



INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

Cherry Outpost Commercial Center (Planning Application No. 24-0056)

Lead Agency:

City of Wildomar
23873 Clinton Keith Road, Suite 110
Wildomar, CA 92595

Prepared by:

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December 2024

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APPENDICES

1. **Appendix 1** – Cherry Outpost Development Plans, KTG Architecture + Planning (October 3, 2024).
2. **Appendix 2** – Cherry Outpost Air Quality and Greenhouse Gas Emissions Technical Report, HELIX Environmental Planning (August 2024)
3. **Appendix 3** – General Biological Resources Assessment, HELIX Environmental Planning (August 2024)
4. **Appendix 4** – Cherry Outpost Cultural Resources Survey Report, HELIX Environmental Planning (December 2024)
5. **Appendix 5** – Preliminary Geotechnical Investigation for Proposed Cherry Outpost, Geocon West, Inc. (January 6, 2023).
6. **Appendix 6** – Paleontological Resources Report for Chery Outpost Project, Bargas Environmental Consulting. (July 2024)
7. **Appendix 7** – Phase I Environmental Site Assessment (ESA), Herron Environmental (February 9, 2023)
8. **Appendix 8** – Hydrology Report, Tait and Associates, Inc. (April 30, 2024)
9. **Appendix 9** – Project-Specific Water Quality Management Plan, Tait and Associates, Inc. (January 15, 2024)
10. **Appendix 10** – Cherry Outpost Project Acoustical Analysis Report (August 2024)
11. **Appendix 11** – Cherry Outpost Traffic Impact Analysis, Trames Solutions Inc. (December 2, 2024)

Note to Reader: The Initial Study and appendices are available on the City’s Environmental Documents Center webpage at the following web address: (<https://www.wildomar.gov/212/Environmental-Documents-Center>).

The documents can also be viewed here:

City of Wildomar, Community Development Department

23873 Clinton Keith Road, Suite 110

Wildomar, CA 92595

Hours: Monday–Thursday, 8 a.m. – 5 p.m. (closed Fridays)

I. INTRODUCTION AND PROJECT DESCRIPTION

Project Summary

The proposed project would develop a commercial retail center consisting of:

- 1) a 4-story, 72-room hotel (45,571 square feet);
- 2) a gas station complex, including a 4,176-square-foot convenience store with an attached 3,200-square-foot drive-through restaurant, and a 2-position RV fueling area;
- 3) a stand-alone 4,425-square-foot fast food/drive-through restaurant; and
- 4) a 5,724-square-foot express car wash with related accessories.

The proposed project is on a 6.65-acre project site that is zoned Scenic Highway Commercial (C-P-S) and designated Commercial Retail (CR) with a Community Center Overlay. As part of the Proposed General Plan, the project site will be zoned General Commercial (C-G). The project site is at the northwest corner of Bundy Canyon Road and Cherry Street (Assessor Parcel Numbers [APNs] 366-290-007 and -008).

Purpose and Project Overview

This Initial Study evaluates the proposed project which is being processed through the following development applications:

- **Tentative Parcel Map:** In accordance with Section 16.24.110 (Subdivision Ordinance) of the Wildomar Municipal Code, the proposed tentative parcel map requires approval by the Planning Commission to subdivide the 6.65-acre site to accommodate the sale of individual parcels on the project site.
- **Conditional Use Permit (CUP):** In accordance with Chapter 17.248 (Alcoholic Beverage Sales) and Chapter 17.76 (C-P-S Scenic Highway Commercial Zone) of the Wildomar Municipal Code, the proposed project requires approval of a CUP to establish a gas station/mini-mart with concurrent beer and wine sales, and express car wash, respectively.
- **Plot Plan (PP):** In accordance with Chapter 17.216 of the Wildomar Municipal Code, the proposed project requires approval of a Plot Plan by the Planning Commission to develop the commercial retail center including site planning, architecture, landscaping, parking, etc. and on-site and off-site improvements consistent with the City's commercial objective design standards and guidelines.

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

II. EXISTING CONDITIONS

Project Site

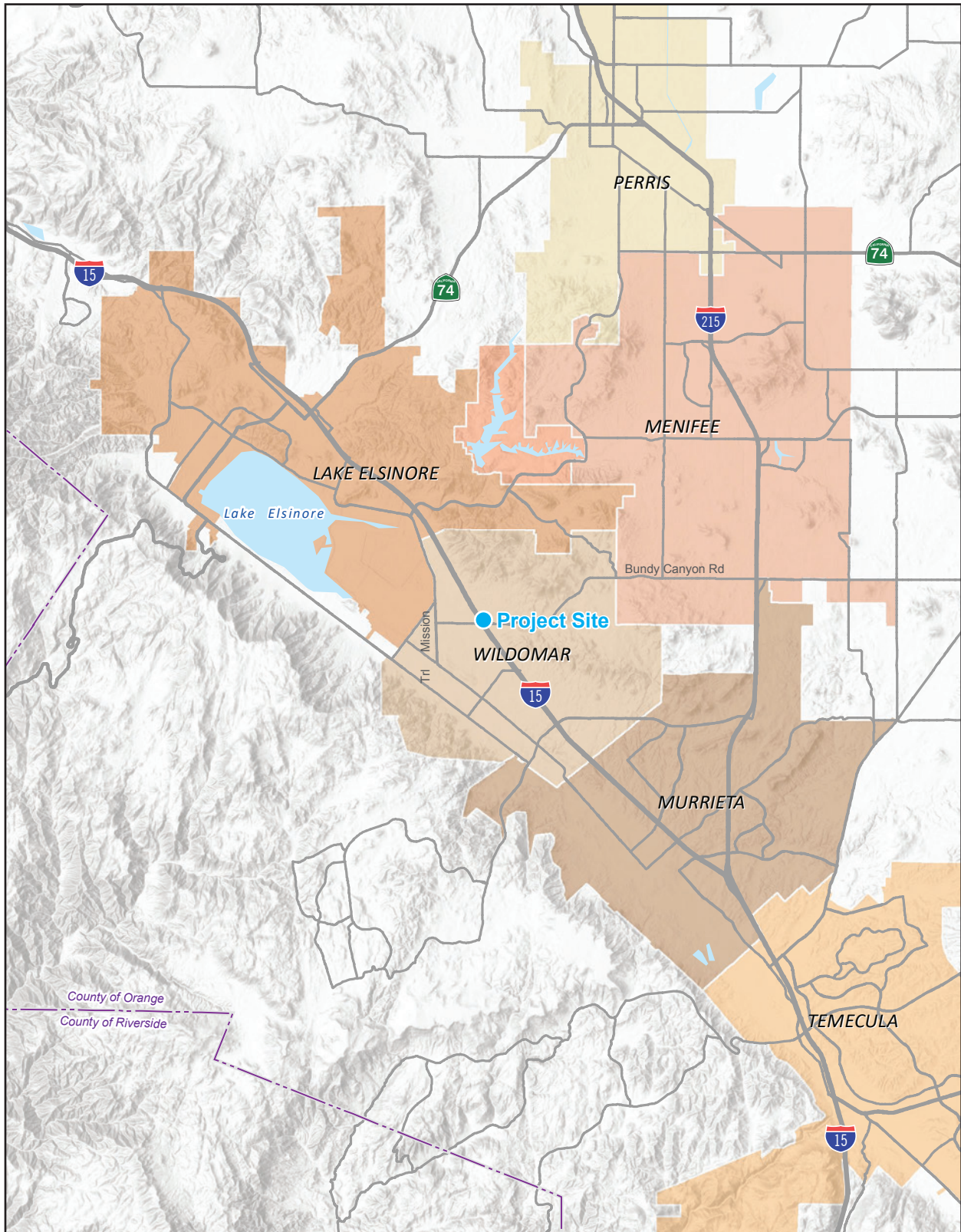
Project Location

The project site is at the northwest corner of Bundy Canyon Road and Cherry Street in the City of Wildomar, Riverside County, California. The project site consists of a triangular-shaped parcel that covers approximately 6.65 acres and is comprised of APNs 366-290-007 and -008. Regional and local vicinity maps of the project site are shown in **Figure 1**, Regional Location, and **Figure 2**, Local Vicinity, respectively. An aerial photograph of the site is shown in **Figure 3**, Aerial Photograph.

Surrounding Area

The project site is surrounded by residential uses and vacant land to the north and east, commercial uses and vacant land to the south, and Interstate 15 (I-15) to the west; commercial uses and vacant land are located west of I-15. The parcels to the north are zoned Rural Residential (R-R) and designated Medium Density Residential (MDR); the parcels to the east and south are zoned General Commercial (C-1/C-P) and designated Commercial Retail (CR) with a Community Center Overlay, and the parcels to the west of I-15 are zoned Scenic Highway Commercial (C-P-S) and designated Commercial Retail (CR) with a Community Center Overlay.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap 2023.

0 3
Scale (Miles)

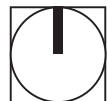
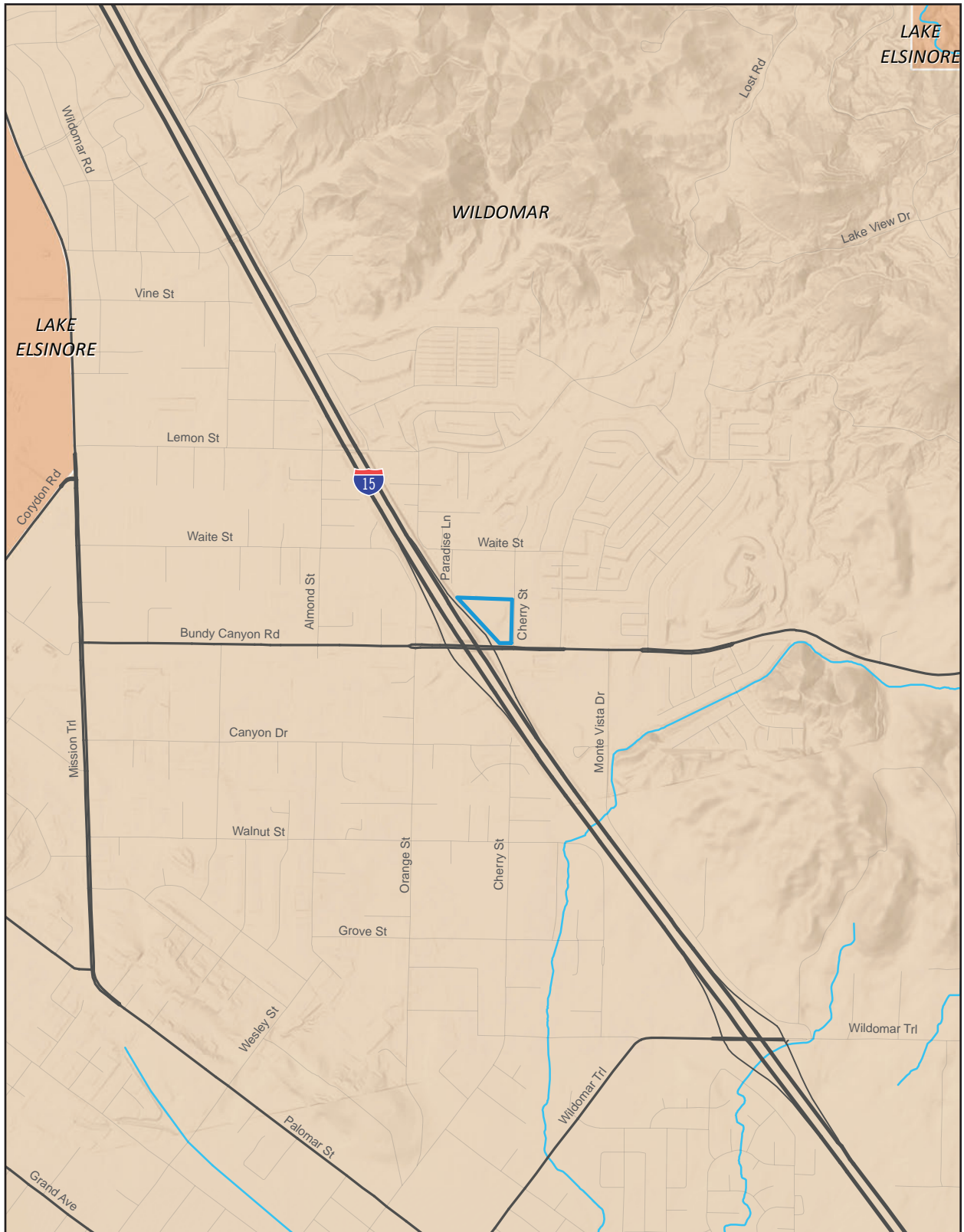


Figure 2 - Local Vicinity



Project Boundary

Note: Unincorporated county areas are shown in white.

Source: Generated using ArcMap 2023.

0 2,000
Scale (Feet)



Figure 3 - Aerial Photograph



Project Boundary

0 200
Scale (Feet)



Source: Nearmap 2023.

PlaceWorks

Access

Regional access to the project site is provided by I-15 located adjacent to the project site's western boundary. Local access to the site would be provided on the eastern boundary of the site via two driveways onto Cherry Street.

Physical Setting

The project site consists of a vacant lot with exposed soil, several palm trees in the northern portion of the site, a building foundation on the western portion of the site, a eucalyptus grove in the southern portion of the site, and ruderal vegetation throughout the site (HELIX 2024b). While the site is vacant, the City considers this property urban due to the surrounding development, interstate, and commercial land use designation. The project site's existing conditions are shown in **Figure 3**, Aerial Photograph.

Conservation

The project site is not within a Western Riverside County Multiple Species Habitat Conservation Plan Criteria Cell (Riverside County 2023a).

Natural Hazards

The project site is not within an Alquist-Priolo Earthquake Zone, and no active faults traverse the site (Geocon 2023). The project site does not fall within the mapped Riverside County Fault Hazard Zone (Riverside County 2023b). The closest active fault to the site is the Glen Ivy North branch of the Elsinore fault zone located approximately 0.25 mile southwest of the project site (Geocon 2023). The project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Zone (LRA), but it is in a High Fire Hazard Severity Zone (HFHSZ) and VHFHSZ in a State Responsibility Zone (SRA) (CAL FIRE 2023).

Regulatory Setting

The City of Wildomar General Plan designates this site as Commercial Retail (CR) with a Community Center Overlay; the site is zoned Scenic Highway Commercial (C-P-S). The proposed project would require the approval of a Conditional Use Permit, Tentative Parcel Map, and Plot Plan. As part of the Proposed General Plan, the project site will be zoned General Commercial (C-G).

III. PROJECT DESCRIPTION

The proposed project would construct a new commercial development including a hotel, restaurants, gas station, car wash, RV fueling station, and convenience store, as shown in **Figure 4**, Conceptual Site Plan. Construction of the proposed project would take approximately nine months to complete. The total building area square footage would be 62,271 square feet.

Hotel

The 45,571-square-foot hotel of the proposed project would be on the northwestern portion of the site, as shown in **Figure 4**, Conceptual Site Plan. As shown in **Figure 5**, Conceptual Hotel Elevation, the exterior of the proposed hotel would be a sand-finished stucco, with wood-look aluminum, board and batten, brick, and stone finishes. Paint colors would include white, black, and dark and light gray. The proposed hotel would also include signage on the southern, eastern, western, and northern façades of the building. The height of the proposed hotel would be 62 feet to the roof.

Stand-Alone Restaurant

The proposed restaurant would be located on the western portion of the site, south of the proposed hotel, as shown in **Figure 4**, Conceptual Site Plan. The structure would be 4,425 square feet; the height of the structure would be 30 feet to the roof, as shown in **Figure 6**, Conceptual Stand-Alone Restaurant Elevation. The proposed structure would include stucco with wood-look aluminum, board and batten, brick, and stone finishes. Paint colors would include dark and light gray, and dark and light beige. While the tenant is unknown at this time, the conceptual site plan shows a drive-through with two stacking lanes and one service lane on the western edge of the building.

Car Wash

The proposed car wash is proposed on the southern portion of the site, as shown in Figure 4, Conceptual Site Plan. As shown in Figure 7, Conceptual Car Wash Elevation, the 5,724-square-foot car wash would be 28 feet high to the parapet. The exterior of the car wash would consist of metal and concrete panels, stone, and wainscotting with red, white, black, and dark and light gray paint finishes. As allowed by Section 9.48.070 A. 3. of the Wildomar Municipal Code, a continuous-events exception has been requested as part of the proposed project to exempt the noise created by the car wash; the exception only affects the car wash and does not affect other properties.

Gas Station

The gas station of the proposed project would be in the central portion of the project site, north of the car wash as shown in **Figure 4**, Conceptual Site Plan. The paint colors of the gas station would include white, blue, dark and light gray, and red. The height of the gas station canopy would be approximately 20 feet, as shown in **Figure 8**, Conceptual Gas Station Elevation.

RV Fueling Station

The proposed RV fueling station would be in the center portion of the project site, to the west of the gas station, as shown in **Figure 4**, Conceptual Site Plan. As shown in **Figure 9**, Conceptual RV Fueling Station Elevation, the RV fueling station would consist of a green painted metal canopy with white and gray steel columns. The height of the RV fueling station canopy would be approximately 35 feet.

Convenience Store and Drive-Through Restaurant

A 7,376-square-foot building would include a 3,200-square-foot drive-through restaurant and a 4,176-square-foot convenience store. The drive-through restaurant and convenience store would be located to the north of the RV fueling and gas stations, as shown in **Figure 4**, Conceptual Site Plan. The proposed structure would be a stucco finish with wood-look aluminum, board and batten, brick, and stone. Paint colors would include dark and light gray, dark and light beige, and red, as shown in **Figure 10**, Conceptual Convenience Store and Drive-Through Restaurant. The height of the structure would be 26 feet to the parapet.

Access and Parking

Access to the project site would be provided via two entrances/exits on the eastern boundary of the site, via Cherry Street (see **Figure 4**, Conceptual Site Plan).

The proposed project would include a total of 176 parking spaces. The project site would also include bicycle racks throughout the site, for a total of 20 bicycle spaces.

Once occupied, the proposed project is expected to generate a total of approximately 7,726 daily trips with 690 AM peak hour trips and 612 PM peak hour trips. The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1**.

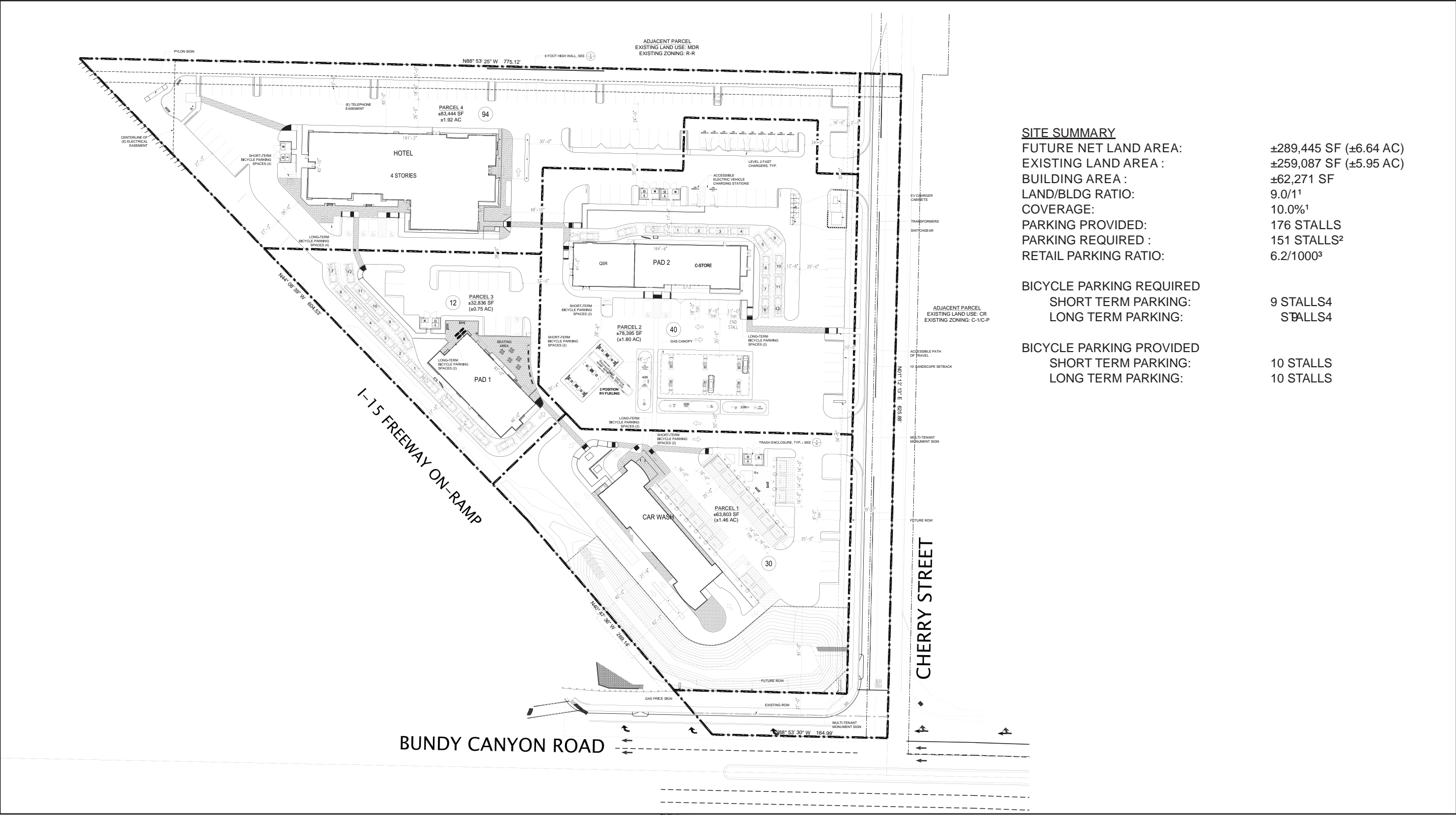
Landscaping

The proposed project would include approximately 54,414 square feet of landscaping and 19,925 square feet of bio-filtration areas. The tree species used onsite would be from the City's Approved Tree List, and the shrubs and groundcovers would be low-water use/drought-tolerant species. All landscaped areas onsite will receive automatic irrigation systems. **Figure 11**, Conceptual Landscape Plan shows the proposed landscape plan for the project site.

