains to Basin A and approximately 8 acres drain to Basin B. Basin A and Basin B will provide the required water quality treatment as well as some additional storage and emergency overflows for flood events. Finally, with the proposed drainage system and basins, runoff from the Project site will be reduced to below the pre-development flow rate prior to exiting the site to avoid creating a hydrologic condition of concern (or hydromodification). (WQMP, 2021)

After construction of the proposed Project is complete, daily operational activities have the potential to result in the release of pollutants to downstream surface and ground water bodies. According to the Project WQMP, included in **Appendix 10.0** to this Initial Study, the primary pollutants of concern from commercial developments are bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediment, trash/debris, oil and grease (WQMP, Table F-2). The receiving water body, Murrieta Creek, is identified pursuant to Clean Water Act Section 303(d) as an impaired waterbody for chlorpyrifos, copper, indicator bacteria, iron, manganese, nitrogen, phosphorus, and toxicity (WQMP, Table A-1); therefore, the proposed storm water treatment system should sufficiently treat for the pollutants of concern and the pollutants causing the impairments, which are nearly the same for this Project. As described in the Project WQMP, Basin A and Basin B will provide treatment of stormwater generated onsite up to the required water quality design volume using infiltration. Infiltration is the preferred method for the treatment of storm water because of the high rates of pollutant removal effectiveness (WQMP, p. 19). According to the percolation tests performed at the Project site by CTE South, Inc., the tested infiltration rates average 2.05 inch/hour in the area of Basin A and 0.73 inch/hour in the area of Basin B (**Appendix 15.0**).

Through the implementation of existing regulations for post-construction discharges at new development projects including design measures to treat the water quality design volume with a method that targets the pollutants of concern, including 303(d) impairments, impacts to surface and ground water quality during post-construction operations 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.

As described previously in issue a) above, the Project will comply with the statewide Construction General Permit for stormwater discharges including the implementation of an effective SWPPP to minimize the release of pollutants during construction to the maximum extent practicable. Furthermore, as described in the Project WQMP (**Appendix 10**), the Project will include Basin A and Basin B to provide infiltration of onsite stormwater. Runoff that currently enters the Project will be rerouted via proposed stormdrain

pipes to bypass the Project and continue flowing into the onsite natural drainage feature at a point east of Stable Lanes Road. Discharges from the Project site will be reduced by the proposed basins to less than the pre-construction flow rates to avoid adverse impacts to downstream conveyances. Further, the onsite conveyances are designed for up to the 100-year flood event. Through the implementation of existing regulations for erosion and sediment controls, and basins that provide for sufficient detention of flows so as not to result in exceeding downstream drainage capacities, the proposed Project would not result in substantial erosion, siltation or flooding on- or off-site. Therefore, this impact is less than significant.

iii) **Less Than Significant Impact.** As described in the Project Hydrology Study (**Appendix 11**), the design of the Project's drainage system is demonstrated to reduce the onsite post-construction runoff down to pre-development rates to assure that downstream developments only receive their historic storm flow rates (RBS, p. 3). The proposed Project's drainage system will route the offsite flows underground to bypass the Project and release into the existing natural drainage feature near the southwest corner of the site. Onsite flows will be conveyed to two onsite infiltration basins (Basin A and Basin B) for treatment and infiltration. Any overflow from the basins in an emergency situation would be conveyed into the downstream drainage features located on neighboring properties, consistent with existing conditions. The Hydrology Study further states that "The system has been sized to protect the proposed buildings from any flood potential…the storm drain system and basins have been sized to convey the 100-year, 1-hour storm flows through the site" (RBS, p. 8).

Through site design measures described in the Hydrology Study and WQMP, increases in runoff as a result of the Project would not exceed the capacity of the existing stormwater system, nor result in additional sources of pollutants, 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-year or 500-year storm event flood zone (Wildomar 2003). As described in the Hydrology Study (**Appendix 11.0**), flows currently coming onto the Project site will be routed underground via an extension of existing storm drain pipes to avoid comingling with onsite flows, and continue to convey flows into the downstream natural drainage feature near the southwest corner of the site. Because the Project site is not located in a flood hazard zone, and the site design described in the Hydrology Study allows for offsite flows to continue their existing path and not be impeded, impacts are less than significant.

d) **No Impact.** As provided previously in VI.10.c.iv, the Project site is not within a FEMA flood hazard zone. The Project site is not in an area that is subject to seiche, mudflow, or tsunami due to the absence of any nearby bodies of water and mud/debris channels. Additionally, the County of Riverside identifies dam inundation hazard areas including those within the City. 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 described previously, the Project is located within the boundary of the San Diego RWQCB, which outlines its regulatory programs and surface and groundwater standards in the Water Quality Control Plan ("Basin Plan") for the San Diego Basin. Included in the Basin Plan is compliance with the MS4 permit as

well as statewide general NDPES permits like the Construction General Permit. This includes implementing an effective SWPPP and an approved WQMP that demonstrates effective storm water quality treatment in perpetuity. Through compliance with existing regulations including NPDES, the Project will not conflict with the Basin Plan.