Water/Sewer

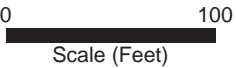
Water and sewer services would be provided by Elsinore Valley Municipal Water District, electrical power services by Southern California Edison, and natural gas services by Southern California Gas. Additional electric, gas, telephone, and cable services to the proposed development would be provided through the extension of existing infrastructure.

Figure 4 - Conceptual Site Plan



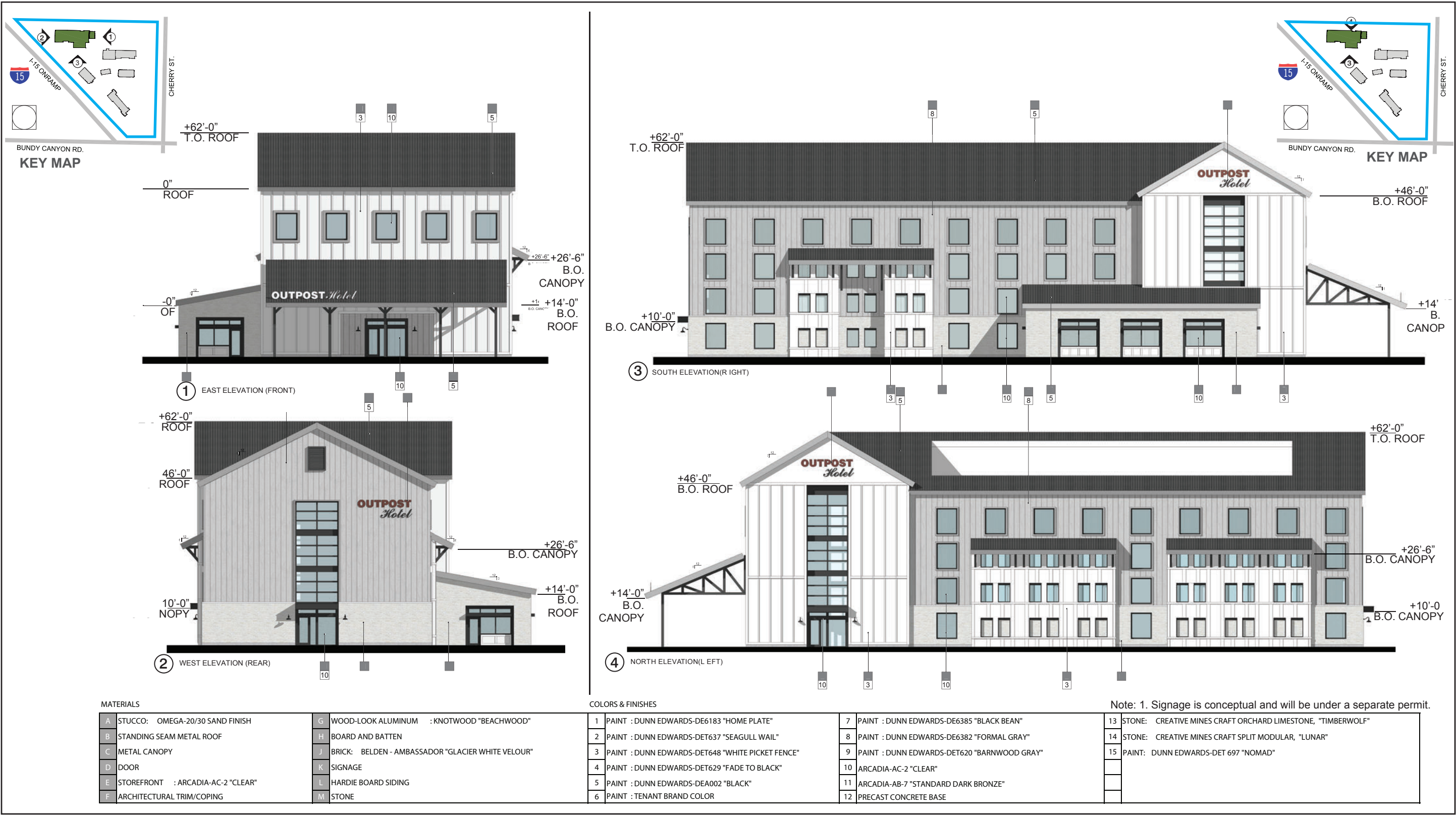
SITE SUMMARY	
FUTURE NET LAND AREA:	±289,445 SF (±6.64 AC)
EXISTING LAND AREA :	±259,087 SF (±5.95 AC)
BUILDING AREA :	±62,271 SF
LAND/BLDG RATIO:	9.0/1 ¹
COVERAGE:	10.0% ¹
PARKING PROVIDED:	176 STALLS
PARKING REQUIRED :	151 STALLS ²
RETAIL PARKING RATIO:	6.2/1000 ³
BICYCLE PARKING REQUIRED	
SHORT TERM PARKING:	9 STALLS ⁴
LONG TERM PARKING:	STALLS ⁴
BICYCLE PARKING PROVIDED	
SHORT TERM PARKING:	10 STALLS
LONG TERM PARKING:	10 STALLS

Project Boundary



Source: KTG 2024.

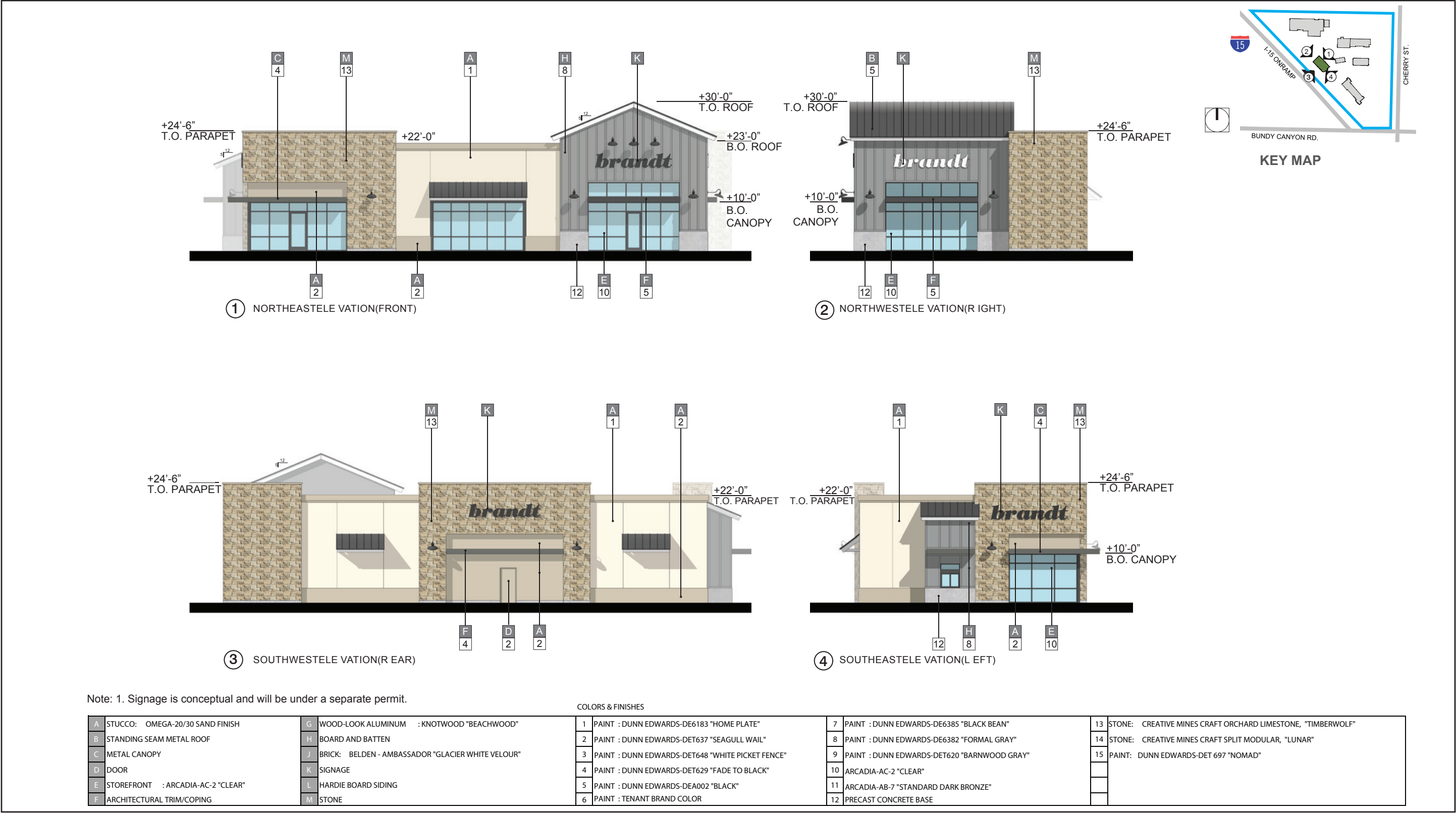
Figure 5 - Conceptual Hotel Elevation



Project Boundary

0 30
Scale (Feet)

Figure 6 - Conceptual Stand-Alone Restaurant Elevation



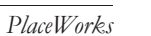
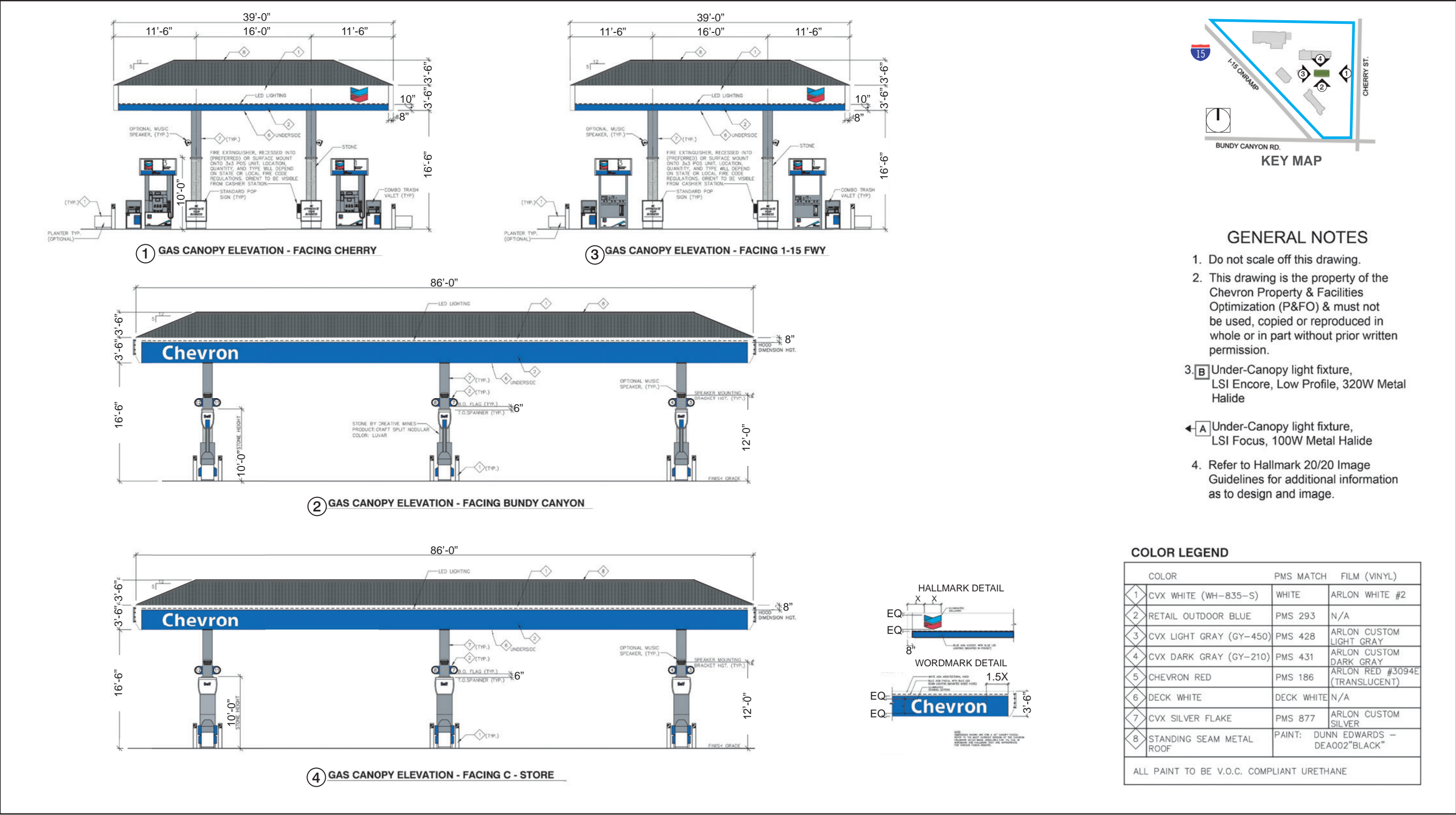


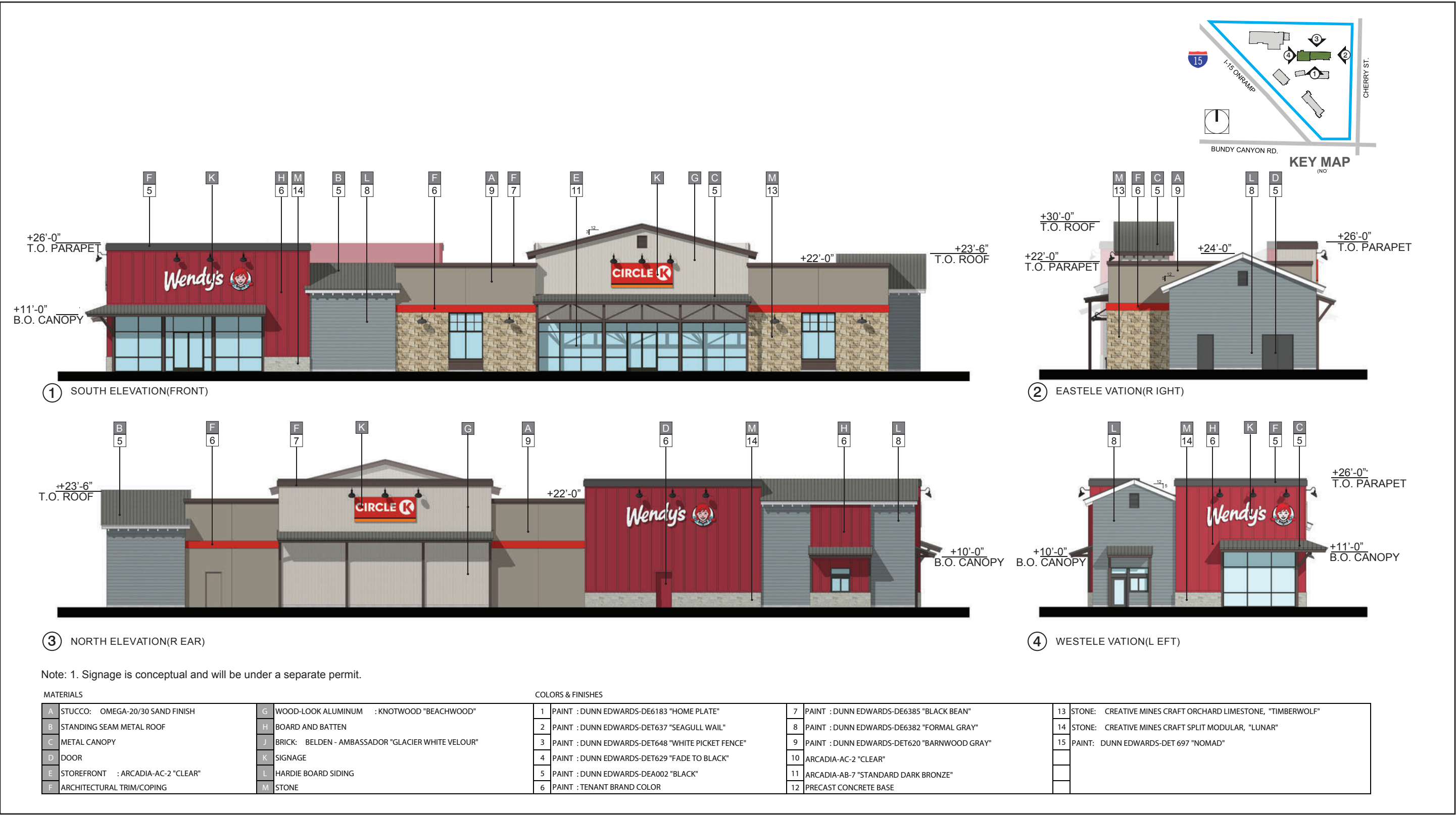
Figure 8 - Conceptual Gas Station Elevation



Project Boundary

0 15
Scale (Feet)

Figure 10 - Conceptual Convenience Store and Drive-Through Restaurant Elevation



Project Boundary

0 20
Scale (Feet)

Figure 11 - Conceptual Landscaping Plan



Source: KTG 2024.

IV. EXECUTIVE SUMMARY

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

Proposed Conditions of Approval

In addition to the proposed project, the City is likely to require several Conditions of Approval that may also have physical environmental impacts.

Off-Site Mobility Improvements

The following improvements will be made conditions of approval and are therefore evaluated as part of this Initial Study (IS)/Mitigated Negative Declaration (MND):

- **Intersection #2 – Orange Street and Bundy Canyon Road**
 - Modify striping for the northbound approach to provide a 1-left turn lane, 1-shared through, and 1 right lane with overlap phase.
 - Modify striping for the southbound approach to provide a 1-left turn lane, 1-through lane, and 1 right lane.
- **Intersection #3 – I-15 Southbound Ramps and Bundy Canyon**
 - Modify existing southbound shared through/right lane to shared left/through/right turn lane.
 - Provide a separate eastbound right turn lane.
 - Provide a separate southbound right turn lane.
- **Intersection #4 – I-15 Northbound Ramps and Bundy Canyon Road**
 - Provide separate westbound right turn lane.
- **Intersection #5 – Cherry Street and Bundy Canyon Road**
 - Full Access:
 - Install traffic signal.
 - Provide a separate southbound left turn lane.
 - Modify existing two-way left turn lane median striping to provide a dedicated eastbound left turn lane.
 - Provide a southbound right turn overlap phase
 - This improvement may not be feasible due to the close proximity between the I-15/Bundy Canyon and Sellers/Bundy Canyon traffic signals.
 - Alternative 1: Restrict intersection to right-in/right-out/left-in only configuration (no southbound left-turn movement).
 - Modify existing two-way left turn lane median striping to provide a dedicated eastbound left turn lane.
 - Alternative 2: Restrict intersection to right-in/right-out only configuration (no median break, no southbound left and eastbound left turn movements).

- Modify existing westbound right turn lane to provide a 3rd westbound thru lane with a defacto right turn lane.
- **Intersection #6 – Sellers Road and Bundy Canyon Road**
 - Construct 1 northbound left turn lane and 1 northbound shared through/right lane.
 - Construct 1 southbound left turn lane and 1 southbound shared through/right lane.
 - Provide 1 westbound left turn lanes.
- **Intersection #9 – Orange Street and Canyon Drive**
 - Provide a separate southbound right turn lane.
 - Provide a separate northbound left turn lane.
 - Provide a separate eastbound left turn lane.

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
3. Air Quality			
c) Expose sensitive receptors to substantial pollutant concentrations?			
AQ-1	<p>Tier 4 Construction Equipment. Prior to issuing construction permits, the project applicant or designated representative shall provide to the City a comprehensive inventory of all diesel-powered off-road construction equipment, equal to or greater than 50 horsepower, that will be used on the project site during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. The City shall verify that all construction equipment is USEPA Tier Final certified or has been retrofitted with CARB approved diesel particulate matter reduction systems resulting in PM₁₀ emissions meeting USEPA Tier 4 Final standards.</p> <p><i>Timing/Implementation:</i> Prior to issuance of construction permits</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Public Works and Engineering Department</p>		
AQ-2	<p>Fugitive Dust Best Management Practices. Prior to issuing construction permits, the City shall verify that project construction contract or construction documentation specify the requirement to implement all fugitive dust Best Available Control Measures listed in Table 1 of the SCAQMD Rule 403, and the following control measures are enhanced to require watering exposed surface a minimum of three times per day:</p> <ul style="list-style-type: none">• Clearing and Grubbing Control Measure 02-1: Maintain stability of soil through prewatering of site prior to clearing and grubbing. In addition, during dry weather, water exposed surfaces a minimum of three times per day during clearing and grubbing activities.• Cut and Fill Control Measure 05-1: Pre-water soils prior to cut and fill activities (e.g., grading). In addition, during dry weather, water all exposed surfaces a minimum of three times per day during cut and fill activities. <p><i>Timing/Implementation:</i> Prior to issuance of construction permits</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Public Works and Engineering Department</p>		
4. Biological Resources			
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?			
BIO-1	<p>Burrowing Owl: In compliance with the MSHCP, a pre-construction survey shall be conducted within 30 days prior to ground-disturbing activities (i.e., earthwork, clearing, grubbing, watering, staging, etc.) occurring on the project site. If the pre-construction survey is negative and Burrowing Owl (BUOW) is confirmed absent, then ground-</p>		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
<p>disturbing activities shall be allowed to commence, and no further measures would be required.</p> <p>If BUOWs are observed during the pre-construction survey, take of active nests must be avoided, and the City must be immediately notified. The City will coordinate with the Wildlife Agencies (i.e., CDFW and USFWS) to determine whether a BUOW Protection and Relocation Plan is required prior to ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey must be conducted again to confirm BUOW has not colonized the project site since it was last disturbed. If BUOW is found, the same coordination described above would be required.</p> <p>Timing/Implementation: Thirty (30) days prior to the initiation of ground-disturbing activities</p> <p>Enforcement/Monitoring: City of Wildomar Community Development Department</p>			
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?			
BIO-2	<p>Nesting Birds: To the extent feasible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the general bird nesting season for migratory birds, which is February 15 through August 31 for songbirds and January 1 to August 31 for raptors.</p> <ol style="list-style-type: none"> 1. If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory birds and raptors, a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act (MBTA) and California Fish and Game (CFG) Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of construction activities and provided to the City for review. The qualified biologist shall document the results of the pre-construction survey. If construction is inactive for more than seven days, an additional survey shall be conducted. 2. If the qualified biologist determines that no active migratory bird or raptor nests occur, the City shall be notified and the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no construction activities within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified 		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
biologist and approved by the City. The biological monitor may modify the buffer or propose other recommendations to minimize disturbance to nesting birds. Timing/Implementation: Seven (7) days prior to the initiation of <i>construction</i> activities <i>Enforcement/Monitoring: City of Wildomar Community Development Department</i>			
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?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
Implement Mitigation Measure BIO-1			
5. Cultural Resources			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			
Implement Mitigation Measures TRI-1 through TRI-8 (see Tribal Cultural Resources, below).			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			
CUL-1	Human Remains. If potential human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” (MLD). The MLD shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. No photographs are to be taken of any human remains and/or cremations except by the coroner, with written approval by the consulting tribe(s). Timing/Implementation: During any ground-disturbing construction activities <i>Enforcement/Monitoring: City of Wildomar Engineering Department and Planning Department</i>		
Implement Mitigation Measures TRI-7 and TRI-8 .			

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
7. Geology and Soils			
a) 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.			
GEO-1	The project applicant/developer shall incorporate the recommendations of the Geotechnical Report prepared by Geocon West, Inc. (Appendix 5), or as directed by the City Engineer, into project plans related to the proposed project. The project’s building plans submitted to the City shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code. <i>Timing/Implementation:</i> During building plan check, prior to any ground-disturbing construction activities <i>Enforcement/Monitoring:</i> City of Wildomar Community Development Department and Building and Safety Department		
a) ii) Strong seismic ground shaking?			
Implement Mitigation Measure GEO-1			
b) Result in substantial soil erosion or the loss of topsoil?			
Implement Mitigation Measure GEO-1			
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?			
Implement Mitigation Measure GEO-1			
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			
GEO-2	Prior to issuance of a grading permit, the project applicant shall retain a Certified Paleontologist. As there is a moderate potential to encounter paleontological resources on the project site if excavations reach 10 to 13 feet, the project applicant shall retain a Certified Paleontologist to monitor all initial ground-disturbing activities that extend beyond depths of 5 feet. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required, and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 50-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified.		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
<p>The Certified Paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, fossil identification, laboratory preparation, or other appropriate measures.</p> <p>Further ground disturbance shall not resume within a 50-foot radius of the discovery site until an agreement has been reached between the project applicant, the Certified Paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.</p> <p>Salvage and collection of significant fossils shall be done in accordance with the Society of Vertebrate Paleontology guidelines. Any paleontological resources salvaged shall be provided for curation at a local curation facility, or any other local museum or repository, such as the Western Science Center or World Museum of Natural History, willing and able to accept and house the resource to preserve for future scientific study.</p> <p><i>Timing/Implementation: During ground-disturbing construction activities</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Community Development Department and Building and Safety Department</i></p>			
9. Hazards and Hazardous Materials			
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			
HAZ-1	<p>Prior to the issuance of building permits, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.</p> <p><i>Timing/Implementation: Prior to issuance of building permits</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Building Department and Riverside County Fire Department</i></p>		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182. <i>Timing/Implementation: Prior to issuance of certificate of occupancy</i> <i>Enforcement/Monitoring: City of Wildomar Building Department and Riverside County Fire Department</i>		
13. Noise			
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?			
NOI-1	Noise Reduction Features. The proposed project shall demonstrate that noise is reduced at the residentially-zoned property north of the project site in compliance with the Wildomar Municipal Code daytime exterior noise limit of 55 dB L _{MAX} , and at the drive-through restaurant’s commercial property line in compliance with the Wildomar Municipal Code daytime exterior noise limit of 65 dB L _{MAX} . The following measures shall be included as part of the final project design plans submitted to the City: 1. Construction of an enclosure at the car wash exit and an on-site sound barrier (wall) at the northern property line. The enclosure at the exit of the car wash shall consist of a 12-foot-tall sound wall parallel to the car wash exit and 28 feet in length at 25 feet from the exit of the car wash. At the southern side of the 28-foot-long wall, a 12-foot-long wall shall extend perpendicularly towards the car wash exit. A roof shall cover the 25-foot by 28-foot area between the car wash exit tunnel and these walls. A second noise wall shall be constructed at the northern property line of the project site. This noise wall shall be 6 feet in height and extend approximately 100 feet, breaking the line-of-sight between the car wash and the residential property line. All noise barriers (wall and roof) must be solid. They can be constructed of any combination of standard building materials, including masonry, wood, plastic, fiberglass, or steel, so long as there are no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. All noise barriers shall have a Sound Transmission Class (STC) rating of at least 22. 2. The addition of a layer noise absorption material with a minimum Noise Reduction Coefficient of 0.80 shall be mounted along the interior surface of the car wash tunnel from the approximate centerline of the blow dryers in the tunnel to the tunnel exit continuing to the tunnel exit ceiling and support walls. The material shall provide a minimum of 80 percent coverage vertically and cover the wall from		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
	<p>1 foot above the floor to 1 foot below the ceiling. Horizontally (on the ceiling), the material shall be mounted from the ceiling to within 1-foot of the walls.</p> <p>3. Installation of a variable frequency drive (VFD) that would operate car wash blowers at a frequency of 50 Hz.</p> <p>4. The project applicant shall demonstrate to the City that the features described in this measure are shown on construction plans and will be implemented prior to issuance of a building permit. Substitution of any measures may be used if demonstrated to achieve adequate noise reduction to meet City standards. A final inspection of the described features shall be conducted by the City to confirm installation of such features prior to operation of the car wash.</p> <p><i>Timing/Implementation: During Final Design Plan-Check</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Building Department</i></p>		
NOI-2	<p>Demonstration of Interior Noise Standard. Once specific building plan information is available, an exterior-to-interior analysis shall be performed for habitable hotel rooms. The exterior-to-interior analysis shall demonstrate to the City that interior noise levels do not exceed 45 CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels for the planned hotel rooms. If predicted noise levels are found to exceed 45 CNEL, the analysis shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in hotel rooms. Standard measures such as windows with glazing and appropriate STC ratings, as well as walls with appropriate STC ratings, shall be considered. Final plans shall demonstrate that interior noise levels do not exceed 45 CNEL for proposed hotel rooms.</p> <p><i>Timing/Implementation: Prior to Construction</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Building Department</i></p>		
18. Tribal Cultural Resources			
<p>a) 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).</p>			
TRI-1	<p>Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as</p>		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
	<p>determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").</p> <ol style="list-style-type: none"> All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s), developer, and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Community Development Director for decision. The City's Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Consulting Tribe(s). Notwithstanding any other rights available 		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
	<p>under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.</p> <p><i>Timing/Implementation: During any ground-disturbing or construction activities</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		
TRI-2	<p>Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <ol style="list-style-type: none"> a. One or more of the following treatments, in order of preference, as numbered below, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Community Development Department: <ol style="list-style-type: none"> i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TRI-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. 		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
<p>Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.</p> <p><i>Timing/Implementation: During grading activities</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>			
TRI-3	<p>Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>The Registered Professional Archaeologist and the Tribal monitor(s) required by Mitigation Measures TRI-4 and TRI-5 shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.</p> <p>The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.</p> <p>In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ol style="list-style-type: none"> Project grading and development scheduling; The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified 		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
	<p>during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;</p> <p>c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		
TRI-4	<p>Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.</p> <p><i>Timing/Implementation: During ground-disturbing activities</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		
TRI-5	<p>Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert,</p>		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
	<p>redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.</p> <p><i>Timing/Implementation: During ground-disturbing activities</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		
TRI-6	<p>Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p> <p><i>Timing/Implementation: Prior to final inspection</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		
TRI-7	<p>Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial.</p> <p><i>Timing/Implementation: During discovery of Native American human remains</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		
TRI-8	<p>No-Build Easement or Similar Instrument. In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).</p> <p><i>Timing/Implementation: Before Reburial of Native American Artifacts</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department</i></p>		

Table ES-1 Project Impact and Mitigation Summary			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
Implementation of Mitigation Measure CUL-1			
a) 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.			
Implement Mitigation Measures TRI-1 through TRI-8 and CUL-1 .			
20. Wildfire			
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			
Implement Mitigation Measures HAZ-1 and HAZ-2			
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?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
Implement Mitigation Measures HAZ-1 and HAZ-2			
Mandatory Findings of Significance			
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 of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			
Implement Mitigation Measures AQ-1, AQ-2, BIO-1, BIO-2, CUL-1, GEO-1, GEO-2, HAZ-1, HAZ-2, NOI-1, NOI-2, TRF-1, and TRI-1 through TRI-8 .			
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).			
Implement Mitigation Measures AQ-1, AQ-2, BIO-1, BIO-2, CUL-1, GEO-1, GEO-2, HAZ-1, HAZ-2, NOI-1, NOI-2, and TRI-1 through TRI-8 .			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			
Implement Mitigation Measures AQ-1, AQ-2, GEO-1, GEO-2, HAZ-1, HAZ-2, NOI-1, and NOI-2 .			

V. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. Project Title:

Cherry Outpost Commercial Center (Planning Application No. 24-0056)

2. Lead Agency Name and Address:

City of Wildomar, 23873 Clinton Keith Road, Suite 110, Wildomar, CA 92595

3. Contact Person and Phone Number:

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

4. Project Location:

The project site is at the northwest corner of Bundy Canyon Road and Cherry Street APNs 366-290-007 and -008.

5. Project Sponsor's Name and Address:

Jack Kofdarali, J&T Management, P.O. Box 1958, Corona, CA 928789

6. General Plan Designation:

Commercial Retail (CR) with a Community Center Overlay

7. Zoning:

Scenic Highway Commercial (C-P-S)

8. Description of Project:

The proposed project would develop a commercial retail center consisting of: 1) a 4-story, 72-room hotel (45,571 square feet); 2) a gas station complex, including a 4,176-square-foot convenience store with an attached 3,200-square-foot drive-through restaurant, and a 2-position RV fueling area; 3) a stand-alone 4,425-square-foot fast food/drive-through restaurant; and 4) a 5,724-square-foot express car wash with related accessories on a 6.65-acre project site.

The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1.**

9. Surrounding Land Uses and Setting

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING			
Location	Current Land Use	General Plan Land Use Designation	Zoning
North	Residential uses and vacant land	Medium Density Residential (MDR)	Rural Residential (R-R)
South	Commercial uses and vacant land	Commercial Retail (CR) with a Community Center Overlay	General Commercial (C-1/C-P)
East	Residential uses and vacant land	Commercial Retail (CR) with a Community Center Overlay	General Commercial (C-1/C-P)
West	Interstate 15 (west of the I-15 are commercial uses and vacant land)	Commercial Retail (CR) with a Community Center Overlay	Scenic Highway Commercial (C-P-S)

10. Other Public Agencies Whose Approval May Be Required:

- Santa Ana Regional Water Quality Control Board
- Elsinore Valley Municipal Water District
- Riverside County Flood Control and Water Conservation District

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

The City of Wildomar sent notice to tribes on October 23, 2023, that have requested to be notified of projects pursuant to Assembly Bill (AB) 52 Native Americans: California Environmental Quality Act and Public Resources Code Section 21080.3.1. The City has completed consultations with Native American Tribes (please refer to section V.18 Tribal Cultural Resources of this Initial Study).

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.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazardous and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

C. DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION will be prepared.**
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative



Matthew C. Bassi, Community Development
Director

12/03/24

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.



Jack Kofdarali (J&T Management), Applicant

11/08/24

Date

D. 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? (<i>Public views are those that are experienced from publicly accessible vantage point</i>). 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. The proposed project would result in the development of a hotel, gas station, RV fueling station, a car wash, restaurants, and convenience store. The tallest structure planned for the project site would be the 4-story hotel which would be approximately 62 feet tall. The elevation of the site varies from 1,406 feet above mean sea level (amsl) in the south to 1,437 feet amsl in the northeast corner. Scenic vistas in the project vicinity include mountain ridgelines to the north, east, south, and west of the project site ranging from approximately 4,000 feet amsl to 10,000 feet amsl. The site is vacant and surrounded by residential uses and vacant land to the north and east, commercial uses and vacant land to the south, and to the west is I-15 which bounds the site and further west are commercial uses and vacant land. The existing residential and commercial uses in the project area partially obstruct views of the ridgelines. Views of these ridgelines may be partially obstructed by construction of the proposed structures for the residential uses to the north and east of the project site. However, the proposed structures would not fully obstruct any scenic view or resource. Views of the surrounding ridgelines would not be obstructed from off-site viewpoints. 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) No Impact. There are no officially designated State Scenic Highways proximate to the project site. The nearest designated State Scenic Highway is the portion of State Route 74 (SR-74) that runs through the San Jacinto Mountains, which is approximately 26.25 miles northeast of the project site. I-15, which is adjacent to the project site's western boundary, is an eligible State Scenic Highway (Caltrans 2019). Additionally, the proposed project would not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource. Therefore, there are no impacts to scenic resources within a State Scenic Highway.

c) Less Than Significant Impact. The project site is in an urbanized area, with vacant land and residential and commercial uses surrounding the site. The existing commercial development south of the project site contains a mix of white, red, beige, and yellow color palette. The proposed restaurants, hotel, car wash, gas station, and RV fueling station would have similar tones as the surrounding uses, and consist of dark and light beige, dark and light gray, red, white, blue, and black paint, as shown in **Figure 5** through **Figure 10**. The RV fueling station and gas station would be painted blue and green paint, which would be incompatible with the design of surrounding uses (please refer to **Figure 8** and **Figure 9**).

Furthermore, the proposed project is required to undergo review by the City Planning Commission to determine its consistency with other design styles in the area. The project is also reviewed under a design guidelines checklist which determines its consistency with the City's established design styles. The proposed project has been designed under the "Farm Chic" design guidelines, one of the City of Wildomar's commercial design styles. The Planning Commission will make the final decision on compatibility with the adopted design standards. If the project is consistent with the design standards, then it will not substantially degrade the existing visual character or quality of the site and its surroundings. The Commission will determine consistency and can establish conditions of approval to ensure compliance with the design standards. According to Chapter 17.76, C-P-S Scenic Highway Commercial Zone, of the Wildomar Municipal Code, building heights are restricted to 50 feet; as mentioned above, the tallest structure onsite would be 62 feet tall. According to Section 17.76.030(C), Development Standards, of the Municipal Code, no building can exceed 50 feet in height unless a greater height is approved per Section 17.172.230, Structure Height, of the Municipal Code. As part of the Proposed General Plan, the project site will be zoned General Commercial (C-G). According to Section 17.72.030, Development Standards, of Chapter 17.72, C-1 and C-P General Commercial Zones, no building can exceed 50 feet in height unless a greater height is approved per Section 17.172.230, Structure Height, of the Municipal Code. Upon compliance with the standards in the Municipal Code, the proposed hotel would not conflict with the applicable zoning governing scenic quality. This impact is less than significant.

d) Less Than Significant Impact. The proposed project would result in new and increased sources of nighttime lighting and illumination including building display and store lighting, signs, and lights associated with vehicular travel. Chapter 8.64, Light Pollution, of the Wildomar Municipal Code establishes limits on the types of fixtures and size of bulbs used in all aspects of development. The proposed project is required to comply with this ordinance, which is verified as part of the building permit application process and again prior to occupancy during building and site inspections of the site to ensure that the project's lighting would not create significant impacts. 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 project would not adversely affect day or nighttime views in the area, and the project would not contribute to night sky pollution. Therefore, this impact is less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project is required to comply with the provisions of Wildomar Municipal Code Chapter 8.64, Light Pollution.
2. The project must be consistent with the City of Wildomar Commercial Design Standards and Guidelines.

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. This site is not designated under the State Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the site adjacent to such designations. The site is designated “Other Land” and “Urban and Built-Up Land” which describe land uses that are vacant and nonagricultural land surrounded by development on all sides and developed land, respectively (CDC 2022). As seen in Figure 3, Aerial Photograph, the project site is surrounded by urbanized uses and vacant land. The land to the east is classed “Farmland of Local Importance,” however, the project impacts would be contained within the project site. The project would not result in the conversion of agricultural lands, and therefore no impact would occur.

b) No Impact. The project site is not zoned for agricultural use by the City, nor are there any Williamson Act contracts on the project site (CDC 2023). Therefore, no impact would occur.

c) No Impact. The project site is not designated as forestland or timberland by the City, and there is no forestland or timberland adjacent to these sites. The project site is designated “Other Land” and “Urban and Built-Up Land.” The project site is in an urbanized portion of the City and is surrounded by development. Therefore, no impact would occur.

d) No Impact. The project site does not contain forestland, nor is the project site zoned as forestland by the City. 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 does not contain forestland or farmland. The project site is in an urbanized area, as shown in **Figure 3**, Aerial Photograph. Development on the site would not result in the conversion of farmland to nonagricultural uses or forestland to non-forest uses. As such, no impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

3. Air Quality

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

An Air Quality and Greenhouse Gas Emissions Technical Report was prepared by HELIX Environmental Planning (HELIX 2024a), in August 2024 (see **Appendix 2**).

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 (South Coast AQMD). The South Coast AQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O₃), coarse particulate matter (PM₁₀), 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 South Coast AQMD has adopted the 2022 Air Quality Management Plan (AQMP). The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2022 AQMP is a regional and multi-agency effort including the South Coast AQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020–2045 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 South Coast AQMD's AQMP.

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

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations for the SoCAB could occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded at the project level. As indicated in the Air Quality Assessment, the proposed project would not generate short- or long-term emissions that could potentially cause an increase in the frequency or severity of existing air quality violations (see **Table 3-1**, Maximum Daily Construction Emissions, and **Table 3-2**, Maximum Daily Operation Emissions, below). Therefore, impacts would be less than significant.

Consistency Criterion 2

Growth projections from local general plans adopted by cities in the South Coast AQMD are provided to the SCAG which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Wildomar General Plan is considered to be consistent with the AQMP.

The City's General Plan designates the project site as Commercial Retail (CR) with a Community Center Overlay and the site is zoned Scenic Highway Commercial (C-P-S). As part of the Proposed General Plan, the project site will be zoned General Commercial (C-G). The proposed project would include a convenience store, drive-through restaurants, car wash, RV fueling/gas stations, and a hotel. The proposed uses are anticipated to serve the community and therefore, would reduce VMT. Implementation of the proposed project would not result in population or employment increases that would exceed growth projection assumptions in the AQMP (HELIX 2024a). Therefore, as the proposed project would be consistent with the City's existing land use designations, the proposed project is not anticipated to exceed the AQMP assumptions and would be consistent with the second criterion. Therefore, impacts would be less than significant.

b) Less Than Significant Impact. The project site is in the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. The SoCAB is nonattainment for O₃, PM₁₀, and PM_{2.5} under the state standards, and nonattainment for O₃ and PM_{2.5} under the federal standards. A discussion of the project's potential short-term construction-period and long-term operational-period air quality impacts are provided below.

Construction Emissions

Construction activities associated with the project would result in emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), PM₁₀, and PM_{2.5}. Emissions would result from site preparation, grading, building construction, paving, and architectural coating. Construction is anticipated to last nine months. As shown in **Table 3-1**, Maximum Daily Construction Emissions, emissions resulting from project construction would not exceed pollutant thresholds established by South Coast AQMD for emissions of any criteria pollutant or ozone precursor. Therefore, emissions generated during construction of the proposed 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. Impacts would be less than significant.

Table 3-1 Maximum Daily Construction Emissions						
Activity	Pollutant Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Site Preparation	3.7	33.8	33.9	0.1	21.4	11.5
Grading	2.2	19.7	21.8	<0.1	8.5	4.3
Building Construction ¹	1.8	16.1	21.6	<0.1	1.1	0.7
Paving ¹	1.2	9.3	11.5	<0.1	1.1	0.5
Architectural Coating	16.8	0.9	1.5	<0.1	0.1	0.0
Roadway Widening – Grubbing and Land Clearing	0.5	4.3	5.3	<0.1	0.9	0.3
Roadway Widening – Grading and Excavation	3.9	32.8	40.0	0.1	5.7	1.9
Roadway Widening – Drainage, Utilities, Sub-grade ¹	2.0	17.3	22.0	<0.1	2.6	0.9
Roadway Widening - Paving	0.9	7.6	12.8	<0.1	0.6	0.3
Maximum Daily Emissions²	16.8	52.5	61.8	0.1	22.3	11.8
<i>South Coast AQMD Regional Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
¹ During these phases, maximum daily emissions of NO _x would occur during winter and maximum daily emissions of all other pollutants would occur during summer or would not be seasonally dependent. ² Maximum daily emissions of NO _x , CO, and SO _x would occur during concurrent grading of the project site and roadway widening area. Maximum daily emissions of PM ₁₀ and PM _{2.5} would occur during concurrent site preparation and roadway grubbing/land clearing. VOC = volatile organic compounds, NO _x = nitrogen oxides, CO = carbon monoxide, SO _x = sulfur oxides, PM ₁₀ = particulate matter 10 microns or less in diameter, PM _{2.5} = particulate matter 2.5 microns or less in diameter Source: HELIX 2024a (Appendix 2)						

Operational Emissions

Operational activities associated with the proposed project would result in emissions of VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Operational emissions would be expected from area sources and energy sources.