As provided in section VI.10.b, above, the Project site is within an adjudicated basin called the Santa Margarita River Watershed. Pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA), adjudicated basins are not required to prepare a groundwater management plan and instead continue managing the adjudicated area according to the court's rules and regulations. Because the Project does not include the production of groundwater or active recharge of groundwater, or otherwise involve the court-appointed watermaster, the Project will not conflict or obstruct ongoing management of the basin. Therefore, Project impacts on sustainable groundwater management 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.
2. Wildomar Municipal Code Section 13.12.090 states that any Industrial/Commercial Construction Activity are subject to any NPDES permit issues by the United States Environmental Protection Agency, the State Water Resources Control Board, the Santa Ana Regional Water Quality Control Board, the San Diego Regional Water Quality Control Board or the Colorado River Basin Regional Water Quality Control Board, shall comply with all requirements of such permit.

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 vacant and surrounded by existing and planned development. There are no existing structures or communities on the site or surrounding the site that would be physically divided by the Project. The properties surrounding and immediately adjacent to the Project site are zoned R-R (Rural Residential) to the north; R-1 (One Family Dwelling) and; C-1/C-P (General Commercial) to the west; and C-P-S (Scenic Highway Commercial) to the east, southeast, and south.

As a result, the proposed Project will have no impact on physically dividing an establish community.

b) **No Impact.** The Project site is located within a land use designated area of Commercial Retail (CR) and a zoning area of C-P-S (Scenic Highway Commercial). The proposed project is consistent with both zoning ordinance and land use designations assigned by the General Plan. Therefore, the Project will comply with the corresponding General Plan policies. The Project is designed to meet the development standards and guidelines established by the City to enhance the area's unique character and raise quality of design within the city. The Project otherwise would not conflict with any goals, objectives, policies, or regulations of land use and planning documents applicable to the Project area. Therefore, since the project is consistent with the City's land use plans for the site, no potential impacts associated with conflict with any land use plan, policy or regulation would occur

STANDARD CONDITIONS AND REQUIREMENTS

None required.

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 County of Riverside General Plan (COR GP) *Figure OS-6 Mineral Resources Zone* (COR GP, p. OS-41). 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 COR GP has already identified and defined locations with land use designations to ensure appropriate development within each property. As a result, the COR GP has labeled areas as Open Space Mineral Resource (OS-MIN) which indicates specific areas that are held in reserve for future mineral extraction and processing. (COR GP, p. LU-56.) Based on City of Wildomar Land Use map the project site has not been predesignated as such. (Wildomar 2020) Additionally, with respect to the property size and the surrounding residential developments, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Therefore, because there are no known mineral resources within the Project site, no impacts are anticipated.

b) **No Impact.** As mentioned in response 12 (a) there are no known locally important mineral resource recovery sites identified on the project site in the COR GP 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 October 21, 2021 (see **Appendix 18.0**).

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 (UC NIA, 2021).

The City of Wildomar Noise Ordinance included in the Municipal Code, Chapter 9.48, 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 located west of the Project site and across Stable Lanes Road are considered a noise sensitive land uses (See **Figure 2 — Aerial Map**).

Existing Noise Levels

Existing noise level measurements are presented in **Table 15 — Existing Noise Levels**. The existing noise levels in the project area consisted primarily of transportation-related noise associated with surrounding surface streets.

Table 15 — Existing Noise Levels

Location	Energy Average Daytime Noise Level (dBA L_{eq})	Energy Average Nighttime Noise Level (dBA L_{eq})	CNEL
L1 – Located north of Project site on Catt road near existing single-family homes.	70.3	64.6	73
L2 – Located at the northwestern boundary of the Project site near existing single-family residential homes.	53.0	57.2	63.3
L3 – Located west of the Project site on Stable Lanes road near existing single-family homes.	58.2	55.9	63.1
L4 – Located south of the Project site on Stable Lanes Road and Villa Del Sol near existing residential homes..	49.6	51.1	57.7

Source: Urban Crossroads. October 21, 2021. Appendix 18.0.

Existing Traffic Noise Levels

Existing traffic noise level measurements are presented in **Table 16 — Existing Traffic Noise Levels 2019 Without Project Noise Contours**.