Mobile emissions were excluded from the estimation of project emissions since the proposed project is anticipated to reduce regional VMT.

As shown in **Table 3-2**, Maximum Daily Operation Emissions, the proposed project's daily emissions from on-going operations would not exceed the South Coast AQMD's regional threshold. Therefore, criteria pollutant emissions generated during operation of the proposed 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. Impacts would be less than significant.

Table 3-2 Maximum Daily Operation Emissions						
Source	Emissions (lbs/day)					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area Source	2.0	<0.1	2.8	<0.1	<0.1	<0.1
Energy Source	0.1	1.2	1.0	<0.1	0.1	0.1
Total Maximum Daily Emissions¹	2.1	1.2	3.8	<0.1	0.1	0.1
<i>South Coast AQMD Regional Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
¹ Totals may not sum due to rounding. Source: HELIX 2024a (Appendix 2)						

c) Less Than Significant With Mitigation Incorporated. LSTs are based on local background pollutant concentrations and vary with site size and the distance to sensitive receptors, and represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest location where an individual can be expected to remain for 24 hours.

Localized Construction Impacts

Table 3-3, Maximum Localized Daily Construction Emissions, identifies the maximum daily onsite construction emissions. As shown in the Table, PM₁₀ and PM_{2.5} emissions would exceed the applicable LSTs.

Table 3-3 Maximum Localized Daily Construction Emissions				
Construction Activity	Emissions (lbs/day)			
	NO_x	CO	PM₁₀	PM_{2.5}
Site Preparation	33.7	32.4	21.1	11.4
Grading	18.3	20.1	7.9	4.2
Building Construction	15.6	19.4	0.6	0.6
Paving	7.1	9.9	0.3	0.3
Architectural Coating	0.9	1.1	<0.1	<0.1
Roadway Widening – Grubbing and Land Clearing	4.2	4.5	0.8	0.3
Roadway Widening – Grading and Excavation	32.6	36.9	5.2	1.7

Table 3-3 Maximum Localized Daily Construction Emissions				
Construction Activity	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Roadway Widening – Draining, Utilities, Sub-grade	17.2	19.9	2.3	0.8
Roadway Widening – Paving	7.5	11.7	0.3	0.3
Maximum Daily Emissions	50.9	57.0	21.9	11.7
<i>South Coast AQMD Localized Threshold</i>	<i>234</i>	<i>1,100</i>	<i>7</i>	<i>4</i>
Exceeds Threshold?	NO	NO	YES	YES
Source: HELIX 2024a (Appendix 2)				

The highest concentrations of PM₁₀ and PM_{2.5}, calculated at the closest outdoor use space for the three closest residences to the project site, without mitigation or consideration of any dust best management practices (BMPs), are compared to the South Coast AQMD project-level concentration thresholds as shown in **Table 3-4**, Unmitigated Localized Particulate Matter Concentrations. Without mitigation measures, these impacts would be potentially significant.

Table 3-4 Unmitigated Localized Particulate Matter Concentrations			
Residence	Calculated Concentration (µg/m³)	South Coast AQMD Threshold (µg/m³)	Exceed Threshold?
PM₁₀ 24-Hour Average			
33850 Paradise Lane	38.6	10.4	Yes
33805 Cherry Street	35.1	10.4	Yes
33890 Cherry Street	27.5	10.4	Yes
PM₁₀ Annual Average			
33850 Paradise Lane	1.1	1.0	Yes
33805 Cherry Street	1.1	1.0	Yes
33890 Cherry Street	1.0	1.0	Yes
PM_{2.5} 24-Hour Average			
33850 Paradise Lane	19.9	10.4	Yes
33805 Cherry Street	18.8	10.4	Yes
33890 Cherry Street	14.2	10.4	Yes
Source: HELIX 2024a (Appendix 2) µg/m³ = micrograms per cubic meter			

As shown in **Table 3-4**, annual average PM₁₀ and 24-hour average concentrations of PM₁₀ and PM_{2.5} would exceed the South Coast AQMD thresholds for ambient concentrations for all three analyzed residences. Impacts would be potentially significant. However, with the inclusion of Mitigation Measures **AQ-1** and **AQ-2**, which require the use of Tier 4 construction equipment and implementation of fugitive dust BMPs, emissions would not exceed the South Coast AQMD thresholds, as shown in **Table 3-5**, Mitigated Localized

Particulate Matter Concentrations. Therefore, impacts would be less than significant with mitigation incorporated.

Table 3-5 Mitigated Localized Particulate Matter Concentrations			
Residence	Calculated Concentration ($\mu\text{g}/\text{m}^3$)	South Coast AQMD Threshold ($\mu\text{g}/\text{m}^3$)	Exceed Threshold?
PM₁₀ 24-Hour Average			
33850 Paradise Lane	9.9	10.4	No
33805 Cherry Street	9.1	10.4	No
33890 Cherry Street	7.0	10.4	No
PM₁₀ Annual Average			
33850 Paradise Lane	0.3	1.0	No
33805 Cherry Street	0.3	1.0	No
33890 Cherry Street	0.2	1.0	No
PM_{2.5} 24-Hour Average			
33850 Paradise Lane	5.0	10.4	No
33805 Cherry Street	4.7	10.4	No
33890 Cherry Street	3.6	10.4	No
Source: HELIX 2024a (Appendix 2) $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter			

Localized Operational Impacts

Table 3-6, Maximum Localized Daily Operational Emissions, shows the maximum onsite emissions from area and energy sources during project operation. As shown in the Table, NO_x, CO, PM₁₀, and PM_{2.5} emissions would not exceed the South Coast AQMD LSTs. Therefore, impacts would be less than significant.

Table 3-6 Maximum Localized Daily Operational Emissions				
Construction Activity	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	<0.1	2.8	<0.1	<0.1
Energy Sources	1.2	1.0	0.1	0.1
Total Maximum Daily Emissions	1.2	3.8	0.1	0.1
<i>South Coast AQMD Localized Threshold</i>	<i>371</i>	<i>1,965</i>	<i>4</i>	<i>2</i>
Exceeds Threshold?	NO	NO	NO	NO
Source: HELIX 2024a (Appendix 2)				

Carbon Monoxide Hotspots

CO attainment in the SoCAB by the South Coast AQMD was analyzed as part of the South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide. As part of the 1992 CO Plan, an analysis for CO "hot spots," adverse CO concentrations, was conducted for four intersections in Los

Angeles at the peak morning and afternoon time periods. This hot spot analysis did not predict any violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day.

As further discussed in Section V.17, Transportation, the proposed project would generate a total of approximately 7,726 daily vehicle trips. The 1992 CO Plan showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard.

Table 3-7, Traffic Volume Comparison, provides a summary of the traffic volume contained in the South Coast AQMD's modeling and the traffic volumes for the project-affected intersections for comparison.

Table 3-7 Traffic Volume Comparison		
Intersection	AM Peak Hour Intersection Volume	PM Peak Hour Intersection Volume
2003 AQMP		
Wilshire Ave at Veteran Ave	8,062	7,719
Sunset Ave at Highland Ave	6,614	7,374
La Cienega Blvd at Century Blvd	6,635	8,674
Long Beach Blvd at Imperial Hwy	4,212	5,514
Proposed Project		
Orange Street at Bundy Canyon Road	2,397	2,414
I-15 Southbound Ramps at Bundy Canyon Road	3,260	3,347
Cherry Street at Bundy Canyon Road	2,863	3,326
Orange Street at Canyon Drive	1,253	797
Source: HELIX 2024a (Appendix 2)		

As shown in **Table 3-7**, the total traffic volumes at the project-affected intersections are less than the South Coast AQMD AQMP modeled intersections, therefore, carbon monoxide concentrations at the project-affected intersections would be less than those modeled for the AQMP. Therefore, impacts would be less than significant.

Toxic Air Contaminants (TAC)

CONSTRUCTION TAC IMPACTS

Implementation of the proposed project would result in the use of heavy-duty construction equipment, haul trucks, onsite generators, and construction worker vehicles which could generate the toxic air contaminant (TAC) diesel particulate matter (DPM). Generation of DPM from construction projects typically occurs in a localized area for a short-period of time.

The dose of TAC to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on

guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is consistent long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime. Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations and varying intensities throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations. Therefore, impacts would be less than significant.

OPERATIONAL TAC IMPACTS

The new RV fueling/gas stations would require authority to construct (ATC) and permit to operate (PTO) approval from the South Coast AQMD, which will review the facility design and location for compliance with South Coast AQMD standards for criteria pollutants and air quality. All tanks and dispensers would be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery (EVR) air pollution control equipment technology per CARB regulations and associated Executive Orders. The Phase I EVR equipment controls the vapors in the return path from the tanks back to the tanker truck during offloading filling operations. Phase I EVR systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. The Phase II EVR equipment, which also includes “in-station diagnostics,” controls and monitors the vapors in the return path from the vehicles back to the tanks. Phase II EVR systems are 95 percent effective in controlling fugitive emissions from escaping into the environment. Therefore, operations expected to occur at the proposed project would not emit a significant quantity of toxic chemicals. In addition, CARB siting recommendations within the *Air Quality and Land Use Handbook* suggest sensitive receptors should not be placed within 50 feet of typical gas dispensing facilities. The fuel dispensers would be located near the center of the project site more than 50 feet from the project boundary.

Other long-term operational emissions include toxic substances such as cleaning agents in use on-site, compliance with State and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents is regulated by the 1990 Federal Clean Air Act Amendments as well as State-adopted regulations for the chemical composition of consumer products. As such, project-related TAC emission impacts during operation would be less than significant.

d) Less Than Significant Impact.

The potential for the proposed project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include: agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The proposed project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment and other construction activities, and trash storage areas associated with the proposed project’s long-term operational activity. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in

nature and would cease upon completion of the respective phase of construction. Therefore, impacts are considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operational activities would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

AQ-1 Tier 4 Construction Equipment. Prior to issuing construction permits, the project applicant or designated representative shall provide to the City a comprehensive inventory of all diesel-powered off-road construction equipment, equal to or greater than 50 horsepower, that will be used on the project site during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. The City shall verify that all construction equipment is USEPA Tier Final certified or has been retrofitted with CARB approved diesel particulate matter reduction systems resulting in PM₁₀ emissions meeting USEPA Tier 4 Final standards.

Timing/Implementation: Prior to issuance of construction permits

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department

AQ-2 Fugitive Dust Best Management Practices. Prior to issuing construction permits, the City shall verify that project construction contract or construction documentation specify the requirement to implement all fugitive dust Best Available Control Measures listed in Table 1 of the SCAQMD Rule 403, and the following control measures are enhanced to require watering exposed surface a minimum of three times per day:

- Clearing and Grubbing Control Measure 02-1: Maintain stability of soil through prewatering of site prior to clearing and grubbing. In addition, during dry weather, water exposed surfaces a minimum of three times per day during clearing and grubbing activities.
- Cut and Fill Control Measure 05-1: Pre-water soils prior to cut and fill activities (e.g., grading). In addition, during dry weather, water all exposed surfaces a minimum of three times per day during cut and fill activities.

Timing/Implementation: Prior to issuance of construction permits

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department

4. Biological Resources

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

HELIX Environmental Planning prepared a General Biological Resources Assessment in August 2024 for the project, which is included as **Appendix 3** (HELIX 2024b).

DISCUSSION

a) Less Than Significant With Mitigation Incorporated.

According to the General Biological Resources Assessment, 11 of the 13 plant species recorded within the Alberhill, Lake Elsinore, Lake Mathews, Romoland, Steele Peak, Sitton Peak, Wildomar, Murrieta, and Perris quadrangles were not considered to have potential to occur based on geographic range, elevation range, and/or lack of suitable habitat (HELIX 2024b). Two species (Parry's spineflower and San Diego ambrosia) were determined to have a low potential to occur on the project site based on low-quality habitat; these two species were not detected during a spring rare plant survey (HELIX 2024b).

Of the 41 sensitive animal species recorded within the nine quadrangles, 34 species were considered to have no potential to occur in the plan area due to the lack of suitable habitat. Therefore, no significant impacts to these sensitive wildlife species are anticipated by the proposed project. The remaining seven species were determined to have a low potential to occur on the project site based on the presence of low-quality habitat, limited acreage of habitat, and lack of recent observations within the immediate vicinity of the project site. California glossy snake, coast patch-nosed snake, and western mastiff bat are State Special Species of Concern and not a covered species under the MSHCP. These species have not been recorded within the vicinity (10- to 20-mile radius), indicating that regionally significant populations of these species are not present. California glossy snake and coast patch-nosed snake were not observed during field surveys. Therefore, the project site is not expected to support large populations of these species. Western mastiff bat may use the project site for foraging habitat given it uses a variety of habitats; although there is a potentially suitable foraging habitat for the western mastiff bat, there is no suitable roosting habitat on the project site. Therefore, impacts to these three species would be less than significant.

Coastal whiptail is a State Species of Special Concern, white-tailed kite is State Fully Protected Species, and Stephens' kangaroo rat is a State and Federally Threatened species. These three species are fully covered species under the MSHCP. Payment of the MSHCP and Stephens' kangaroo rat mitigation fees would reduce impacts to these species.

Additionally, all circulation-related improvements would occur in the existing right of way adjacent to or on existing streets. Therefore, construction and operation of the circulation improvements would not be expected to impact biological resources.

Burrowing owl is a state Candidate Species and MSHCP-conditionally covered species. Based on the results of the focused burrowing owl surveys, the project site does not support burrowing owls. Nonetheless, the proposed project would implement Mitigation Measure **BIO-1** which requires a preconstruction survey within 30 days of ground-disturbing activities and provides provisions if burrowing owls are detected onsite. With the implementation of Mitigation Measure **BIO-1**, impacts would be less than significant with mitigation incorporated.

b) No Impact. Riparian/riverine areas are lands which contain habitat dominated by trees, shrubs, persistent emergent vegetation, or emergent mosses and lichens, which occur close to, or which depend upon soil moisture from nearby freshwater sources, or areas with freshwater flow during all or a portion of the year. The General Biological Resources Assessment concluded the project site does not contain any

riparian/riverine areas. Additionally, there are no vegetation communities mapped onsite that are dominated by native plant species or are considered sensitive species pursuant to the California Department of Fish and Wildlife. Therefore, no impact would occur.

c) No Impact. According to the General Biological Resources Assessment, the project site does not contain any drainage features, wetlands, or other special aquatic sites under the jurisdiction of the California Department of Fish and Wildlife and United States Army Corps of Engineers/Regional Water Quality Control Board. Therefore, no wetlands are present on-site and no impacts would occur.

d) Less Than Significant Impact with Mitigation Incorporated. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The project site is not part of a regional corridor, not identified by the MSHCP or South Coast Missing linkages as being part of a local or regional corridor/linkage, and does not serve as a nursery site (HELIX 2024b). However, development on the project site could disturb or destroy active migratory bird nests. Although suitable nesting bird habitat is limited, herbaceous ground cover and shrubs throughout the site could provide habitat for protected nesting bird species. Implementation of Mitigation Measure **BIO-2**, which provides provisions for nesting birds surveys and ensures compliance with the Migratory Bird Treaty Act, would reduce impacts to less than significant with mitigation incorporated.

e) No Impact. The Wildomar Municipal Code Section 12.08.050 regulates trees within the public right of way. The project site contains no trees within a public right-of-way. There are no other city policies or ordinances protecting biological resources. Therefore, no impact would occur.

f) Less Than Significant With Mitigation Incorporated. The project site is within the Elsinore Area Plan of the MSCHP, and is not located within or adjacent to an MSCHP Criteria Area. As there are no riparian/riverine areas or species onsite, the proposed project would not conflict with MSHCP Section 6.1.2, and therefore, a Determination of Biologically Equivalent Superior Preservation is not required. The project site is not within a Narrow Endemic Plant Species Survey Area and therefore, no focused surveys were required; the proposed project is consistent with Section 6.1.3 of the MSHCP. The project site is not adjacent to land targeted for conservation or existing MSHCP Conservation Areas. The nearest linkage to the project site is Proposed Linkage 8, which is approximately one mile east of the project site. Since the project site is not within or adjacent to MSHCP Conservation Areas, most of the MSHCP Urban/Wildland Interface Guidelines, would not apply with the exception of Drainage, Toxics, and Invasives, and Grading/Land Development. The project site does not support natural drainages and would incorporate measures to avoid discharge of untreated surface runoff. Applicable drainage measures that would be implemented by the proposed project would reduce impacts of chemicals and other toxins affecting wildlife and habitat. As the project site is not directly adjacent to MSHCP Conservation Areas, lighting, noise, and barrier standards are not applicable. The proposed project would not use invasive plants for erosion control or landscaping; the proposed project would be required to comply with the MSHCP and would not be permitted to use any of the plants listed in Table 6-2, Plants that Should Be Avoided Adjacent to the MSHCP Conservation Area, of the MSHCP. As the project site is not adjacent to a MSHCP

Conservation Area, manufactured slopes associated with the proposed project would not impact MSHCP Conservation Areas. As such, the proposed project would be consistent with MSHCP Section 6.1.4. The project site is not within a Criteria Area Species Survey Area or an amphibian/mammal survey area, and therefore, such additional studies are not needed. However, pursuant to Mitigation Measure **BIO-1**, a pre-construction burrowing owl survey would be required; the proposed project would be consistent with MSHCP Section 6.3.2. The project site is not adjacent to an MSCHP Conservation Area and therefore, fuel modification impacts would not extend into a conservation area. As indicated above, the proposed project would pay the MSHCP and Stephens' kangaroo rat fees, which is required by the City's Municipal Code. Therefore, the proposed project would be consistent with the MSHCP, and impacts would be less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by Section 3.42.070 of the Wildomar Municipal Code, the project applicant/developer 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.
1. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant/developer 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 **Burrowing Owl:** In compliance with the MSHCP, a pre-construction survey shall be conducted within 30 days prior to ground-disturbing activities (i.e., earthwork, clearing, grubbing, watering, staging, etc.) occurring on the project site. If the pre-construction survey is negative and Burrowing Owl (BUOW) is confirmed absent, then ground-disturbing activities shall be allowed to commence, and no further measures would be required.

If BUOWs are observed during the pre-construction survey, take of active nests must be avoided, and the City must be immediately notified. The City will coordinate with the Wildlife Agencies (i.e., CDFW and USFWS) to determine whether a BUOW Protection and Relocation Plan is required prior to ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey must be conducted again to confirm BUOW has not colonized the project site since it was last disturbed. If BUOW is found, the same coordination described above would be required.

Timing/Implementation: Thirty (30) days prior to the initiation of ground-disturbing activities

Enforcement/Monitoring: *City of Wildomar Community Development Department*

BIO-2 **Nesting Birds:** To the extent feasible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the general bird nesting season for migratory birds,

which is February 15 through August 31 for songbirds and January 1 to August 31 for raptors.

- 1. If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory birds and raptors, a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act (MBTA) and California Fish and Game (CFG) Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of construction activities and provided to the City for review. The qualified biologist shall document the results of the pre-construction survey. If construction is inactive for more than seven days, an additional survey shall be conducted.
- 2. If the qualified biologist determines that no active migratory bird or raptor nests occur, the City shall be notified and the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no construction activities within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, as determined by the qualified biologist and approved by the City. The biological monitor may modify the buffer or propose other recommendations to minimize disturbance to nesting birds.

Timing/Implementation: Seven (7) days prior to the initiation of construction activities
Enforcement/Monitoring: *City of Wildomar Community Development Department*

5. Cultural Resources

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

The Cherry Outpost Cultural Resources Survey Report was prepared for the proposed project by HELIX Environmental Planning in December 2024 which is included as **Appendix 4** (HELIX 2024c).

DISCUSSION

a) No Impact. Cal. Code Regs. Title 14 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.

Archival research of historic maps and aerial photographs indicated that the project site included residential, agricultural, and transportation development. A pedestrian survey identified a historical archaeological site consisting of the foundations of a residence, concrete pond, associated structures, and vegetation. According to the Cultural Resources Survey Report, the site lacks integrity and is not eligible for listing on the California Register of Historic Resources or the National Register of Historic Places (HELIX 2024c). Therefore, no impacts to historic resources would occur as a result of project implementation.

b) Less Than Significant Impact with Mitigation Incorporated. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources.

The Cultural Resources Survey Report concluded that there are no known archaeological resources on the project site. However, no cultural resources field studies had previously been conducted within the project site (HELIX 2024c). Because of the general sensitivity of the Lake Elsinore area, and due to proposed construction and ground-disturbing activities such as grading and trenching, there is potential for buried archaeological resources to be discovered onsite. Additionally, all circulation-related improvements would occur in the existing right of way adjacent to or on existing streets that have previously been graded. While unlikely, archaeological resources could be uncovered as part of the ground-disturbing activities associated with these improvements. Implementation of Mitigation Measures **TRI-1** through **TRI-8** (see Section V. 18, Tribal Cultural Resources) would ensure that any archaeological resources discovered on the project site would be properly managed by having a qualified archaeologist monitor construction and grading activities, complying with provisions outlined in the Tribal Cultural Resources Treatment and Monitoring Agreement, and halting construction within 100 feet of discovered resources in the event that they are uncovered. Therefore, impacts would be less than significant with mitigation incorporated.

c) Less Than Significant Impact with Mitigation Incorporated. Construction activities associated with project implementation would require grading and excavation of the site below the surface. Pursuant to California Health and Safety Code Section 70520.5, in the event of an accidental discovery or recognition of any potential human remains on the site, no further excavation or disturbance of the site shall be permitted until the coroner of the county is contacted and has conducted an investigation into the circumstances, manner, and cause of any death, and 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 implement Mitigation Measures **CUL-1**, **TRI-7**, and **TRI-8** (see Section V. 18, Tribal Cultural Resources) that would reduce impacts to with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 **Human Remains.** If potential human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" (MLD). The MLD shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources

Code Section 5097.98. No photographs are to be taken of any human remains and/or cremations except by the coroner, with written approval by the consulting tribe(s).

Timing/Implementation: During any ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

6. Energy

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

a) Less Than Significant Impact.

Construction

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

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

The surrounding area is already served by electricity provided by Southern California Edison (SCE) and natural gas infrastructure provided by the Southern California Gas Company (SoCalGas). The proposed project would connect to the existing gas lines to the project site.

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

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. Construction

equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Construction techniques, equipment and materials are consistent with other construction in the City. 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, and parking lot lighting. Additionally, the proposed project would result in a hotel and would not result in an excessive consumption of energy compared to other similar uses.

Electricity

The project is expected to use approximately 2,851,958 kilowatt-hours per year (kWh/year) to serve operational demands (HELIX 2024a). In 2020, the non-residential sector of the County of Riverside consumed approximately 8,015 million kWh of electricity. Therefore, the increase in electricity demand of approximately 0.04 percent from the proposed project is insignificant compared to the County's 2020 non-residential sector demand.

The increased demand is expected to be adequately served by the existing Southern California Edison (SCE) electrical facilities. SCE provided over 103,597 gigawatt-hours (GWh) of electricity to its customers in 2020 and total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh between 2015 and 2026 (CEC 2020; CEC 2018). The increase in electricity demand of approximately 0.04 percent from the project would represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

Prior to final building plan submittal, the project applicant/developer 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 2022 Title 24 standards which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials, the project's electricity demand would not result in significant impacts. Therefore, impacts are less than significant.

Natural Gas

The project is expected to use approximately 4,557,647 kilo-British thermal units per year (KBTU/year) of natural gas during its operational phase (HELIX 2024a). In 2020, the non-residential sector of the County of Riverside consumed approximately 135 million therms of gas. Therefore, the increased natural gas demand of approximately 3.38 percent from the proposed project is insignificant compared to the County's 2020 non-residential sector demand.

The increased demand of approximately 3.38 percent is expected to be adequately served by the existing Southern California Gas facilities. The project would construct new facilities at the project site that would result in an increase in gas demand. The major use of natural gas on site would be from the hotel

(3,644,849 kBTU/year) and primarily building heating at the other facilities on-site. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Renewable Energy

Pursuant to the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company. Regarding the State's Renewable Energy Portfolio Standards, the proposed project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Additionally, the development of the proposed project would not interfere with the 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 would decrease from current emission estimates. Therefore, impacts would be less than significant.

Vehicle Miles Traveled and Fuel Consumption

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the project would come from delivery vehicles, maintenance vehicles, hotel guests, employees, and the general public/refueling vehicles that would primarily use diesel fuel and/or gasoline.

The proposed project would generate 7,726 trips per day. Trip generation and VMT generated by the proposed project are consistent with other similar commercial uses of similar scale and configuration, such as the Beyond Gas Station project approved by the City April 5, 2023. (SCH# 2023020343) Therefore, the proposed project would not propose uses or operations that would result in excessive and wasteful vehicle trips or vehicle energy consumption. Therefore, impacts would be less than significant.

b) Less Than Significant Impact. The City of Wildomar is within SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) by reducing fuel consumption. 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. As described in Section V.14, Population and Housing, the proposed project does not exceed the growth projections described in SCAG's RTP/SCS. The proposed project would not obstruct the implementation of the RTP/SCS.

The City of Wildomar does not have its own renewable energy plan or energy efficiency plan; however, the City does encourage the use of renewable energy via solar panels, recycling, etc. The proposed project would be subject to the most recent version of the California Energy Code, which sets standards that improve energy efficiency of newly construction 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 being disposed. 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?				✓

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Gecon West Inc. (Geocon) prepared a Preliminary Geotechnical Investigation Report prepared on January 6, 2023 (Geocon 2023) for the proposed project which is included as **Appendix 5**. Bargas Environmental Consulting (Bargas) prepared a Paleontological Resources Report prepared on July 2024 (Bargas 2024) for the proposed project which is included as **Appendix 6**.

DISCUSSION

- a) i) **Less Than Significant Impact with Mitigation Incorporated.** According to the Geotechnical Report, the site is not within an Alquist-Priolo Earthquake Fault Zone, and no known active faults traverse the site. However, the project site is within a seismically active region of Southern California. The nearest known active fault is Glen Ivy North branch of the Elsinore fault system, which is located approximately 0.25 mile southwest of the site (Geocon 2023). The project site is not located within the mapped Riverside County Fault Hazard zone (Geocon 2023). Compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to the extent feasible. Additionally, compliance with Mitigation Measure **GEO-1**, which states that the project applicant/developer shall incorporate all recommendations made in a final geotechnical report as approved by the City related to temporary excavations, grading, utility trench backfill, foundation and concrete slab-on-grade, concrete flatwork, conventional retaining walls, lateral loading, and preliminary pavement. Compliance with the CBC will be confirmed by the City as part of the building permit and inspection requirements. Therefore, impacts would be less than significant with mitigation incorporated.
- ii) **Less Than Significant Impact with Mitigation Incorporated.** The project site is in a seismically active region. Strong ground shaking due to moderate to severe earthquakes can be expected at the site within the lifetime of the project. Structures onsite must be designed and constructed to resist the effects of seismic ground motions as outlined in the most recent version of the California Building Code (CBC) Section 1613. After implementation of Mitigation Measure **GEO-1**, which states that the project applicant/developer shall incorporate all recommendations made in a final geotechnical report, impacts would be less than significant with mitigation incorporated.
- iii) **No Impact.** The project site is located within an area mapped as having a moderate potential for liquefaction (Geocon 2023). However, according to the geotechnical report, due to the presence of Pauba Sandstone at or near the surface, liquefaction is not considered a design consideration for this site. Therefore, no impacts would occur.
- iv) **No Impact.** According to the geotechnical report, there is no evidence of slope instability within or adjacent to the project site, and no landslides have been mapped on or adjacent to the project

site. As such, landslide hazards to the site is not a design consideration. Therefore, no impact would occur.

b) Less Than Significant Impact with Mitigation Incorporated. The proposed project would include ground-disturbing activities that could subject surface soil to erosion. The City routinely requires the submittal of detailed erosion control plans with any grading plans to comply with the state water quality regulations. 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. R9-2013-0001, as amended). Furthermore, under the State Water Board's Construction General Permit, the project is required to prepare and comply with an approved Stormwater Pollution Prevention Plan (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.

Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices (BMPs). Additionally, the SWPPP would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. BMPs 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.

The State Construction 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/developer would be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. Water quality features intended to reduce construction-related erosion impacts are required to be clearly denoted on the grading plans for implementation by the construction contractor. For a discussion of erosion and runoff impact post-construction, see Section V.10, Hydrology and Water Quality.

As indicated in the geotechnical report, the undocumented artificial fill, topsoil, alluvium, and upper few feet of Pauba Sandstone within the limits of grading should be removed to expose competent Pauba Sandstone bedrock, and areas of loose, dry, or compressible soils will require deeper excavation and processing prior to fill placement. Compliance with the recommendations of a final geotechnical report (see Mitigation Measure **GEO-1**) would reduce impacts to less than significant. Therefore, project impacts to erosion and topsoil would be less than significant with mitigation incorporated.

c) Less Than Significant Impact with Mitigation Incorporated. See discussion above in a.iii) and a.iv). The project site is not at risk for landslide, collapse, liquefaction, or lateral spreading due to the relatively level terrain of the site and surrounding developed properties. According to Figure 4, Subsidence Zone, of

the City of Wildomar Safety Element, the southwestern portion of the site is located within an area that is susceptible to subsidence. As groundwater was not encountered during exploratory excavations of approximately 26 feet below the ground surface, the potential for subsidence is low. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to unstable soils. Compliance with CBC regulations and implementation of Mitigation Measure **GEO-1** would ensure adequate design and construction of building foundations to resist soil movement. Impacts would be less than significant with mitigation incorporated.

d) No Impact. The onsite surficial soils found onsite consist generally of silty sands and are considered to possess a “very low” expansive potential (Geocon 2023). Therefore, no impact would occur.

e) No Impact. The proposed project would connect to the Elsinore Valley Municipal Water District (EVMWD) sewer collection system and therefore the use of septic tanks or an alternative wastewater disposal system is not proposed. Therefore, no impact would occur.

f) Less Than Significant Impact with Mitigation Incorporated.

According to the Paleontological Report, no paleontological resources were documented within the project site boundaries, however, fossil localities were recovered approximately two miles northwest of the project site (Bargas 2024). The Holocene-age deposits present at the surface of the project site are typically considered to have a low potential for significant paleontological resources at and near the surface due to the relatively young age of the deposits. However, excavations that reach depths of approximately 10 to 13 feet and have the potential to encounter the moderate paleontological potential late Pleistocene sections of the young alluvial fan deposits could uncover paleontological resources. Given that the proposed project would require ground-disturbing activities and deep excavations for underground storage tanks, there is a potential to uncover paleontological resources. As such, implementation of Mitigation Measure **GEO-2**, which requires the applicant to retain a paleontologist to assess the potential for the presence of paleontological resources, would reduce impacts to less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

GEO-1 The project applicant/developer shall incorporate the recommendations of the Geotechnical Investigation prepared by Geocon West Inc. (**Appendix 5**), or as directed by the City Engineer, into project plans related to the proposed project. The project’s building plans submitted to the City shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.

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

Enforcement/Monitoring: City of Wildomar Community Development Department and Building and Safety Department

GEO-2

Prior to issuance of a grading permit, the project applicant shall retain a Certified Paleontologist. As there is a moderate potential to encounter paleontological resources on the project site if excavations reach 10 to 13 feet, the project applicant shall retain a Certified Paleontologist to monitor all initial ground-disturbing activities that extend beyond depths of 5 feet. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required, and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 50-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. The Certified Paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, fossil identification, laboratory preparation, or other appropriate measures.

Further ground disturbance shall not resume within a 50-foot radius of the discovery site until an agreement has been reached between the project applicant, the Certified Paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Salvage and collection of significant fossils shall be done in accordance with the Society of Vertebrate Paleontology guidelines. Any paleontological resources salvaged shall be provided for curation at a local curation facility, or any other local museum or repository, such as the Western Science Center or World Museum of Natural History, willing and able to accept and house the resource to preserve for future scientific study.

<i>Timing/Implementation:</i>	<i>During ground-disturbing construction activities</i>
<i>Enforcement/Monitoring:</i>	<i>City of Wildomar Community Development Department and Building and Safety Department</i>

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?			✓	

An Air Quality and Greenhouse Gas Emissions Technical Report was prepared by HELIX Environmental Planning (HELIX 2024a), in August 2024 (see **Appendix 2**).

DISCUSSION

- a) **Less Than Significant Impact.** According to **Table 8-1**, Construction Greenhouse Gas Emissions, total GHG emissions associated with construction of the proposed project are estimated at 741.8 MT CO₂e. For construction emissions, South Coast AQMD guidance recommends that the emissions be amortized (i.e., averaged) over 30 years and added to operational emissions. Averaged over 30 years, the proposed construction activities would contribute approximately 24.7 MT CO₂e emissions per year.

Table 8-1 Construction Greenhouse Gas Emissions	
Year	Emissions (MT CO ₂ e)
2025	543.6
2026	198.2
Total¹	741.8
<i>Amortized Construction Emissions²</i>	<i>24.7</i>
Source: HELIX 2024a	
¹ Totals may not sum due to rounding.	
² Construction emissions are amortized over 30 years in accordance with South Coast AQMD guidance.	
MT = metric tons; CO ₂ e = carbon dioxide equivalent	

The proposed project's operational GHG emissions were estimated for the first full year of project operation, 2027, using CalEEMOD. Mobile emissions were excluded from the estimation of project emissions since the project is anticipated to reduce regional VMT. The proposed project's annual GHG emissions, including amortized annual construction emissions, are shown in **Table 8-2**, Operational Greenhouse Gas Emissions, for comparison with the South Coast AQMD screening threshold of 3,000 MT CO₂e.

Table 8-2 Operational Greenhouse Gas Emissions	
Emission Sources	2027 Emissions (MT CO₂e)
Area	1.3
Energy	693.0
Refrigerants	157.7
Water	16.5
Waste	49.9
Construction (Annualized Over 30 Years)	24.7
Project Total¹	943.0
South Coast AQMD	3,000
Exceed Threshold?	No
Source: HELIX 2024a ¹ Totals may not sum due to rounding. MT = metric tons; CO ₂ e = carbon dioxide equivalent	

As shown in the Table above, the project emissions, including amortized construction emissions, would not exceed the South Coast AQMD threshold of 3,000 MT CO₂e per year. Therefore, construction and operational impacts would be less than significant.

b) Less Than Significant Impact.

Consistency with CARB's Scoping Plan

The CARB Scoping Plan, approved in 2008 and updated in 2014, 2017, and 2022, provides a framework for actions to reduce California's GHG emissions and requires CARB and other State agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to individual projects, nor is it intended to be used for project-level evaluations. Under the Scoping Plan, however, there are several statewide regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other State agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy use, high-Global Warming Potential (GWP) GHGs in consumer products) and changes to the vehicle fleet, among others. The proposed project would not conflict with implementation of the policies identified in the Scoping Plan. Impacts would be less than significant.

Consistency with SCAG's RTP/SCS

The SCAG RTP/SCS, Connect SoCal, provides long-range regional strategies for smart growth that would assist the region in attaining GHG emissions reductions goals. Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per capita VMT. SCAG's strategies identify how the SCAG region can achieve GHG reductions and promote smart growth. While consistency with these strategies supports implementation of the regional SCS and associated GHG emissions, Connect SoCal does not set forth specific measures to be implemented at the project level. Rather, a project's consistency with the identified smart growth principles and support for VMT reductions can be seen to support regional implementation of the RTP/SCS.

The proposed project does not propose new public transit facilities or housing options. Rather, the proposed project would provide commercial amenities near existing residential land uses. Construction of commercial uses near these residences would reduce VMT by shortening trip lengths (HELIX 2024a). In addition, the proposed project would implement GHG reduction measures identified in the WRCOG CAP, as described below. Therefore, the proposed project would not conflict with SCAG's RTP/SCS and impacts would be less than significant.

Consistency with WRCOG Regional Climate Action Plan

The WRCOG Regional CAP recommended a target of reducing subregional GHG emissions 15 percent below 2010 levels by 2020 and 49 percent below 2010 levels by 2035. The WRCOG Regional CAP does not include GHG reduction measures for a goal beyond 2020 and is therefore not directly applicable to the proposed project. Additionally, the City did not adopt the WRCOG Regional CAP and therefore, it has no regulatory effect on the proposed project. The CAP does not include thresholds for determining the significance of a project's GHG emissions, nor does it include a checklist or other methodology for determining consistency of a project with the goals and measures in the CAP. As measures to achieve the emissions reductions target for 2035 have not yet been identified, the proposed project's consistency with applicable measures required to achieve the 2020 reduction target is shown in **Table 8-3**, Project Consistency with the WRCOG Regional CAP. As shown in the Table, the proposed project would be consistent with the WRCOG Regional CAP; therefore, impacts would be less than significant.

Table 8-3 Project Consistency with the WRCOG Regional CAP	
GHG Reduction Measures	Project Consistency
State and Regional Energy Measures	
Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6) – Mandatory energy efficiency standards for buildings	Consistent. The California Building Energy Efficiency Standards have been updated with the 2022 version effective January 1, 2023. The project would comply with the applicable Title 24, Part 6 requirements, which are designed to result in energy efficient buildings.
State Solid Waste Measures	
Measure SR-13: Construction & Demolition Waste Diversion – Mandatory requirement to divert 50% of construction and demolition waste from the landfill waste stream.	Consistent. The project would be required to comply with CALGreen, which currently requires the diversion of 65 percent of non-hazardous construction and demolition waste from the landfill.
Local Energy Measures	
Measure E-3: Shade Trees – Strategically plant trees to reduce urban heat island effect.	Consistent. In accordance with Wildomar Municipal Code Section 17.188.070.E, the project would be required to shade 50 percent of the total parking area.
Local Transportation Measures	
Measure T-1: Bicycle Infrastructure Improvements – Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.	Consistent. In accordance with Wildomar Municipal Code Section 17.188.060.B, 1 bicycle space for every 33 patron parking spaces and 1 bicycle space for every 25 employee parking spaces would be

Table 8-3 Project Consistency with the WRCOG Regional CAP	
GHG Reduction Measures	Project Consistency
Measure T-2: Bicycle Parking – Provide additional options for bicycle parking.	required. The project proposes to include 20 bicycle parking spaces, including a mixture of short- and long-term bicycle parking options.
Measure T-3: End of Trip Facilities – Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.	Not Applicable. The WRCOG CAP recommends requiring the installation of end trip facilities where more than 50,000 square feet of commercial space is proposed. The proposed commercial uses total less than 50,000 square feet and do not require implementation of end trip facilities.
Measure T-8: Density – Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	Consistent. The project proposes commercial uses in proximity to residential uses and is anticipated to reduce VMT.
Measure T-9: Mixed-Use Development – Provide for a variety of development types and uses.	Consistent. The project proposes commercial uses in proximity to residential uses where there are limited commercial amenities.
Source: HELIX 2024a	

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

9. Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment (ESA) was prepared by Herron Environmental on February 9, 2023 (Herron 2023), which is included as **Appendix 7**.

DISCUSSION

a) Less Than Significant Impact. Construction activities at the project site would involve the use of hazardous materials such as fuel, asphalt, lubricants, toxic solvents, pesticides, and herbicides which would be transported to and from the site and be present temporarily during construction. These potentially hazardous materials would not be used in sufficient quantities to pose a significant hazard to public health and safety or the environment, and their use during construction would be short-term.

Operation of the project would involve the use of hazardous materials such as cleaners, solvents, paints, degreasers, pesticides, fertilizers, and other custodial products, as well as gasoline. The materials used and stored onsite would be clearly labeled and safely stored in compliance with state and federal requirements. A permit to operate an underground storage tank (UST) system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617. These regulations mandate the testing and frequent inspections of the UST facilities. The project occupant(s) would be required to prepare a Spill Contingency Plan to be filed with the County of Riverside Hazardous Materials Department. All operations of the gas station/RV fueling station and related USTs would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. With the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

The transport, use, storage, and disposal of hazardous materials would be required to 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. Moreover, any businesses that transport, generate, use, and/or dispose of hazardous materials in Wildomar are subject to existing local hazardous materials regulations, such as those implemented by the Riverside County Department of Environmental Health which is the Certified Unified Program Agency (CUPA) for Riverside County. This program is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar. Compliance with federal, state, and local laws and regulations would result in a less than significant impact.

b) Less Than Significant Impact. As described in the response to V.9)a, above, construction and operation of the proposed project would involve the transport, storage, and use of hazardous materials on the site including common cleaning substances, building maintenance products, lubricants, paints, solvents, herbicides, pesticides, fertilizers, and most notably gasoline fuel for the gas station and RV fueling station.

An impact could occur if construction and operation of the proposed project create conditions where hazardous materials could easily contaminate surrounding soil, water, or air.

Construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would

be trained on the proper use, storage, and disposal of hazardous materials. Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit, as detailed in Section V.10, Hydrology and Water Quality. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations.

Operation of the hotel and commercial uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, the operation of the proposed gas and RV fueling stations could result in hazardous materials due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas and RV fueling station would require permits. All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials, including but not limited to California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617.

Therefore, use, and/or disposal of hazardous materials during construction and operation of the proposed project would be properly managed, and impacts would be less than significant.

c) No Impact There are no schools within a quarter mile of the site. The nearest school to the project site is Elsinore High School, approximately 0.35 mile southwest of the project site. Therefore, no impact would occur.

d) No Impact. The project site is not included on a list of hazardous materials databases compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) (DTSC 2023; SWRCB 2023). According to the Phase I ESA, the project site is not listed on any environmental databases for hazardous sites, and there are no Leaking Underground Storage Tank (LUST)/Spill sites on the project site. Therefore, no impacts would occur.

e) No Impact. The project site is not located within any public airport land use plan. The closest public airport is French Valley Airport, which is located approximately 8.7 miles southeast of the project site, and the closest private airstrip, the Skylark Airport (primarily used for skydiving), is approximately 1.3 miles west of the project site. Given the distance and because the project site is not in an airport land use plan area for any airports, there is no impact.

f) Less Than Significant Impact. Access to the project site would be provided via two entrances/exits: both would be on the eastern portion of the project site via Cherry Street. Construction would take place within the project site; no roadway closures are anticipated. If roadway closure(s) or reduction in access/capacity is necessary during construction (i.e., to connect to water, sewer, or utilities), the City requires that the applicant submit appropriate detour plans for review prior to the issuance of a building

permit. Adherence to these requirements would ensure that the project would not have a significant impact on emergency response and evacuation plans. Therefore, impacts would be less than significant.

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is not within a VHFHSZ within the LRA, but the site is within a HFHSZ and VHFHSZ in an SRA (CALFIRE 2023). Development on the project site would be subject to compliance with the 2022 California Building Code (or the most current version) and the 2022 edition of the California Fire Code (or the most current version). The 2022 California Fire Code (CFC) (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Wildomar Emergency Operations Plan and the and the City's Local Hazard Mitigation Plan. These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety, and Mitigation Measures **HAZ-1** and **HAZ-2**, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

1. City of Wildomar Municipal Code Chapter 8.28, Fire Code, requires compliance with the 2022 California Building Code (or most current version) and the 2022 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).
2. City of Wildomar Municipal Code Chapter 8.28, Fire Code, requires adherence to California Fire Code Chapter 49, which cites specific requirements for wildland-urban interface areas.