Table 16 — Existing Traffic Noise Levels 2019 Without Project Noise Contours

ID	Road	Segment	Receiving Land Use[1]	Distance from Centerline to Nearest Adjacent Land Use (Feet)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL[3]	65 dBA CNEL[3]	60 dBA CNEL[3]
1	Palomar St.	North of Clinton Keith Rd.	Commercial Retail	68.7	52	113	243
2	Palomar St.	South of Clinton Keith Rd.	Commercial Retail	69.5	59	127	273
3	Hidden Springs Rd.	North of Clinton Keith Rd.	Commercial Retail	66.4	21	46	99
4	Clinton Keith Rd.	West of Palomar St.	Commercial Retail	68.4	59	128	276
5	Clinton Keith Rd.	East of Palomar St.	Commercial Retail	70.2	79	170	366
6	Clinton Keith Rd.	East of Stable Lanes Rd.	Commercial Retail	70.5	82	177	381
7	Clinton Keith Rd.	East of Hidden Springs Rd.	Commercial Retail	71.8	100	216	464

Source: Urban Crossroads. October 21,2021. Appendix 18.0.
[1] City of Wildomar General Plan Land Use Map.
[2] "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 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 western boundary of the property and those to the north (See **Figure 2 — Aerial Map**). 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.

City of Wildomar has not established specific construction noise level thresholds, therefore in this case thresholds were identified by the National Institute for Occupational Safety and Health (NOISH). Urban Crossroads used sample reference noise level to represent the planned construction activities at the Project site. The Analysis projected construction noise levels would range from 40.4 to 74.4 dBA L_{eq} which will satisfy the 85dBA L_{eq} threshold established by the NOISH. (UC NIA, 2021) Based on the analysis the sensitive receiver locations will experience less than significant impacts during construction of the Clinton Keith Marketplace Project.

Operation

Implementation of the proposed project would create new sources of noise at the project site. The major anticipated noise sources associated with the project that would potentially impact existing and future nearby residences include roof top air conditioning units, drive thru speakerphones, trash enclosures, parking lots, shopping cart corrals and loading dock activities.

The analysis demonstrated that Project operational noise levels will not contribute to long-term operational noise level impact to the existing ambient noise environment located at any of the sensitive receiver locations. (UC NIA, 2021) To determine the noise level impact associated with the different noise sources anticipated, Urban Crossroads collected reference noise levels from similar sources at existing commercial and office park locations. The numbers generated from each of these sources where then entered in CadnaA (Computer Aided Noise Abatement) computer program to model and analyze noise levels at any given located throughout the Project. With the model numbers reflecting the worst-case scenario noise levels from each source. The estimated noise levels calculated at each receptor (indicated below as "R") during daytime hours of 7:00am to 10:00p.m are shown in **Table 17 — Project Operational Noise Levels (Daytime)**. (UC NIA, 2021) Location of each receptor identified on **Table 17** is identified on **Figure 8-A** of the Urban Crossroads report (**Appendix 18.0**).

Table 17 — Project Operational Noise Levels (Daytime)

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
Roof-Top Air Conditioning Units	33.5	45.2	42.1	44.3	44.4	43.1	37.4	41.3	36.0
Outdoor Seating Activity	21.2	25.5	26.6	32.6	39.2	39.3	36.5	43.8	34.9
Drive-Thru Activity	2.4	10.5	9.7	7.3	7.0	6.6	10.9	17.0	8.9
Trash Enclosure Activity	16.3	28.8	24.0	22.9	24.5	24.0	23.0	29.4	20.9
Parking Lot Vehicle Movements	33.4	41.4	38.7	41.8	43.5	43.5	39.2	44.9	39.1
Outdoor Loading Dock Activity	40.8	50.1	53.1	53.3	50.7	49.9	43.1	49.4	43.1
Car Wash Tunnel	28.5	31.1	31.6	35.9	37.4	38.3	43.6	52.1	44.1
Car Wash Vacuum	11.1	13.3	13.7	16.1	15.9	16.2	16.8	31.3	26.9
Total (All Noise Sources)	**42.4**	**51.8**	**53.6**	**54.2**	**52.6**	**51.9**	**47.9**	**55.1**	**47.9**

[1] See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1

Source: Urban Crossroads. October 21, 2021. Table 9-2. Appendix 18.0.

Nighttime noise levels are shown in **Table 18 — Project Operational Noise Levels (Nighttime)** both of these tables demonstrate compliance with local noise regulations.

Table 18 — Project Operational Noise Levels (Nighttime)

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
Roof-Top Air Conditioning Units	31.1	42.8	39.7	41.9	42.0	40.7	35.0	38.8	33.5
Outdoor Seating Activity	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Drive-Thru Activity	0.0	6.5	5.7	3.4	3.0	2.7	6.9	13.0	5.0
Trash Enclosure Activity	15.3	27.9	23.0	21.9	23.5	23.0	22.1	28.4	19.9
Parking Lot Vehicle Movements	29.4	37.4	34.7	37.8	39.5	39.6	35.2	41.0	35.1
Outdoor Loading Dock Activity	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Car Wash Tunnel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Car Wash Vacuum	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (All Noise Sources)	**33.4**	**44.0**	**41.0**	**43.4**	**44.0**	**43.2**	**38.2**	**43.2**	**37.5**

[1] See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1

Source: Urban Crossroads. October 21, 2021. Table 9-3. Appendix 18.0.

The City of Wildomar exterior noise level standard is 65dBA L_{eq} during the daytime and 45dBA L_{eq} during the nighttime as illustrated in **Table 19 — Operational Noise Level Compliance.** (UC NIA, 2021.)

Table 19 — Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels($dBAL_{eq}$)		Noise Level Standards ($dBAL_{eq}$)		Threshold Exceeded?	
	DAYTIME	NIGHTIME	DAYTIME	NIGHTIME	DAYTIME	NIGHTIME
R1	42.4	33.4	65	45	No	No

R2	51.8	44.0	65	45	No	No
R3	53.6	41.0	65	45	No	No
R4	54.2	43.4	65	45	No	No
R5	52.6	44.0	65	45	No	No
R6	51.9	43.2	65	45	No	No
R7	47.9	38.2	65	45	No	No
R8	55.1	43.2	65	45	No	No
R9	47.9	37.5	65	45	No	No
Source: Urban Crossroads. October 21, 2021. Table 9-4. Appendix 18.0.						

As shown on **Table 19**, the Project generated noise will not exceed noise level thresholds during operations. The Project will include restrictions imposed by the City trough Conditions of Approvals that all car wash, car wash vacuum and outdoor delivery truck activity be limited to the daytime hours between 7:00 a.m. and 10:00 p.m. No car wash, car wash vacuum or outdoor delivery truck activity shall be permitted during the nighttime hours between 10:00 p.m. and 7:00 a.m. The Project also includes a 10-foot-high screenwall for the outdoor loading dock area of the Major A building adjacent to the existing noise sensitive residential homes on Crystal Way.

Additionally, construction noise is also anticipated to be below acceptable limits and with mitigation incorporated for construction noise, noise level impacts would be considered less than significant.

b) **Less Than Significant Impact.** Once operational, the project would not be a source of ground borne vibration. Ground borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. During construction there are various activities that produce ground-borne vibration levels such as heavy construction equipment, and trucks hauling building materials. Although City of Wildomar has not adopted vibration standards the United States Department of Transportation Federal Transit Administration (FTA) has published standards for maximum acceptable vibration velocities for construction equipment operations based on different land use settings. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: PPVequip = PPVref x (25/D)1.5

At distances ranging from 39 to 661 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.046 PPV (in/sec). Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) for older residential buildings, the typical Project construction vibration levels will satisfy the building damage thresholds at all receiver locations. In addition, the typical construction vibration levels at the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site boundaries.

Vibration velocities from typical heavy construction equipment operations would be short-term and would not be of sufficient magnitude to cause building damage. Also, construction at the project site will be restricted to daytime hours consistent with the City of Wildomar Noise Ordinance. Vibration impacts would be considered less than significant.

c) **No 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 closest airport to the Project

site is French Valley which is approximately 7.2 miles southeast. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, no impacts are anticipated.

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) **No Impact.** The proposed project is to develop commercial retail uses to serve the local and surrounding community. Because the proposed development is for commercial retail and non-residential uses, no new homes are proposed. The property is adjacent to existing roads that will be further improved and will benefit the existing community, but not induce growth. Therefore, impacts to population growth is less than significant.

b) **No Impact.** The land is currently vacant and as such no housing will be displaced. Consequently, there will not be any construction for replacement of housing elsewhere. The construction traffic will not occur on any residential streets and will occur on fully developed roadways so that there will not be any substantial numbers of people displaced. No 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 2.4 miles from 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 related to fire projection 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 8.6-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. 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 related to police protection is considered 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. However, the proposed project uses are Commercial/Retail and Offices. As such no new or physically altered school facilities will be needed. However, School Development Impact Fees will be required prior to issuance of building permits that would satisfy any pro-rata fair share of future improvement costs for school facilities. The May 11, 2020 Commercial/Industrial Fee Rate in the City is $0.66 per square foot, totaling $45,203.30

for the proposed 68,490 square-foot project. Therefore, with payment of school fees, impacts related to schools is considered 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. Pursuant to the City of Wildomar Municipal Code Section 3.18.080 - Special Tax, all parcels in the City are subject to a special tax for community parks as set forth in the following excerpt from the Municipal Code: "Commencing as of July 1, 2013 and continuing annually thereafter, there is imposed a tax on all parcels in the City for the privilege of using community park and community park related facilities, programs and services and the availability of such facilities, programs and services. The maximum tax rate imposed hereby shall not exceed $28.00 per parcel per year. For purposes of this chapter, "parcel" means a unit of real estate in the City as shown on the most current official assessment roll of the Riverside County Assessor. (Ord. 71 § 1, 2012)"

The proposed project would not create housing or additional population that would create a demand on public parks, as the project is commercial in nature. Project impacts to parks is considered 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. As substantiated in Issue a) in section 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 section 14 Population Housing, 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. Impacts related to the physical deterioration of existing recreation parks or facilities is less than significant.