MITIGATION MEASURES

HAZ-1 Prior to the issuance of building permits, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to

mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

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

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

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

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

10. Hydrology and Water Quality

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

The following analysis is based on the Hydrology Report (Tait 2024a, **Appendix 8**) and the Project-Specific Water Quality Management Plan (WQMP) (Tait 2024b, **Appendix 9**) by Tait and Associates, Inc. dated April 30, 2024, and January 15, 2024, respectively.

DISCUSSION

a) Less Than Significant Impact.

Construction

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

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

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit Order No. 2022-0057-DWQ, which became effective September 1, 2023. The site is larger than one acre and would be subject to the requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site, and to contain hazardous materials. BMPs categories include, but are not limited to, erosion control and wind erosion control, sediment control, tracking control, non-storm water management controls, and waste management controls. Implementation of BMPs and monitoring required under the SWPPP would reduce, minimize, reduce and or treat pollutants and prevent short-term intermittent impacts to water quality from construction activities to less than significant levels.

Operation

The primary constituents of concern during the project operational phase would be solids, oils, fuels, and greases from parking areas and driveways that could be carried offsite. The proposed project would maintain the existing drainage patterns, draining to the southeast corner of the site (Tait 2024a). Stormwater runoff from the project site would be directed towards bioretention areas for water quality treatment requirements, and stormwater would be directed by both sheet flow and drainage inlets (Tait 2024a). The project proposes a surface detention basin to detain runoff increase requirements set forth by the Riverside County Flood Control and Water Conservation District; the proposed detention basin has been designed with flow controls to mimic a 100-year 24-hour storm flow. The 100-year peak flow is 8.01 cubic feet/second (cfs) and the proposed 100-year peak flow would be 13.15 cfs, therefore, the proposed

project would be designed to exceed pre-development conditions (Tait 2024a). The proposed detention basin would serve a dual purpose of detention and treatment and would be allowed to infiltrate out of the basin over time. The WQMP identifies pollutants sources, such as storm drain inlets, food service areas, and trash storage areas, and identifies the bioretention BMP, regular housekeeping, and regular street sweeping as structural and operational BMPs (Tait 2024b). Other structural BMPs may include, but are not limited to, drainage stenciling and signage, avoiding the use of unprotected metals for roofing/gutters/trim, and designing landscape to minimize irritation and runoff. Operational source control BMPs for the proposed project may include, but are not limited to, education for new site owners, maintaining inlet markings, maintaining drains to prevent blockages, maintaining landscaping using minimal or no pesticides, inspect, and clean receptacles, and street and sidewalk sweeping. The BMPs would properly manage flow and prevent stormwater pollution by reducing the potential for contamination at the source. All BMPs specific to the proposed project will be approved by the City.

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

Moreover, the gas and RV fueling stations would be required to have impermeable floors that are a) graded at the minimum slope necessary to prevent ponding, and b) separated from the rest of the site by a grade break that prevents run-off of stormwater to the maximum extent practicable. Additionally, the gas and RV fueling areas would be covered with canopies that would extend a minimum of 10 feet the fueling pumps (Tait 2024b). BMPs for the gas station and RV fueling areas may include, but are not limited to, sweeping regularly to prevent accumulation of litter and debris.

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

b) Less Than Significant Impact.

According to the Geotechnical Report, no groundwater or evidence of previous groundwater was encountered during any of the exploratory borings or trenches at a maximum depth of 26 feet (Geocon 2023). The proposed project lies within the Santa Ana River Watershed. The project site is within the Elsinore Valley Groundwater Basin and therefore would be served by the Elsinore Valley Municipal Water District (DWR 2023).

Groundwater recharge occurs when water seeps through soil to replenish underground aquifers. Groundwater recharge is a major practice in Southern California. The primary sources of groundwater recharge in basins are:

- Recharge from precipitation – Rainfall directly to the basin.
- Surface water infiltration – Recharge from infiltration of surface waters such as streams.
- Infiltration from land use – Direct surface recharge from application of water for irrigation.
- Infiltration from septic tanks – Infiltration in areas serviced by septic systems in the basin.

The Elsinore Valley Groundwater Basin, which is a major source of potable groundwater supply for Elsinore Valley Municipal Water District (EVMWD), has not been identified to be in a state of overdraft (DWR 2023). Furthermore, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Valley Groundwater Basin (EVMWD 2021). Therefore, the proposed project would not impede sustainable groundwater management of the Basin, and impacts would be less than significant.

c)

i, ii) **Less Than Significant Impact.**

Please refer to issue b) in Section V.7, Geology and Soils, for further discussion of erosion. Surface water drainage would be controlled by regulations, such as the NPDES, State General Permit, and CBC, 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/developer 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 an erosion plan would address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surfaces on the property, the proposed bioretention basin and landscaped areas would be used for onsite water treatment.

The project proposes a surface detention basin to detain runoff increase requirements set forth by the Riverside County Flood Control and Water Conservation District; the proposed detention basin has been designed with flow controls to mimic existing 100-year 24-hour storm flow. The proposed detention basin would serve a dual purpose of detention and treatment and would be allowed to infiltrate out of the basin over time. The proposed project would maintain the existing drainage patterns, draining to the southeast corner of the site (Tait 2024a).

Project-specific BMPs for operational activities would also ensure that erosion and runoff impacts would be minimized. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site, or flooding on- or off-site. Therefore, impacts would be less than significant.

- iii) **Less Than Significant Impact.** The proposed project is required to comply with Wildomar Municipal Code Section 13.12.050, which requires development to comply with an MS4 Permit from the Santa Ana Regional Water Quality Control Board. The proposed project would include a bioretention basin which would be designed to exceed the pre-development conditions, and therefore, the proposed project would not exceed the capacity of the existing stormwater system. Impacts would be less than significant.

iv). **No Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA) as not within any flood risk zone (FEMA 2008). Moreover, the project site is not within a 100- or 500-year flood zone, as shown in Figure 5-0 of the Wildomar Safety Element (Wildomar 2021). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed bioretention basin would reduce impacts from on- or off-site flooding. Therefore, no impact would occur.

d) No Impact. As provided in V.10.c.iv, the project site is not within a flood hazard zone. The project site is not in an area that is subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels (Geocon 2023). Additionally, the County of Riverside identifies dam inundation hazard areas throughout the county. The dam inundation zones in the City are identified in Figure 6-0 of the Wildomar Safety Element. As shown in Figure 6-0, the project site is not in a dam inundation hazard zone (Wildomar 2021). In addition, the project is not in the vicinity of any levees (USACE 2016). Therefore, the project would not be exposed to seiches, mudflows, or tsunami hazards, and no impact would occur.

e) No Impact. As provided in Section V.10.b, above, the project site is within the Elsinore Valley Groundwater Basin and is therefore subject to the Elsinore Basin Groundwater Management Plan as the site would be served by the Elsinore Valley Municipal Water District (EVMWD). The proposed project would not conflict or obstruct implementation of EVMWD's Urban Water Management Plan (UWMP). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin (EVMWD 2021).

The project site is within the Santa Ana Watershed Management Area. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater Discharge System Protection). Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and no impacts would occur.

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 BMPs that may be implemented in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction.

MITIGATION MEASURES

None required.

11. Land Use and Planning

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

DISCUSSION

a) No Impact. The project site is in an urbanized area characterized by a mix of land uses. The surrounding area includes residential, commercial, and undeveloped uses. The site is vacant and zoned Scenic Highway Commercial (C-P-S) and has a land use designation of Commercial Retail (CR) with a Community Center Overlay. As part of the Proposed General Plan, the project site will be zoned General Commercial (C-G). Implementation of the proposed project would be consistent with the existing uses in the surrounding area and would conform to the City's vision for development in this area. The proposed project would not disrupt or divide the physical arrangement of an established community; therefore, no impact would occur.

b) Less Than Significant Impact. The project site has a land use designation of Commercial Retail (CR) with a Community Center Overlay and is zoned Scenic Highway Commercial (C-P-S). The proposed project is consistent with the policies and development standards established under these designations and ordinances. The General Plan states that the CR designation is intended to allow for local and regional serving retail and service uses. As described in Chapter 17.76, C-P-S Scenic Highway Commercial Zone, of the Wildomar Municipal Code, the site's C-P-S zoning designation is intended to promote and attract commercial activities that would provide jobs to residents and strengthen the City's economic base. The C-P-S and C-1/C-P zones permit a variety of uses including gasoline service stations, car washes, restaurants, and hotels that would provide new jobs. Additionally, the CR designation allows for building intensities ranging from 0.20 to 0.35 floor-area ratio (FAR). The maximum FAR for the proposed project is 0.22, which is within the permitted FAR range. The development standards listed in Chapter 17.76, C-P-S Scenic Highway Commercial Zone, and Chapter 17.72, C-1 and C-P General Commercial Zones, of the Wildomar Municipal Code, restrict structures to a maximum height of 50 feet. The tallest structure, the hotel of the proposed project, would be 62 feet. Upon approval pursuant to Section 17.172.230 of the Municipal Code, an increase in building height, not exceeding 75 feet, would be allowed.

The proposed project would adhere to all additional development standards listed in Chapter 17.76, C-P-S Scenic Highway Commercial Zone, of the Wildomar Municipal Code, and other applicable standards of the Municipal Code. However, the proposed gas station which would sell alcohol for off-site consumption

and the car wash would require a CUP according to Section 17.76.010.B, Uses Permitted, of the Municipal Code, and Section 17.72.010.C, Uses Permitted, of the Municipal Code.

Additionally, the City is a signatory to the MSHCP and the project site is within the Stephens' Kangaroo Rat Plan Fee Area, as discussed in Impact VI.4.a, Biological Resources, of this Initial Study, and therefore, the proposed project is required to pay fees. Compliance with the MSHCP, applicable General Plan policies, and zoning ordinances would result in a less than significant impact.

STANDARD CONDITIONS AND REQUIREMENTS

1. Section 3.44.060 of the Wildomar Municipal Code requires that the applicant pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project.
2. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant/developer is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.
3. Section 17.248.030 and Chapter 17.76 of the Wildomar Municipal Code require that the applicant apply for a conditional use permit for the concurrent sale of motor vehicle fuels and beer and wine for off-premises consumption, as well as car wash facilities, respectively.

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. There are no mines mapped on the project site (CDC 2016). The entire City, including the project site, is in an area designated as MRZ-3 (CDC 2014). 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. As a result, no impacts would occur.

b) No Impact. There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan. Construction of the proposed project would not create a substantial demand for aggregate resources. As a result, no impact 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?				✓

An Acoustical Analysis was prepared by HELIX Environmental Planning. in August 2024 (HELIX 2024d) which is summarized herein and included as **Appendix 10**.

Ambient Noise Measurements

Two noise measurements were taken near the project site to document existing conditions in the vicinity. The 15-minute daytime noise measurements were taken between 4:20 p.m. and 4:54 p.m. The noise measurement locations are shown in Figure 5 of **Appendix 10**, the noise meters were placed at the following locations:

- M1: Represents the existing noise environment along I-15 at the eastern edge of the gas station south of the project site, approximately 180 feet south of Bundy Canyon Road centerline and 325 feet east of the eastern edge of I-15. The measured noise level was 70.6 dBA L_{eq} ; the predominant noise source was I-15 and associated northbound offramp.
- M2: The second measurement was taken along Bundy Canyon Road, east of the project site and away from I-15, approximately 35 feet north of Bundy Canyon centerline. The measured noise level was 67.4 dBA L_{eq} ; primary noise source was Bundy Canyon Road traffic and limited traffic on Canyon Ranch Road.

DISCUSSION

a) Less Than Significant with Mitigation Incorporated.

Construction Noise

The project site is within a quarter mile of occupied residential units; therefore, in accordance with the Wildomar Municipal Code Section 9.48.020.H, construction noise is exempt from noise level limits provided construction activities do not occur between 6:00 p.m. and 6:00 a.m. The magnitude of construction noise would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction could occur as close as 50 feet from residences north and east of the project site. However, most construction would occur over 100 feet from these residences. Typical construction for the proposed development type was modeled at a distance of 100 feet and the results are provided in **Table 13-1, Construction Equipment Noise Levels**.

Table 13-1 Construction Equipment Noise Levels			
Unit	Percent Operating Time	L_{Max} at 100 feet	dBA L_{eq} at 100 feet
Backhoe	40	71.5	67.6
Compactor (Ground)	20	77.2	70.2
Compressor (Air)	40	71.6	67.7
Concrete Mixer Truck	40	72.8	68.8
Crane	16	74.5	66.6
Dozer	40	75.6	71.7
Dump Truck	40	70.4	66.5
Excavator	40	74.7	70.7
Front End Loader	40	73.1	69.1
Generator	50	74.6	71.6
Grader	40	79.0	75.0
Paver	50	71.2	68.2
Pumps	50	74.9	71.9
Roller	20	74.0	67.0
Scraper	40	77.6	73.6
Tractor	40	78.0	74.0
Welder	40	68.0	64.0
Source: HELIX 2024d			
L _{Max} = maximum noise level, dBA = A-weighted decibel; L _{eq} = time-averaged (1-hour) sound level			

A grader and dozer were modeled together as two of the loudest pieces of equipment and the possibility of them working in close proximity. Together, a grader and dozer would generate a noise level of 76.7 dBA L_{eq} at 100 feet. Existing noise levels from I-15 and roadways in the project vicinity were calculated to be between 69.0 dBA L_{eq} and 74.8 dBA L_{eq} at the residences north and east of the project site. Therefore, construction noise levels would not increase ambient noise levels at these residences by 10 dBA and a substantial increase in noise levels would not occur.

Construction of the proposed project would occur during the hours exempt per Wildomar Municipal Code Section 9.48.020. Therefore, the proposed project would not conflict with City noise limits during construction. In addition, construction would not result in substantial increases in ambient noise levels at sensitive receptors and would occur temporarily during the approximately 9-month construction period. Impacts would be less than significant.

Operational

Onsite Operations

The properties east and south of the project site are designated Commercial Retail with noise level limits of 65 dBA L_{max} from 7:00 a.m. to 10 p.m., and 55 dBA L_{max} 10:00 p.m. to 7:00 a.m. After approval of the proposed parcel subdivision, on-site property lines would also be subject to the Commercial Retail noise limits. The properties north of the project site are designated Medium Density Residential, which have noise level limits of 55 dBA L_{max} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{max} 10:00 p.m. to 7:00 a.m.

The proposed project's primary onsite operational noise sources would include rooftop HVAC units, drive-through speakers, and car wash equipment. In order to identify the maximum noise level for comparison with the City noise limits, all sources were modeled in constant operation with the exception of vacuums, half of which would be able to be in use at one time. The car wash would only be open during the daytime hours while HVAC and drive-through speakers were assumed to be in use throughout the night. Noise receivers were placed at onsite and neighboring property lines at a height of five feet. **Table 13-2, Unmitigated Operational Noise Levels at Surrounding Land Uses**, shows the operational noise levels at the noise receiver sites (Figure 6 of **Appendix 10** shows the locations of the noise receiver sites).

Table 13-2 Unmitigated Operational Noise Levels at Surrounding Land Uses					
Receiver	Land Use	City Exterior Noise Limit (Day/Night) (dBA L_{max})	Maximum Daytime Noise Level (dBA L_{max})	Maximum Nighttime Noise Level (dBA L_{max})	Direct Impact? ¹
R1	Medium Density Residential	55/45	58.0	41.4	Yes
R2	Medium Density Residential	55/45	53.8	41.0	No
C1	Retail Commercial	65/55	55.8	35.5	No
C2	Retail Commercial	65/55	58.5	24.5	No
C3	Retail Commercial	65/55	51.3	31.2	No
PL1	Retail Commercial	65/55	51.9	48.8	No
PL2	Retail Commercial	65/55	63.0	35.8	No
PL3	Retail Commercial	65/55	67.9	34.2	Yes
PL4	Retail Commercial	65/55	73.2	34.7	Yes
Source: HELIX 2024d					

As shown in the Table, the proposed project would not conflict with any nighttime noise limits, however, the proposed project would exceed the City's daytime noise limit at the residential property line north of the site and at the onsite property lines north of the car wash parcel (quick-serve restaurant and gas station parcels). The daytime noise limit would not be exceeded at offsite commercial land uses or at the proposed hotel property line. Because noise levels would be exceeded, impacts would be potentially significant. However, with the implementation of Mitigation Measure **NOI-1**, which describes the noise reduction features to be incorporated into the project, noise levels at receivers R1 and PL3 would be reduced to 53.4 and 62.3 dBA L_{max} , respectively.

Operation of the car wash would result in noise levels exceeding the daytime Wildomar Municipal Code limits at the gas station and quick-serve restaurant property lines (PL4); however, a continuous-events exception has been requested as part of the proposed project which would exempt the proposed project from these noise limits at the property line. In accordance with Section 9.48.070.B, approval of an exception to the City's noise limits must not be detrimental to the health, safety, or general welfare of the community. Given that the proposed land uses at the property line are a gas station and quick-serve restaurant, which are not noise sensitive land uses, the proposed project would not result in adverse effects to people related to noise. With approval of a continuous-events exception by the City's Planning Commission, as well as implementation of Mitigation Measure **NOI-1**, operational noise would be less than significant with mitigation incorporated.

Exterior Noise Levels

According to the City's Noise Element, compatible exterior noise levels for hotels are as follows:

- Up to 65 CNEL: Normally Acceptable
- Between 60 CNEL and 70 CNEL: Conditionally Acceptable
- Between 70 CNEL and 80 CNEL: Normally Unacceptable
- Over 80 CNEL: Clearly Unacceptable

For the other commercial land uses, compatible exterior noise levels are as follows:

- Up to 70 CNEL: Normally Acceptable
- Between 67.5 CNEL and 77.5 CNEL: Conditionally Acceptable
- Above 75 CNEL: Clearly Unacceptable

The exterior traffic noise levels were modeled; receivers were placed at the facades facing I-15 for each of the proposed structures and a receiver was placed in the proposed outdoor seating areas. All receivers were placed at a height of 5 feet and their specific locations are shown in Figure 5 of **Appendix 10**. The calculated traffic noise levels at these receivers are provided in **Table 13-3**, Calculated Exterior Noise Levels.

Table 13-3 Calculated Exterior Noise Levels		
Receiver	Description	Noise Level (CNEL)
P1	Hotel	72.5
P2	Quick-Serve Restaurant & Convenience Store	68.2
P3	Quick-Serve Restaurant	73.9
P4	Restaurant Outdoor Seating	60.5
P5	Car Wash	73.2
Source: HELIX 2024d CNEL = Community Noise Equivalent Level		

As shown in the Table, for the commercial land uses, traffic noise levels were calculated to be between 60.5 CNEL and 73.9 CNEL. At the outdoor seating area, noise levels would be 60.5 CNEL, exterior noise levels would be considered normally acceptable for commercial uses. At the building facades facing I-15, noise levels would be within the conditionally acceptable range.

The General Plan specifies that where noise levels in the conditionally acceptable range are identified, new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. The General Plan further states that conventional construction, with closed windows and fresh air supply systems or air conditioning, would normally suffice in this noise environment. The proposed commercial uses of quick-serve restaurants, a gas station, a convenience store, and a car wash are not noise-sensitive. Therefore, conventional construction is anticipated to achieve acceptable noise levels for the proposed commercial uses.

Interior Noise Levels

No interior noise standard applies to the proposed commercial land uses; however, the interior environment is anticipated to be acceptable for commercial uses. Hotels are subject to statewide standards for interior noise, which require habitable rooms to achieve interior noise levels of no greater than 45 CNEL.

Traditional architectural materials can be conservatively assumed to reduce interior noise levels by 15 dBA; therefore, as noise levels at the hotel façade exceed 60 CNEL, more detailed modeling of the interior noise environment is required to ensure the project is designed to reduce interior noise levels below 45 CNEL. Therefore, the proposed project would be required to implement Mitigation Measure **NOI-2**, which requires an exterior-to-interior acoustical analysis to demonstrate that interior noise levels would not exceed 45 CNEL with the use of applicable Sound Transmission Class (STC) rating materials. Hotels and motels are frequently built near freeways and airports subjecting them to loud exterior noise environments yet have quiet interior sleeping spaces through building design with above average STC rated materials. The City has every expectation that this project can achieve the 45 CNEL or below level through construction normal for motels and hotels. Therefore, impacts would be less than significant with mitigation incorporated.

Operational Offsite Transportation Noise

The proposed project would generate vehicular traffic in the area and have the potential to increase traffic noise levels at noise-sensitive land uses. The City does not specify a threshold related to offsite traffic

noise generation. A 3 dBA increase is typically considered perceptible. Therefore, the following analysis considers whether project-generated traffic would result in traffic noise increases of more than 3 CNEL at a noise-sensitive land use in the vicinity.

The proposed project is expected to generate a net increase of 7,726 ADT; noise receivers were placed at noise-sensitive land uses in the project area at a height of 5 feet. Specific receiver locations are shown on Figure 5 of **Appendix 10**. The traffic noise modeling did not include noise generated by I-15 or consider shielding provided by existing structures. The resulting noise levels at noise-sensitive land uses under the with and without project scenarios are provided in **Table 13-4, Offsite Traffic Noise Levels**.

Table 13-4 Offsite Traffic Noise Levels				
Receiver	2025 Scenario (CNEL)	2025 with Project Scenario (CNEL)	Change with Project (CNEL)	Direct Impact?¹
T1	61.7	62.0	+0.3	No
T2	58.9	60.2	+1.3	No
T3	61.8	63.8	+2.0	No
T4	63.6	64.5	+0.9	No
T5	71.6	71.8	+0.2	No
T6	62.1	62.6	+0.5	No
T7	66.0	66.6	+0.6	No
T8	59.6	60.4	+0.8	No
T9	63.2	63.6	+0.4	No
Source: HELIX 2024d				

As shown in the Table, traffic noise levels at noise-level sensitive land uses in the project area would increase by up to 2.0 CNEL, an increase that is usually imperceptible without sophisticated measuring equipment. With this increase in traffic noise levels, noise-sensitive land uses would not be subject to perceptible increases in traffic noise with the addition of project traffic. Therefore, impacts would be less than significant.

b) Less Than Significant Impact.

Construction Vibration

The nearest vibration-sensitive land uses to the project site are the residences north and east of the site. Construction of the project, including improvements to Cherry Street, could occur approximately 50 feet from these residential structures. While most of the project construction would occur more than 50 feet from nearby residences, vibration impacts are conservatively assessed at 50 feet. Groundborne vibration levels resulting from construction activities within the project area were estimated using data provided by Caltrans and compared to applicable Caltrans and FTA thresholds. As the structural integrity of the nearby residences is unknown, this analysis considers the structural damage threshold for non-engineered timber and masonry buildings. Significant vibration impacts to structures would occur if vibration levels at residential structures exceed 0.2 in/sec PPV and a significant impact to human receptors would occur if vibration levels would exceed the severe human response threshold of 0.4 in/sec PPV from a continuous/frequent intermittent source.

A vibratory roller is anticipated to be the piece of construction equipment with the highest vibration potential required for project construction and has a reference PPV of 0.210 in/sec at 25 feet. At 50 feet, the distance from the nearest residences, the use of a vibratory roller is estimated to generate vibration levels of 0.098 in/sec PPV. This is below the structural damage threshold of 0.2 in/sec PPV and severe human response threshold of 0.4 in/sec PPV. Therefore, the project would not result in excessive temporary groundborne vibration or noise levels and impacts would be less than significant.

Operational Vibration

The project does not propose equipment that is anticipated to generate substantial groundborne vibration. Given the distance between operational equipment and nearby residential land uses, perceptible vibration levels are not anticipated to occur at residences surrounding the project site. Therefore, no impacts related to vibration during project operation would occur.

c) No Impact. The project is not located within an airport land use plan. There is no public airport or public use airport located within two miles of the project site; however, the nearest private airstrip is the Skylark Airport (primarily used for skydiving), approximately 1.3 miles west of the project site. The project site is outside of the airport influence area for this airport (HELIX 2024d). The Skylark Airport does not have an adopted airport land use compatibility plan, however, as it is not a commercial airport, the project site would not be subject to substantial air traffic that would result in excessive noise levels for people residing or working in the project area. In addition, the project site is outside of the noise contours and airport influence areas for larger airports in the region, given its distance from these airports, such as French Valley Airport approximately 8.7 miles southeast of the project site (see Impact V. 9.e). Therefore, the project would not be subject to excessive aircraft noise and no impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by the City of Wildomar Municipal Code Sections 9.48.020 and 15.04.010, 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 6:30 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.

MITIGATION MEASURES

- NOI-1 Noise Reduction Features.** The proposed project shall demonstrate that noise is reduced at the residentially-zoned property north of the project site in compliance with the Wildomar Municipal Code daytime exterior noise limit of 55 dB L_{MAX} , and at the drive-through restaurant's commercial property line in compliance with the Wildomar Municipal Code daytime exterior noise limit of 65 dB L_{MAX} . The following measures shall be included as part of the final project design plans submitted to the City:
1. Construction of an enclosure at the car wash exit and an on-site sound barrier (wall) at the northern property line. The enclosure at the exit of the car wash shall consist of a 12-foot-tall sound wall parallel to the car wash exit and 28 feet in length at 25 feet from the exit of the car wash. At the southern side of the 28-foot-long wall, a 12-foot-long wall shall extend perpendicularly towards the car wash exit. A roof shall

cover the 25-foot by 28-foot area between the car wash exit tunnel and these walls. A second noise wall shall be constructed at the northern property line of the project site. This noise wall shall be 6 feet in height and extend approximately 100 feet, breaking the line-of-sight between the car wash and the residential property line. All noise barriers (wall and roof) must be solid. They can be constructed of any combination of standard building materials, including masonry, wood, plastic, fiberglass, or steel, so long as there are no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. All noise barriers shall have a Sound Transmission Class (STC) rating of at least 22.

2. The addition of a layer noise absorption material with a minimum Noise Reduction Coefficient of 0.80 shall be mounted along the interior surface of the car wash tunnel from the approximate centerline of the blow dryers in the tunnel to the tunnel exit continuing to the tunnel exit ceiling and support walls. The material shall provide a minimum of 80 percent coverage vertically and cover the wall from 1 foot above the floor to 1 foot below the ceiling. Horizontally (on the ceiling), the material shall be mounted from the ceiling to within 1-foot of the walls.
3. Installation of a variable frequency drive (VFD) that would operate car wash blowers at a frequency of 50 Hz.
4. The project applicant shall demonstrate to the City that the features described in this measure are shown on construction plans and will be implemented prior to issuance of a building permit. Substitution of any measures may be used if demonstrated to achieve adequate noise reduction to meet City standards. A final inspection of the described features shall be conducted by the City to confirm installation of such features prior to operation of the car wash.

Timing/Implementation: During Final Design Plan-Check

Enforcement/Monitoring: City of Wildomar Building Department

NOI-2 **Demonstration of Interior Noise Standard.** Once specific building plan information is available, an exterior-to-interior analysis shall be performed for habitable hotel rooms. The exterior-to-interior analysis shall demonstrate to the City that interior noise levels do not exceed 45 CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels for the planned hotel rooms. If predicted noise levels are found to exceed 45 CNEL, the analysis shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in hotel rooms. Standard measures such as windows with glazing and appropriate STC ratings, as well as walls with appropriate STC ratings, shall be considered. Final plans shall demonstrate that interior noise levels do not exceed 45 CNEL for proposed hotel rooms.

Timing/Implementation: Prior to Construction

Enforcement/Monitoring: City of Wildomar Building Department

14. Population and Housing

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

DISCUSSION

a) Less than Significant Impact. Construction of the proposed project would require contractors and laborers. Because of the size of the proposed project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The unemployment rate for Riverside County region is 5.3 percent (BLS 2023). The proposed project would not result in a long-term increase in employment from short-term construction activities.

The project's commercial uses are expected to generate up to 40¹ new jobs in the City (Natelson 2001). The proposed project employment generation is not expected to result in a significant relocation of employees to the region due to the size of the existing labor pool in the area. Additionally, when compared to the Southern California Association of Government's (SCAG) employment 2050 projection of 12,400 workers in the City, the proposed project's contribution to overall population increases due to employment is marginal (SCAG 2024). Therefore, the proposed project would not directly nor indirectly induce substantial unplanned growth in the City's population.

b) No Impact. The project site is vacant and does not contain any housing units. Therefore, the construction of the proposed project would not displace substantial numbers of existing people or housing units, which could necessitate the construction of replacement housing elsewhere. No impact would occur.

¹ The project's 16,700 square feet of commercial space was divided by 629 square feet/employee which represents the average square feet/employee in the "other retail" category for Riverside County, and this calculation equals approximately 27 employees.

The project's 45,571 square feet of hotel space was divided by 3,476 square feet/employee which represents the average square feet/employee in the "hotel/motel" category for Riverside County, and this calculation equals approximately 13 employees.

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 on 32637 Gruwell Street in the City of Wildomar is approximately 1.6 miles to the southwest of the site. This station, as well as 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.

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, therefore any such impacts are considered less than significant.

b) Less Than Significant Impact. Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 4.30 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.

The Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2018). The proposed project would introduce new land uses to the vacant site but as discussed in Section V.14, Population and Housing, it is not anticipated to induce substantial population growth in the area; additionally, no residential uses are proposed. The

project uses would instead serve the projected growth, and therefore, would not be expected to substantially increase the demand for police protection services.

Pursuant to Chapter 3.44, Fees, of the Wildomar Municipal Code, the project applicant/developer is required to pay standard development impact fees, which include a fee for police service to offset potential demand for new structures or expanded facilities associated with development. Consideration of adding more law enforcement personnel is a City Council decision and is not a CEQA issue. As the physical impacts of police force expansion are part of the impact fees that are required to be paid prior to building permit, this impact is less than significant.

c) Less Than Significant Impact. The project site is in the Lake Elsinore Unified School District (LEUSD). As discussed in issue a) in section V.14, Population and Housing, the proposed project would not induce substantial growth to the City's population, and would not propose residential uses. The City provides a Notice of Impact Mitigation Requirement to applicants for a building permit, who then work with the school district to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact is less than Significant.

d) Less Than Significant Impact. The City of Wildomar owns and manages four public parks with over 15 acres: Marna O'Brien Park, Regency Heritage Park, Windsong Park, and Malaga Park. Additionally, the City is proposing to develop a new park site of 11 acres, and recently approved development of a new 27-acre park. The City requires 3 acres of neighborhood and community parkland per 1,000 residents as per the City of Wildomar Municipal Code Section 16.20.020 Park and Recreation Fees and Dedications. The proposed project is not projected to add new residents as the proposed project would not construct residential uses. Per Section 16.20.020 of the Municipal Code, commercial uses are exempt from the payment of the City's development impact fees. All impacts would be less than significant.

e) Less Than Significant Impact. Development of the proposed project would not significantly increase demand for other public facilities, since any population growth associated with the proposed project would not exceed the City's growth projections and would have been accounted for in long-range public facilities master plans. The project applicant/developer would be required to pay any applicable impact fees which would contribute to offsetting this demand on local government services. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project applicant/developer 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 Chapter 3.44).
2. The project applicant/developer is required to pay standard development impact fees for police service impacts (Wildomar Municipal Code Chapter 3.44).
3. The City will require that the project applicant/developer work with the LEUSD to determine the precise amount for the Notice of School Impact Mitigation, and demonstrate payment of the fee prior to issuance of a building permit. (Wildomar Municipal Code Section 15.50.170)

4. The project applicant/developer is required to pay standard development impact fees for impacts to parks (Wildomar Municipal Code Chapter 3.44).

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) No Impact. See response to Impact VI.15.d, Public Services, above. The proposed project would not result in a direct increase in population growth as the proposed project would not construct housing. Typically, residential uses result in a higher demand for recreational facilities compared to other uses. Therefore, no impact would occur.

b) No Impact. Implementation of the proposed project would not result in a direct increase in population growth as the proposed project would construct commercial uses onsite. Typically, residential uses result in a higher demand for recreational facilities compared to other uses. As the proposed project does not include new homes, the proposed project would not require the construction or expansion of recreational facilities. No impact would occur.

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?			✓	

The Cherry Outpost Traffic Impact Analysis (TIA) prepared by Trames Solutions, Inc. (Trames 2024) on December 2, 2024, is summarized herein and is included as **Appendix 11**.

Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development based on the specific land uses planned for a given project. Trip generation rates for the proposed project are shown in **Table 17-1**, Project Trip Generation Rates, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). The land use categories provided in the table are the uses that best match those of the Project and are identified in the ITE Manual.

Table 17-1 Project Trip Generation Rates									
Land Use ¹	Quantity ²		AM Peak Hour Rates			PM Peak Hour Rates			Daily Rate
			In	Out	Total	In	Out	Total	
Hotel	72	RM	0.26	0.20	0.46	0.30	0.29	0.59	7.99
Convenience Store/Gas Station - GFA (4-5.5k)	14.0	VFP	13.52	13.52	27.04	11.38	11.38	22.76	257.13
Fast-Food Restaurant with Drive-Through	6.8	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Car Wash ³	130	Feet	0.38	0.28	0.66	0.63	0.63	1.25	11.87

Table 17-1 Project Trip Generation Rates								
Land Use ¹	Quantity ²	AM Peak Hour Rates			PM Peak Hour Rates			Daily Rate
		In	Out	Total	In	Out	Total	
Source: Trames 2024 (Appendix 11)								
¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021)								
² RM = Room; VFP = Vehicle Fueling Position; TSF = Thousand Square Feet; Feet = Linear Feet of the Tunnel								
³ NEC I-15/Clinton Keith Traffic Impact Analysis, January 2023, TJW Engineers, Inc.								

The project trip generation forecast in **Table 17-2**, Project Trip Generation Summary, also includes pass-by trip adjustments. The land uses are comprised of primary and “pass-by” traffic. Primary traffic refers to trips that are intending to go to the project site as their primary destination. Pass-by trips are not new trips but those that are already on the roadway system but are anticipated to “pass-by” the project site on their way to a primary destination. The proposed project is located near the I-15 freeway. Therefore, in order to be consistent with the Caltrans guidelines, a 15-percent pass-by rate has been assumed for the convenience store and fast-food uses. For the car wash use, the City has provided specific pass-by percentages based on an empirical study at a similar facility (Trames 2024).

Table 17-2 Project Trip Generation Summary								
Land Use	Quantity ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Hotel	72 RM	19	14	33	22	21	43	575
Convenience Store/Gas Station - GFA (4-5.5k)	14 VFP	189	189	378	159	159	318	3,600
Pass-by (15%)		-28	-28	-56	-24	-24	-48	-540
Fast-Food Restaurant with Drive-Through	6.8 TSF	155	149	304	117	108	225	3,179
Pass-by (15%)		-23	-22	-46	-17	-17	-34	-477
Car Wash	130 Feet	49	36	85	82	82	164	1,543
Pass By (AM 10%, PM 34%, ADT 10%)		-4	-4	-8	-28	-28	-56	-154
Total Net Trips		357	333	690	311	301	612	7,726
Source: Trames 2024 (Appendix 11)								
¹ RM = Room; VFP = Vehicle Fueling Position; TSF = Thousand Square Feet; Feet = Linear Feet of the Tunnel								

The percentages of pass by trips for each land use category are shown in **Table 17-2** and were approved by the City Traffic Engineer in the Scoping Agreement (included as Appendix A of **Appendix 11**). As shown in **Table 17-2**, Project Trip Generation Summary, the proposed project is anticipated to generate a total of approximately 7,726 trips per day with 690 AM peak hour trips and 612 PM peak hour trips.

- a) **Less Than Significant Impact.** As shown in **Table 17-2**, the proposed project is anticipated to generate a net total of approximately 7,726 trips per day with 690 AM peak hour trips and 612 PM peak hour trips.

Public Transit, Pedestrian, and Bicycle Plans

The nearest Riverside Transit Agency (RTA) Route is route 8 which currently serves Mission Trail, located 1 mile southwest of the project site. There are currently no RTA routes serving the project area (Trames 2024). Since the project site is not located directly along RTA Route 8, the proposed project would not propose changes to the route or its operations.

Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs to adequately serve all residents of member communities. The Riverside County Transportation Commission and the City of Wildomar recognize the benefits of placing transit services in proximity to employment uses as a congestion management strategy and include goals and policies that encourage this coordination within their Long-Range Transportation Study and General Plan, respectively (RCTC 2019, Wildomar 2003).

The proposed project includes the installation of onsite bicycle racks and onsite sidewalks, as well as sidewalks along Cherry Street and Bundy Canyon Road. The construction and operation phases of the project would be contained within the project site and subsequently would not interfere with the use of sidewalks, bike lanes, or public transit.

The proposed project would be consistent with the General Plan's goals and policies, and the proposed project is not found to result in conflicts with adopted policies, plans, or programs, nor is it expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. Any additional proposed changes to bicycle and pedestrian facilities would be consistent with City development standards and would be checked for compliance as part of the City's review process. Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.

Roadways and Intersections

Automobile delay, as described by Level of Service (LOS) or other measurements of vehicular capacity or traffic congestion, is no longer considered a significant impact under CEQA. However, the City uses LOS to determine the appropriate size of roadways and the need for intersection improvements. If the proposed project is projected to exceed the City's LOS standard, conditions of approval may be placed on the project to address the traffic impact. As CEQA must evaluate the whole of the project, physical impacts to the environment such as changes to roadways and/or intersection from either a mitigation measure or condition of approval must also be evaluated (see **Appendix 11** for a description of the LOS analysis).

The City will require that the following roadway improvements be made as Conditions of Approval for the proposed project, and that the proposed project will either construct or pay its fair-share to implement the following improvements:

- **Intersection #2 – Orange Street and Bundy Canyon Road**

- Modify striping for the northbound approach to provide a 1-left turn lane, 1-shared through, and 1 right lane with overlap phase.
- Modify striping for the southbound approach to provide a 1-left turn lane, 1-through lane, and 1 right lane.
- **Intersection #3 – I-15 Southbound Ramps and Bundy Canyon**
 - Modify existing southbound shared through/right lane to shared left/through/right turn lane.
 - Provide a separate eastbound right turn lane.
 - Provide a separate southbound right turn lane.
- **Intersection #4 – I-15 Northbound Ramps and Bundy Canyon Road**
 - Provide separate westbound right turn lane.
- **Intersection #5 – Cherry Street and Bundy Canyon Road**
 - Full Access:
 - Install traffic signal.
 - Provide a separate southbound left turn lane.
 - Modify existing two-way left turn lane median striping to provide a dedicated eastbound left turn lane.
 - Provide a southbound right turn overlap phase
 - This improvement may not be feasible due to the close proximity between the I-15/Bundy Canyon and Sellers/Bundy Canyon traffic signals.
 - Alternative 1: Restrict intersection to right-in/right-out/left-in only configuration (no southbound left-turn movement).
 - Modify existing two-way left turn lane median striping to provide a dedicated eastbound left turn lane.
 - Alternative 2: Restrict intersection to right-in/right-out only configuration (no median break, no southbound left and eastbound left turn movements).
 - Modify existing westbound right turn lane to provide a 3rd westbound thru lane with a defacto right turn lane.
- **Intersection #6 – Sellers Road and Bundy Canyon Road**
 - Construct 1 northbound left turn lane and 1 northbound shared through/right lane.
 - Construct 1 southbound left turn lane and 1 southbound shared through/right lane.
 - Provide 1 westbound left turn lanes.
- **Intersection #9 – Orange Street and Canyon Drive**
 - Provide a separate southbound right turn lane.
 - Provide a separate northbound left turn lane.
 - Provide a separate eastbound left turn lane.

All improvements would occur in the existing public right of way adjacent to or on existing streets. Therefore, construction and operation of the proposed improvements would occur in areas previously disturbed by construction of the existing roadways. While unlikely, cultural resources could be uncovered as part of the ground-disturbing activities associated with these improvements. Mitigation measures **TRI-1** through **TRI-8** will address any finds during construction. All other impacts would be construction related and addressed by the appropriate mitigation measures in this initial study for construction impacts, such as mitigation measure **GEO-2** which requires work to be halted within a 50-

foot radius of any paleontological finds. Impacts associated with transportation would be less than significant.

b) Less Than Significant Impact. According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. The City's Vehicle Miles Travelled (VMT) CEQA Threshold Policy Guidelines allows commercial projects with locally serving retail 50,000 square feet or less to screen from requiring a VMT analysis. This guideline follows the Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA.

The proposed project would develop a commercial retail center (not including the proposed hotel) that would consist of less than 50,000 square feet and is therefore screened out of further analysis. Additionally, the proposed hotel would be considered local-serving as there would be no conference/wedding facilities or restaurants to attract visitors from outside the local area (Trames 2024). The Office of Planning and Research indicates that by adding retail opportunities and improving destination proximity, local-serving retail developments tend to shorten trips and reduce VMT. Additionally, by siting the proposed hotel along Bundy Canyon Road, this could reduce VMT further, as the nearest hotels to the project area are in the Cities of Lake Elsinore and Murrieta, approximately 3 miles south and 6 miles north, respectively. As this would be the second hotel proposed in the City, it is assumed that people visiting Wildomar would likely stay at a hotel within the City (such as the proposed project), as opposed to a hotel outside of the City, which would reduce VMT. Therefore, the proposed hotel would be consistent with the goals of SB 743 by potentially reducing the VMT along I-15 and can be considered to have a less than significant impact.

c) Less Than Significant Impact. The project proposes to construct two driveways on Cherry Street which would provide egress and ingress to the site. Additionally, the TIA indicates that the following onsite improvements would be implemented:

- Provide stop sign control at the project driveways.
- Onsite traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.
- Verify that minimum sight distance is provided at the project driveways to meet City standards.

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. These features of the proposed project would be reviewed by the City Engineer for compliance with City standards as part of the City's review process. Additionally, the implementation of the recommended roadway improvements and adherence to all applicable standards would ensure that roadway hazards are reduced, and impacts are less than significant.

d) Less Than Significant Impact. The proposed project would provide two driveways along Cherry Street. Access to the project site would be reviewed by the City and the CAL FIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided at the site as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, the project applicant/developer shall pay all development impact fees (Wildomar Municipal Code Chapter 3.44).
2. Prior to issuance of any building permit on the project site, the project applicant/developer shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (Wildomar Municipal Code Chapter 3.40).
3. The applicant shall coordinate with Caltrans and submit applicable reports/studies as part of Caltrans' encroachment permit process.
4. As Conditions of Approval, the City will also require the project to construct or pay its fair-share to implement the following improvements:
 - **Intersection #2 – Orange Street and Bundy Canyon Road**
 - Modify striping for the northbound approach to provide a 1-left turn lane, 1-shared through, and 1 right lane with overlap phase.
 - Modify striping for the southbound approach to provide a 1-left turn lane, 1-through lane, and 1 right lane.
 - **Intersection #3 – I-15 Southbound Ramps and Bundy Canyon**
 - Modify existing southbound shared through/right lane to shared left/through/right turn lane.
 - Provide a separate eastbound right turn lane.
 - Provide a separate southbound right turn lane.
 - **Intersection #4 – I-15 Northbound Ramps and Bundy Canyon Road**
 - Provide separate westbound right turn lane.
 - **Intersection #5 – Cherry Street and Bundy Canyon Road**
 - Full Access:
 - Install traffic signal.
 - Provide a separate southbound left turn lane.
 - Modify existing two-way left turn lane median striping to provide a dedicated eastbound left turn lane.
 - Provide a southbound right turn overlap phase
 - This improvement may not be feasible due to the close proximity between the I-15/Bundy Canyon and Sellers/Bundy Canyon traffic signals.
 - Alternative 1: Restrict intersection to right-in/right-out/left-in only configuration (no southbound left-turn movement).
 - Modify existing two-way left turn lane median striping to provide a dedicated eastbound left turn lane.
 - Alternative 2: Restrict intersection to right-in/right-out only configuration (no median break, no southbound left and eastbound left turn movements).
 - Modify existing westbound right turn lane to provide a 3rd westbound thru lane with a defacto right turn lane.
 - **Intersection #6 – Sellers Road and Bundy Canyon Road**
 - Construct 1 northbound left turn lane and 1 northbound shared through/right lane.
 - Construct 1 southbound left turn lane and 1 southbound shared through/right lane.