b) **Less Than Significant Impact.** The proposed Project will have commercial/retail and office uses and will not include development of recreational facilities nor does it include residential development. The proposed project would not require the construction or expansion of offsite recreational facilities. 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 prepared by Urban Crossroads on June 4, 2021 and a Trip Generation Assessment (TGA) was prepared by Urban Crossroads on October 21, 2021. Those studies are included as **Appendix 19.0** to this Initial Study. Additionally, a Vehicle Miles Traveled Screening Evaluation (VMT) was prepared by Urban Crossroads on June 2, 2021 (**Appendix 6.0**) and an updated TGA was prepared by Urban Crossroads on January 10, 2022 (**Appendix 5.0**). Due to the predominately retail nature of the Project (Supermarket, Retail, Fast Food Restaurant with Drive Thru, Drive Thru Car Wash and High-Turnover Sit-Down Restaurant uses, etc.), the Project's location, a substantial amount of residential land uses within a 3-mile radius of the Project site, and Supermarket, Retail, Restaurant, Fast Food Restaurant with Drive Thru, Fast Food Restaurant without Drive Thru, and High-Turnover Sit-Down Restaurant uses located in the project vicinity, an average trip length for customers of 3 miles was used in the assessment as opposed to the 8.4-mile model default trip length value. As evaluated in the *Clinton Keith Marketplace Vehicle Miles Traveled (VMT) Screening Evaluation*, prepared by Urban Crossroads and dated June 2, 2021 (**Appendix 6.0**) the Project consists of local serving retail uses which tend to shorten vehicle trips. Additionally, the Project is also located in a low VMT generating area based on the Screening Tool for the sub-regional transportation model. As such, since the Project contains only local serving retail uses, is located in a low VMT generating area, and is surrounded by residential land uses.

a) **Less Than Significant Impact.**

Bicycle and Pedestrian Facilities

Exhibit 3-4 of **Appendix 19** illustrates the City of Wildomar community/regional roadside, off-road multi use trails map and Exhibit 3-5 illustrates the existing pedestrian facilities. Palomar Street has a multi-use trail within the study area. There are two regional trails to the south of Clinton Keith Road within the study area: Madison Chaney Regional Trail and Forbes- McGee Regional Trail. Class II bike lanes are striped on-street bike lanes. There are Class II bike lanes along Clinton Keith Road through the study area in both the eastbound and westbound directions. Field observations conducted in August 2019 indicate nominal

pedestrian and bicycle activity within the study area. The TIA did not include recommendations for any mitigation.

The project frontage along Hidden Springs Road will be improved to a "Modified Industrial Collector" street section which includes a Class II bike lane consistent with the City's current updated Bicycle Circulation Element. The eastern side of Hidden Springs Road can accommodate restriping for a Class II bike lane as well. The project frontage alongClinton Keith Road will provide a Class IV cycle track to provide separation from bicyclists and normal traffic along Clinton Keith Road consistent with City Engineering Department policy.

Transit

The study area is currently served by Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The existing bus route serving the study area is shown on Exhibit 3-6 to **Appendix 19**. The study area currently served by RTA Route 23, which operates along Clinton Keith Road to the east of Hidden Springs Road and Hidden Springs Road north of Clinton Keith Road. There is an existing bus stop located north of the Project site on the east side of Hidden Springs Road. It is likely that the existing RTA Route 23 could serve the Project in the future. 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.

For the reasons set forth in the preceding paragraphs, impacts related to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities are less than significant and no mitigation is necessary.

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. VMT is the impact of individuals driving in and around and creating trips. The focus of VMT analysis is based on the land use of the Project and what, if any additional VMT would be generated by the Project. The City of Wildomar's VMT Guidelines state that local-serving land uses such as those proposed by this Project are exempt from VMT analysis. Therefore, because the Project proposes uses that are compatible and supportive of the surrounding area and are relatively small in size developments, no further VMT analysis is needed. Impacts are considered less than significant.

c) **Less Than Significant Impact.** The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The project will take access off existing roadways – Clinton Keith Road and Hidden Springs Road which are straight and fully developed roadways. The proposed project would provide four vehicular access points to the site:

- Driveway 1 on Clinton Keith Road – Right-in/Right-out Access Only
- Driveway 2 on Clinton Keith Road – Right-in/Right-out Access Only
- Driveway 3 on Hidden Springs Road – Full Access
- Driveway 4 on Hidden Springs Road – Full Access.

Regional access to the Project site is available from the I-15 Freeway via Clinton Keith Road interchange. The Project will incorporate the following improvements to accommodate site access at Driveway 1 and Clinton Keith Road: Install a stop control on the southbound approach and construct a 3rd westbound shared through-right turn lane. The driveway should be restricted to right-in/right-out access only. Additionally, the Project will incorporate the following improvements that are necessary to accommodate

site access at Driveway 2 and Clinton Keith Road: Install a stop control on the southbound approach and construct a 3rd westbound shared through-right turn lane. The driveway should be restricted to right-in/right-out access only.