- Provide 1 westbound left turn lanes.
 - **Intersection #9 – Orange Street and Canyon Drive**
 - Provide a separate southbound right turn lane.
 - Provide a separate northbound left turn lane.
 - Provide a separate eastbound left turn lane.
5. 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 adequate emergency access.

MITIGATION MEASURES

None Required.

18. Tribal Cultural Resources

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

DISCUSSION

a

i, ii) Less Than Significant Impact with Mitigation Incorporated. Archival research indicated that the project site was subjected to residential, agricultural, and transportation development. A pedestrian survey revealed a historical archaeological site consisting of the foundations of a residence, concrete pad, and vegetation. However, according to the Cultural Resources Survey Report, the site lacks integrity and is not considered eligible for listing on the California Register of Historic Resources or the National Register of Historic Places (see Section V.5, above). No Tribal Cultural Resources were identified within the project site.

The Sacred lands File research conducted by the Native American Heritage Commission (NAHC) for the property indicated that no known sacred lands or Native American cultural resources are within the project area, but that the area is sensitive for cultural resources (HELIX 2024c).

Assembly Bill (AB) 52 established a formal consultation process for California tribes within the CEQA process. AB 52 specifies that any project that may affect or cause a substantial adverse

change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and that are either listed on, or eligible for, the California Register of Historical Resources or a local historic register, or the lead agency chooses to treat the resource as a significant resource.

The City notified tribes that requested to be alerted of new projects on October 23, 2023, which included the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseño Indians, and Soboba Band of Mission Indians.

On November 6, 2023, and on November 13, 2023, the Pechanga Band of Mission Indians and Soboba Band of Mission Indians requested formal consultation, respectively. The City met with the Pechanga Band of Mission Indians on November 16, 2023, and the Soboba Band of Mission Indians on November 20, 2023, to discuss the proposed project. Given the project area’s cultural sensitivity, both tribes requested that reburial sites be identified. The proposed reburial sites were sent to the tribes, and the City followed up with the tribes. The identification of reburial sites is standard practice for projects in the City that are known to have high sensitivity for tribal cultural resources. The potential reburial sites are shared with the tribes and kept confidential in case they must be used. On November 7, 2023, the Rincon Band of Luiseno Indians indicated that the tribe is traditionally and culturally affiliated to the project area. Upon reviewing the cultural resources report, the Tribe indicated that they do not have further questions and concluded consultation on December 20, 2023; the Tribe requested to be notified of any changes to the project.

On December 20, 2023, the Morongo Band of Mission Indians requested project information, but did not initiate or conclude consultation. On April 10, 2024, the City consulted with the Tribe; the Tribe indicated that they want to be a part of the CRMP process and emphasized that no photography of human remains and/or cremations are allowed except by the coroner with written approval from the consulting tribe(s). The Tribe requested that the importance of not taking photographs should be addressed in the CRMP and the Worker Sensitivity Training.

The City works closely with the tribes and consults on all projects before the City. The Pechanga Band of Mission Indians provided cultural and tribal mitigation measure language which the Soboba Band of Mission Indians agreed upon. These mitigation measures have been incorporated into this IS/MND. With the inclusion of mitigation measures **TRI-1** through **TRI-8** and **CUL-1**, impacts to tribal cultural resources would be mitigated to a less than significant impact with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

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

TRI-1

Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
- b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s), developer, and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- d. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7.
- e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Community Development Director for decision. The City's Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall

take into account the cultural and religious principles and practices of the Consulting Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

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

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, as numbered below, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Community Development Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TRI-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
 - iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

Timing/Implementation: During grading activities

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) required by Mitigation Measures TRI-4 and TRI-5 shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following

the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Timing/Implementation: Prior to issuance of grading permit

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Timing/Implementation: During ground-disturbing activities

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Timing/Implementation: During ground-disturbing activities

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data

Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

Timing/Implementation: Prior to final inspection

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-7 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial.

Timing/Implementation: During discovery of Native American human remains

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

TRI-8 No-Build Easement or Similar Instrument. In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).

Timing/Implementation: Before Reburial of Native American Artifacts

Enforcement/Monitoring: City of Wildomar Public Works and Engineering Department and Community Development Department

19. Utilities and Service Systems

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

DISCUSSION

a,c) Less Than Significant Impact.

Wastewater Treatment

The EVMWD currently operates three wastewater treatment facilities: The Regional Water Reclamation Facility (WRF), the Horsethief Canyon Wastewater Treatment Plant (WWTP), and the Railroad Canyon WWTP (EVMWD 2021). 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 2024a).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors specified in the 2024 Sewer System Master Plan. The recommended generation rates are

determined according to land use designation. The wastewater generation rate in Table 3.6, RTS Ratios and Wastewater Flow Factors by Land Use, of the 2024 Sewer System Master Plan is 1,400 gallons per day (gpd)/acre for General Commercial land use (EVMWD 2024a). The proposed wastewater generation for the proposed project would be 9,310 gpd.²

The proposed project would connect to an existing 12-inch sewer line on Cherry Street. The project site is located within the Regional Water Reclamation Facility (WRF) service area. The Regional WRF has an average daily intake of 8 million gallons per day (mgd) and a peak flow capacity of 17.6 mgd (EVMWD 2024a). Therefore, the Regional WRF has an excess daily intake capacity of approximately 9.6 mgd. In addition, the Regional WRF also has plans to upgrade the plant capacity (EVMWD 2024a).

The proposed project would result in an increase of approximately 0.097 percent³ of the remaining design capacity of the Regional WRF. With the planned capacity expansion at the plant, the increase in wastewater by the proposed project is considered less than significant. The proposed project would not require or result in the construction or expansion of any new/portable water or sewage treatment facilities. The proposed project impacts to wastewater treatment are less than significant.

Water Treatment

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

EVMWD delivers potable water from three primary sources, groundwater, local surface water, and imported water (EVMWD 2024b). Local groundwater is pumped from wells, local surface water comes from Canyon Lake Reservoir, and imported water is purchased from Metropolitan Water District (MWD) via the Western Municipal Water District (WMWD) (EVMWD 2024b). The EVMWD water treatment facilities, their capacities, and remaining available treatment capacities are shown in **Table 19-1**, EVMWD Water Treatment Facilities.

Table 19-1 EVMWD Water Treatment Facilities			
Treatment Plant	Capacity (mgd)	Maximum Flow (mgd)	Remaining Treatment Capacity (mgd)
Canyon Lake Water Treatment Plant	7	7	0
Skinner Filtration Plant (via the Auld Valley Pipeline)	24.2	20	4.2
Mills Filtration Plant (via the Temescal Valley Pipeline)	12.7	11.3	1.4
Total:	43.9	38.3	5.6
Source: EVMWD 2024b			

² Project site = 6.65 acres

1,400 gpd x 6.65 acres = 9,310 gpd

³ 9,310 gpd / 9,600,000 gpd = 0.000969 = 0.097 percent.

As shown in **Table 19-1**, the EVMWD water treatment facilities have a remaining water treatment capacity of approximately 5.6 mgd. Based on water generations rates in Table 3.6, RTS Ratios and Wastewater Flow Factors by Land Use, of the 2024 Sewer System Master Plan, the water demand for the proposed project's uses would be 2,300 gpd/acre for General Commercial (EVMWD 2024a). The total water demand of the proposed project would be 15,295 gpd.⁴ This is approximately 0.27 percent⁵ of the remaining treatment capacity of the EVMWD water treatment facilities. Therefore, based on water demands of the project, the current capacity of the EVMWD treatment facilities would be able to accommodate the water demands generated from the proposed project. The proposed project impacts to water treatment is less than significant.

Stormwater Drainage

Stormwater drainage impacts are addressed in section V.10.c.iii, above. The proposed development would be approximately 73 percent impervious (Tait 2024a). Stormwater runoff from the project site would be directed towards the bioretention area for water quality treatment requirements and would be directed by sheet flow and drainage inlets (Tait 2024a). The detention basin would serve a dual purpose of detention and treatment and would be allowed to infiltrate out of the basin over time (Tait 2024a). The proposed detention basin has been designed with flow controls to mimic existing 100-year 24-hour storm flow from the existing (undeveloped) project site. Additionally, implementation of BMPs, such as drainage stenciling and signage, avoiding the use of unprotected metals for roofing/gutters/trim, and designing landscape to minimize irritation and runoff, would improve water quality and reduce runoff. Stormwater drainage improvements associated with the proposed project have been designed to not impact the local, off-site storm drain system. Therefore, impacts would be less than significant.

Electricity and Natural Gas

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

b) Less Than Significant Impact. The project site is within the service boundary of the EVMWD. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. Since the adoption of the 2005 Groundwater Management Plan, EVMWD has limited pumping to 5,500 acre-ft/year to be consistent with the safe yield of the Elsinore Groundwater Basin (EVMWD 2021). 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 2021).

⁴ Project site = 6.65 acres

2,300 gpd x 6.65 acres = 15,295 gpd

⁵ 15,295 gpd / 5,600,000 gpd = 0.0027 = 0.27 percent

As shown in the 2020 Urban Water Management Plan, the projected 2025 water demand and supply would be 38,932 acre-feet per year and 47,218 acre-feet per year, respectively (EVMWD 2021); the supply would exceed the demand by 8,286 acre-feet/year. Therefore, this impact is less than significant because there would be sufficient water supply to meet the demand of the proposed project.

The California State Model Water Efficient Landscape Ordinance (MWELO) requires local agencies to adopt, implement, and enforce the MWELO or a local Water Efficient Landscape Ordinance (WELO) that is at least as effective as the MWELO. Chapter 17.276 of the City of Wildomar Municipal Code implements the MWELO and requires that a landscape documentation package be submitted to the City for review and approval prior to the issuance of any permits to install or construct any landscape-related improvements. This ensures that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. Compliance with the City's ordinance would additionally help to reduce impacts on water supplies and ensure that water resources would be available for the foreseeable future of the project. Impacts 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 the City of Corona. The landfill is projected to reach its full capacity of 209,910,000 cubic yards in 2051 (CalRecycle 2019a). The landfill covers approximately 1,322 acres and has a maximum permitted throughput of approximately 16,054 tons/day (CalRecycle 2019a). The El Sobrante Landfill has a remaining capacity of 143,977,170 tons (CalRecycle 2019a).

The California Department of Resources Recycling and Recovery's (CalRecycle) most recent solid waste generation rates for Commercial uses is 10.53 pounds per employee per day (lb/emp/day) and for Hotel uses is 2 lb/room/day (CalRecycle 2019b). The proposed commercial uses would result in 27 employees and the hotel use would result in 72 rooms. Therefore, the proposed commercial uses would generate 284 lb/day and the proposed hotel would generate 144 lb/day; the proposed project would generate a total of 428 lb/day of solid waste⁶. This increase would be 0.0013 percent⁷ of the landfill's daily maximum permitted throughput and could be accommodated. Therefore, the project impacts on landfill capacity are 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.

⁶ Commercial = 27 employees, hotel = 72 rooms

10.53 lb/day x 27 employees = 284.31 = 284 lb/day (commercial uses)

2 lb/day x 72 rooms = 144 lb/day (hotel use)

Total: 284 + 144 = 428 lb/day

⁷ 428 lb/day = 0.214 ton/day

0.214 tons/day / 16,054 tons/day = 0.00001333 or 0.001333 percent.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the Santa Ana 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.
4. As required by City of Wildomar Municipal Code Section 17.276.060, a landscape documentation package shall be submitted and approved prior to installation of any landscaping.

MITIGATION MEASURES

None required.

20. Wildfire

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

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones (VHFHSZ). The project site is not within a VHFHSZ within the LRA, but the site is within a HFHSZ and VHFHSZ in an SRA (CAL FIRE 2023). Development on the project site would be subject to compliance with the 2022 CBC, or the current version of the CBC at the time of construction. Wildomar is covered under the City's Emergency Operations Plan and Local Hazard Mitigation Plan (2022). 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.

Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, mitigation measures **HAZ-1** and **HAZ-2** which require conformance with the CBC and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

b) Less Than Significant with Mitigation Incorporated. The project site is vacant and contains ruderal vegetation. The City does not regularly experience high-speed prevailing winds; average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June (Weather Spark 2022).

Developing the existing vacant site with the proposed structures would reduce the amount of exposed vegetation that could be used as fuel. 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 CBC and CFC. Moreover, the City of Local Hazard Mitigation Plan provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is within a HFHSZ and VHFHSZ in an SRA (CAL FIRE 2023). As with all projects in the City of Wildomar, mitigation measures **HAZ-1** and **HAZ-2**, which require conformance with the CBC and CFC, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

c) Less Than Significant Impact. The project site would require connections to the existing utility lines (as electricity, water, and sewer) along Bundy Canyon Road and Cherry Street. The project applicant/developer is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The construction of new and improved infrastructure for the project would not directly increase fire risk, and impacts are less than significant.

d) Less Than Significant Impact. As discussed in Section V.7, the project site is not within a flood hazard zone. There are no flooding or safety concerns caused by drainage. Additionally, as discussed in Section V.10, due to no evidence of slope instability within or adjacent to the project site, there is a low risk for slope stability related hazards (Geocon 2023).

Construction activities related to the proposed project would be subject to compliance with the CBC and would include BMPs. BMPs 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, natural drainage at the project site would generally be similar to existing conditions; no substantial changes to drainage patterns would occur. Therefore, with implementation of BMPs, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None Required.

MITIGATION MEASURES

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

VI. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

a) Less Than Significant Impact with Mitigation Incorporated. Based on the evaluations and discussion in this IS/MND, the proposed project has a limited potential to incrementally degrade the quality of the environment. As discussed in Section V.3, Air Quality, Mitigation Measure **AQ-1** and Mitigation Measure **AQ-2**, would ensure the use of Tier 4 construction equipment and the implementation of fugitive dust BMPs which would reduce impacts. Section V.4, Biological Resources, implementation of mitigation measures **BIO-1**, which requires a pre-construction burrowing owl survey, and **BIO-2**, which requires pre-construction survey for nesting birds, would reduce impacts to biological resources to less than significant. As discussed in Section V.5, Cultural Resources, with implementation of mitigation measures **CUL-1** and **TRI-1** through **TRI-8**, the proposed project would have a less than significant impact on archaeological resources and human remains. Furthermore, as discussed in Section V.7, 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**, which requires the project to incorporate recommendations of the geotechnical report, and **GEO-2**, which requires the applicant to retain a paleontologist to assess the potential for presence of paleontological resources. Moreover, with implementation of mitigation measures **CUL-1** and **TRI-1** through **TRI-8**, the proposed project would have a less than significant impact on tribal cultural resources. Implementation of Mitigation Measures **HAZ-1** and **HAZ-2**, as discussed in Section V.8, Hazards and Hazardous Materials, and Section V.20, Wildfire, would reduce impacts of wildfires to a less than significant impact upon conformance with building codes and City standards. As discussed in Section V.13, Noise, Mitigation Measures **NOI-1** and **NOI-2** would include noise reduction features and ensure compliance with interior noise standards, which would reduce impacts to sensitive receptors. 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. This project and other projects in Wildomar are required to comply with the City's light pollution ordinance. The project is proposed in an urbanized portion of the City and is consistent with the proposed General Plan designation. While the proposed building may obscure views of surrounding ridgelines from the project site, the proposed project, in combination with other development in the vicinity would not significantly impact any scenic vistas. Therefore, the proposed project would have a less than cumulatively considerable impact to aesthetics.

Agriculture and Forestry Resources

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

Air Quality

The South Coast Air Quality Management District's approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts for attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air acts. In other words, the South Coast AQMD 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 in Section V.3, Air Quality, describes the South Coast AQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. Implementation of the proposed project would result in less than significant impacts with the implementation of Mitigation Measures **AQ-1** and **AQ-2**, and would not contribute to cumulative impacts to Air Quality.

Biological Resources

The project site is primarily vacant and undeveloped, and is not within a Criteria Cell. The project site is located within the Stephens' Kangaroo Rat Fee Plan Area and MSHCP Fee Area and is required by ordinance to pay the fees at the time of building permit issuance. Implementation of mitigation measures **BIO-1** and **BIO-2**, would minimize potential project-related impacts to burrowing owls and nesting birds.

The proposed project would pay the MSHCP and Stephens' Kangaroo Rat Plan Area fees as required to ensure that there would be a less than cumulatively considerable impact on biological resources.

Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. Other projects in the region could demolish or otherwise alter cultural resources. However, mitigation measures **CUL-1** and **TRI-1** through **TRI-8** would reduce the potential impacts associated with development on the project site. Other projects in the region would also be required to comply with CEQA Guidelines Section 15064.5, which requires the lead agency to determine if discovered resources are unique or historically significant, and if so, to avoid or mitigate impacts to such resources in accordance with the provisions of PRC Section 21083.2. Therefore, the project would have a less than cumulatively considerable impact.

Energy

Construction and operation of the proposed project would result in an increase in energy use as the site is currently vacant. Construction energy use would be temporary and normal of development in the region. Section V.6, Energy, analyzed the project's cumulative contribution to energy in the region and determined the project would have a less than cumulatively considerable environmental impact to energy.

Geology and Soils

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

Greenhouse Gas Emissions

The greenhouse gas analysis in Section V.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 proposed project is within a High Fire Hazard Severity Zone; implementation of mitigation measures **HAZ-1** and **HAZ-2** would ensure that the proposed project complies with the California Building Code, Fire Code, and City standards in regard to fire hazards. All development in the City is required to comply with the California Building Code, Fire Code, and City standards. 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 ensure that the quality of water discharged from the site during both construction and operational activities do not adversely affect any off-site uses or water resources. The site is not located within a flood hazard zone. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

Land Use and Planning

The proposed project would comply with the standards for its zoning designation as listed in the Wildomar Municipal Code. As the proposed project would not change the zoning or land use designations for the site, the proposed project would be consistent with the General Plan . The proposed project is developing a vacant corner parcel consistent with the General Plan, is self-contained, and would be surrounded by existing developed lands. Nothing in the proposed project would lead to other development nearby. Other development projects would be reviewed by the City to ensure consistency with the General Plan and land use designations at the time of application. Therefore, the proposed project combined with related projects would not result in cumulatively considerable impacts 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 V.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 Mitigation Measures **NOI-1** and **NOI-2**. It is possible that other construction projects in the vicinity could overlap with activity on the proposed project site, but other such projects are required to mitigate their construction noise impacts and comply with the City's noise ordinances. Although the proposed project requests a continuous events exception for the impact of operational noise, the exception only affects the proposed car wash and does not affect any other properties. Nothing in the exception would suggest that other properties would be affected, or that additional continuous events exceptions would be required. Any combined impacts would be temporary, constituting intermittent annoyance, but not a significant cumulative noise impact. Therefore, the proposed project would have a less than cumulatively considerable impact related to construction noise.

Population and Housing

As the project site is currently vacant, no housing units or people would be displaced, and the construction of replacement housing is not required. The proposed project would increase the employment opportunities in the City which are expected to be filled by the local labor pool. 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 applicants/developers are required to pay development impact fees to fund the expansion of such services. Development of any future public service 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

The proposed project would have no impact related to recreational facilities, as no residential uses are proposed, and would therefore not contribute to any cumulative impacts to such facilities. Therefore, the proposed project would have no impact on recreational facilities.

Transportation

Cumulative traffic impacts are created because of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations. 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 enforced by City Municipal Code Chapter 3.40, the Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of Municipal Code Chapter 3.44), the project applicant/developer would be required to participate in the funding of off-site improvements.

In addition to these fees, as conditions of approval for the proposed project, the applicant/developer would implement the recommended improvements to six intersections or pay its fair-share for the improvements.

The proposed project is screened out and exempt from a VMT analysis since the proposed project meets the screening criteria for locally serving retail 50,000 square feet or less. Because the nearest hotels to the City are in the Cities of Murrieta and Lake Elsinore, constructing a hotel in the City would shorten trips and reduce VMT because people visiting Wildomar would likely stay in a hotel within the City. Additionally, the proposed hotel would be considered local-serving which would also shorten trip and reduce VMT. Therefore, the project's contribution to VMT can be considered less than significant. Implementation of the intersection improvements would reduce the project's impacts to cumulative traffic conditions to less than cumulatively considerable.

Tribal Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural, tribal cultural, and archaeological resources. However, mitigation measures **CUL-1** and **TRI-1** through **TRI-8** would reduce the potential impacts to tribal cultural resources associated with development on the project site. As with the proposed project, each related cumulative project would be required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources, and would be required to implement mitigation measures **CUL-1** and **TRI-1** through **TRI-8**. Therefore, any discoveries of tribal cultural resources caused by the

project or related projects would be mitigated to a less than significant level. Therefore, 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, the proposed project would not result in a significant increase in utility demand and would be accounted for in long-range plans for the 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

The project site is located within a High Fire Hazard Severity Zone. Implementation of mitigation measures **HAZ-1** and **HAZ-2** and compliance with the 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 implementation of 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. Furthermore, this document analyzes long-term and short-term impacts and mitigates all potential impacts to a less than significant level; therefore, 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 implementation of Mitigation Measures **AQ-1, AQ-2, GEO-1, GEO-2, HAZ-1, HAZ-2, NOI-1, and NOI-2.**

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