There are no design hazards related to the proposed land uses and the project includes design conditions for the two access driveways on Clinton Keith Road which will reduce hazardous design conditions. Impacts are less than significant and no mitigation is warranted.

d) **Less Than Significant Impact.** The project is located such that existing improved streets are adjacent to the property's easterly and southerly boundaries, i.e., Clinton Keith Road and Hidden Springs Road. The development of the project is not expected to cause any road closures. Prior to issuance of a grading permit any grading import that would require hauling along public roadways would require a haul route plan and traffic control plan to be submitted to the City for review and approval. Therefore, impacts are less than significant, and no mitigation is warranted.

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.

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).

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.

Helix Tribal Outreach

The Native American Heritage Commission (NAHC) was contacted by HELIX on July 29, 2019 for a Sacred Lands File Search and a list of Native American contracts for the proposed Project area. (See **Appendix 12.0**). On August 26, 2019 NAHC responded and indicated that the Sacred Lands File search was negative. HELIX notified Tribes that requested to be alerted of new projects according to the NAHC. Responses were received from the following Tribes: Augustine Band of Cahuilla Indians, Morongo Band of Mission Indians,

Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians, and Agua Caliente band of Cahuilla Indians s (shown in **Table 21** below).

Table 20 — Native American Contact Program Responses

Native American Group	Response
Augustine Band of Cahuilla Indians	Responded in a letter dated September 05, 2019; stated that they "are unaware of specific cultural resources that may be affected by the proposed project." Requested to be contacted should cultural resources be discovered during the development of the project
Morongo Band of Mission Indians	Responded in an email dated September 16, 2019; stated that they have no additional information to provide at this time and will likely defer to other tribes in the area once formal government-to-government consultation is initiated by the lead agency for the project.
Rincon Band of Luiseño Indians	Responded in a letter dated September 18, 2019; the project is located within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest. They do not have knowledge of cultural resources within or near the proposed project area; however, they note that this does not mean that none exist.
Soboba Band of Luiseño Indians	Responded in an email and letter dated September 23, 2019; the project area falls within the bounds of their Tribal Traditional Use Areas, is in proximity to known sites, is a shared use area that was used in ongoing trade between the tribes, and is considered to be culturally sensitive by the people of Soboba. Multiple areas of potential impact were identified during an in-house database search; specifics of this search will be discussed in consultation with the lead agency. Soboba Band of Luiseño Indians requests the following: to initiate a consultation with the project proponents and lead agency; the transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur; Soboba Band of Luiseño Indians continues to act as a consulting tribal entity for this project; working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason, the Soboba Band of Luiseño Indians requests that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing; request that proper procedures be taken, and requests of the tribe be honored.
Agua Caliente Band of Cahuilla Indians	Responded in an email dated September 25, 2019; the project site is not located within the Tribe's Traditional Use Area. As such, they defer to other tribes in the area.
Pechanga Band of Luiseño Indians	Responded in a letter dated October 01, 2019; the Tribe is interested in participating in this Project based on their

	cultural knowledge of the region. The Project is located within the Luiseño Ancestral territory and surrounded by several recorded resources and near waters of America stream. After reviewing the historic aerials, the Tribe understands that the Project area has been lightly disturbed, however, given the Tribe's knowledge of the surrounding area, the scope of work will likely impact subsurface prehistoric aged cultural resources. Pechanga requests notification once the Project begins the entitlement process, if it has not already; copies of all applicable archaeological reports, site records, proposed grading plans and environmental documents (EA/IS/MND/EIR, etc.); government-to-government consultation with the Lead Agency; and the Tribe believes that monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribe monitor may be required during earthmoving activities. Therefore, the Tribe reserves its right to make additional comments and recommendations once the environmental documents have been received and fully reviewed. Further, in the event that subsurface cultural resources are identified, the Tribe requests consultation with the Project proponent and Lead Agency regarding the treatment and disposition of all artifacts.

Of the six Tribes to respond, two had specific requests. The Soboba Band of Luiseño Indians requested to initiate a consultation with the project proponents and lead agency; the transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur; Soboba Band of Luiseño Indians continues to act as a consulting tribal entity for this project; working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason, the Soboba Band of Luiseño Indians requests that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing; request that proper procedures be taken, and requests of the tribe be honored.

The Pechanga Band of Luiseño Indians requested notification once the Project begins the entitlement process, if it has not already; copies of all applicable archaeological reports, site records, proposed grading plans and environmental documents (EA/IS/MND/EIR, etc.); government-to-government consultation with the Lead Agency; and the Tribe believes that monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribe monitor may be required during earthmoving activities. Therefore, the Tribe reserves its right to make additional comments and recommendations once the environmental documents have been received and fully reviewed. Further, in the event that subsurface cultural resources are identified, the Tribe requests consultation with the Project proponent and Lead Agency regarding the treatment and disposition of all artifacts.

<u>City of Wildomar AB52 Outreach</u>

The City of Wildomar sent out AB 52 letter on March 16, 2021 to four tribes listed below in **Table 22**. Of the four tribes, only Rincon Band of Luiseno Indians responded. It was determined that the Project area occurred within Rincon Band's Traditional Use Area (TUA) of the Luiseno people and within the Band's specific Area of Historic Interest (AHI). Therefore, Rincon is traditionally and culturally affiliate to the

Project Area. Thus, Rincon Band of Luiseno Indians requested additional documentation such as Geotechnical reports, grading plans and archaeological records search. After reviewing said documents the Rincon Band was in agreement with the cultural mitigation measures that were proposed by HELIX Environmental Planning.

Table 21 — AB 52 Response Log

Native American Group (Individual Responding	DATE	Comment
Morongo Band of Mission Indians Mr. Raymond Haute	March 16,2021	No comments were received
Pechanga Band of Mission Indians Ms. Ebru Ozdil	March 16, 2021	No comments were received
Soboba Band of Mission Indians Mr. Joseph Ontiveros	March 16,2021	No comments were received
Rincon Band of Luiseno Indians Mr. Jim McPherson	March 16,2021	Cheryl Madrigal responded on March 24, 2021: • The Tribe ask to be provided with copies of existing documents pertaining to the Project, ie. Geotechnical repot, grading plans, archaeological records search. Cheryl Madrigal responded on March 29, 2021: • The Tribe has reviewed the documents provided and agree with cultural mitigation measures. They ask to be notified of any Project changes and a copy of the final monitoring report. Tribe also requested to be further involved in the CEQA process.

Therefore, with the inclusion of standard Wildomar mitigation measures **TRI-1** through **TRI-5**, 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

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.

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.

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.

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).

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.

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 wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
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) **Less Than Significant Impact.**

Wastewater Treatment

The Project is located within the service area of Elsinore Valley Municipal Water District (EVMWD) which was formed in 1950 and located in the southwestern portion of Riverside County. According to the Elsinore Valley Municipal Water District Sewer System Management Plan (SSMP) dated October 2013, the EVMWD's service area includes water, sewer and reclamation service to portions of the City of Lake Elsinore, the City of Canyon Lake, portions of the City of Murrieta and Wildomar, and some unincorporated areas of Riverside County. The EVMWD covers an area of approximately 96 square miles with an ultimate sphere of influence (SOI) of approximately 132 square miles.

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).

Based on all of the readily available data it appears that the proposed project is within the existing Regional System and that there is an existing 8" sewer main in Hidden Springs Road bordering the Project. This main is tributary to an existing 18"-24" sewer main in Catt Road north of the Project. The wastewater flows to the existing Regional Wastewater Reclamation Facility for treatment.

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.

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 21**, EVMWD Water Treatment Facilities.

Table 22 — 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 21**, EVMWD Water Treatment Facilities have a remaining water treatment capacity of approximately 544.5 mgd. The UWMP projected employment to increase at a rate of 4.6 percent per annum. This would translate to a projection for employment between the years 2020 to 2035 of approximately 25,000 to over 40,000. Considering the project is consistent with the General Plan and Zoning land uses, and falls within the existing Water Service Area, the proposed project employment levels are assumed to be included within this projection.

There are existing water service mainlines in the immediate vicinity of the project serving existing land uses. There is an existing 16" PVC Water Main in both Clinton Keith Road and Hidden Springs Road. Hidden Springs Road has 2 existing fire hydrants and Clinton Keith Road has one existing fire hydrant.

Based on the fact there are existing facilities for Points of Connection to Water Service, the Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, the impact would be 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

The Proposed Project will require construction of new onsite storm drain facilities. As described in the Hydrology Study (**Appendix 10**), the proposed drainage system includes an extension of a 36-inch and an 18-inch diameter existing stormdrain pipes located in Hidden Springs Road and Clinton Keith Road, respectively, to convey offsite flows through the Project site. The extensions will require new outlet structures into the existing onsite natural drainage course. For onsite flows, the Project will include new gutters, storm drain lines and inlets to convey onsite flows to a detention basin ("Basin A") or to an underground system of infiltration chambers (ADS StormTech™ MC-4500™ chamber) (Basin "B"). The proposed drainage system and basins are sized to convey up to the 100-year, 1-hour storm event (RBS, p. 8). Because the proposed drainage system and basins are located within the construction footprint of the Project, the impacts of which are analyzed herein, and no off-site drainage improvements are needed, impacts are less than significant.

Electricity and Natural Gas

The project site would require connection to utilities such as natural gas lines (provided by SoCalGas) 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 provided to EVMWD 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 2023 As shown in the 2020 Urban Water Management Plan, the land use on the site was contemplated by the UWMP, and it was further projected that the future water supply would exceed the demand. Thus, this impact is less than significant because there would be sufficient water supply to service the proposed project.

c) **Less Than Significant Impact.** According to the Elsinore Valley Municipal Water District Urban Water Management Plan (UWMP) Final dated 2020, EVMWD's system covers EVMWD Elsinore and Temescal Divisions; the project site is located in the Elsinore Division. The proposed Project will receive wastewater service from the EVMWD. There is an existing 8-inch sewer line in Hidden Springs Road. Connect ion to the EVMWD wastewater system would likely occur via a new lateral to the existing main in Hidden Springs Road. On June 23, 2021 EVMWD issued the Project Applicant a Will-Serve letter, confirming that it has adequate capacity to serve the Project. Therefore, the impact would be Less Than Significant.

d) **Less Than Significant Impact.** The main solid waste 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 commercial retail is 0.006 pound per square foot per day (CalRecycle 2016). Because the El Sobrante Landfill has a remaining capacity of 143,977,170 tons, 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.

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?			✓	

This section incorporates the information found in **Appendix 21.0**, Wildfire Analysis.

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 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2019) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2018). 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.

a) **Less Than Significant**.

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 post-construction. Therefore, impacts are considered less than significant.

b) **Less Than Significant.** 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 2021).

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. Therefore, impacts are considered less than significant.

c) **Less Than Significant**. 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**. As discussed in Section 7 and 10 respectively, above, the project site is not within a landslide hazard area or a flood plain. 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

None.

V. 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. As discussed in section 3, Air Quality, with the implementation of **AQ-1**, the proposed project will have a less than significant impact on air quality. With the implementation of mitigation measures **BIO-1** through **BIO-3**, the project will have a less than significant impact on biological resources. , Additionally, as stated in Section 5, Cultural Resources, with implementation of mitigation measures **TRI-1 through TRI-5** the proposed project would have a less than significant impact on cultural resources. Furthermore, as discussed in section 8, Geology and Soils, the proposed project would have a less than significant impact on geological and paleontological resources with implementation of mitigation measures **GEO-1** and **PAL-1** which require the project to incorporate recommendations of the geotechnical report and reduce impacts to geotechnical and paleontological resources. Finally, with the implementation of **TRI-1** through **TRI-5**, the project will have a less than significant impact on tribal cultural resources. 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. The project requires a variance for its sign height, but the signs are located near Interstate 15 in a commercial area, which is compatible and will not create cumulative impacts related to aesthetics. Furthermore, there are other freeway signs in the vicinity closer to Interstate 15 associated with the other commercial areas. The proposed signs for this project would be compatible with those other signs but given the distance from residences to these signs, the Project would not contribute significantly to a cumulative aesthetic impact. 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 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.

Biological Resources

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. Moreover, the Project is consistent with the MSHCP, which is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats in western Riverside County. The MSHCP is multi-jurisdictional, with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. Th purpose of this regional planning tool is to ensure that biological cumulative impacts are not considerable. Because the Project complies with the MSHCP, the proposed project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

The majority of the project site has been disturbed by twentieth-century agricultural and maintenance activities and through modern usage as a homeless encampment. The Cultural Resources Survey shows that the project site does not contain structures listed in the National Register Historic Places Index or the Archaeological Determinations of Eligibility. Although the pipe, concrete remnants, and the cinderblock foundation were observed during the survey, none could be determined to be 45 years or older in age, and thus are not considered to be historic cultural resources. However, while no significant cultural resources have been identified within the project area. However, development of the project site could

contribute to a possible an increase in potential impacts to cultural and archaeological resources. However, mitigation measures **TRI-1** through **TRI-5,** would reduce the potential impacts associated with development on the project site. Moreover, these standard mitigation measures will apply to other Projects in the City's jurisdiction. 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** and **PAL-1** would result in decreased exposure to the risks associated with seismic activity and 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 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. 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 is consistent with current General Plan land use designation and zoning. Accordingly, 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 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. With

the implementation of project conditions limiting the operation of the car wash noise-generating uses as well as with the incorporation of a 10-foot screenwall located at the edge of the project near the residences, the Project will reduce its noise impacts to be within the City's standards. 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. Specifically, there is one nearby approved Project not yet under construction (Wildomar Crossings Retail Center [27,000 s.f. Commercia & Retail]). Any combined impacts would be temporary, constituting intermittent annoyance perhaps, but not a significant cumulative noise impact as each project, including this Project will be required to reduce their noise impacts. Therefore, the proposed project would have a less than cumulatively considerable impact related to noise.

Population and Housing

Since the project site is planned commercial retail 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. 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 project will create additional trips, and create some VMT. However, given that VMT is inherently a cumulative condition, the City of Wildomar has already determined through its VMT Guidance that since the project is small, and local-serving, the project is exempt from VMT analysis. The overall circulation patterns and development will be addressed through conditions of approval and City review of specific infrastructure needs.

Regionally, 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

Tribal cultural resources are a site-specific resource. Mitigation measures **TRI-1** through **TRI-5** would reduce the potential impacts to tribal cultural resources associated with development on the project site. Other individual projects must address their site-specific impacts in the same manner which in turn addresses any cumulative impacts related to tribal cultural resources. 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. 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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