

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

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

City of Wildomar

*Prepared for:*

**City of Wildomar**

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

*Prepared by:*

**PlaceWorks**

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



Dustin Nigg, Mayor, District 2  
Ben J. Benoit, Mayor Pro Tem, District 1  
Bridgette Moore, Council Member, District 4  
Joseph Morabito Council Member, District 3  
Marsha Swanson, Council Member, District 5



23873 Clinton Keith Rd, Ste 201  
Wildomar, CA 92595  
951.677.7751 Phone  
951.698.1463 Fax

**TO:** Reviewing Agencies/Interested Persons  
**FROM:** Matthew C. Bassi, Planning Director  
**DATE:** May 12, 2021  
**SUBJECT:** **Draft Environmental Impact Report (EIR) for the Wildomar Trail Town Center Mixed-Use Project (PA 20-0039)**

A Draft Environmental Impact Report (DEIR) has been prepared by the City of Wildomar for the Wildomar Trail Town Center Mixed-Use Project. The DEIR and technical appendices will be available for public review/comment beginning on **Wednesday, May 12, 2021**. Due to the COVID-19 pandemic, Wildomar City Hall is currently closed so the DEIR and Technical studies can only be accessed via the city's website above. All files can be downloaded from the City of Wildomar website at <https://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316>.

**Proposed Project:** The proposed Wildomar Trail Town Center Mixed-Use project would allow for the development of a mixed-use project on an approximately 25.8-acre vacant site (APN 376-190-002 and 376-180-006) which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 109 townhome/condominium residential units, with full on-site/off-site improvements. The following project actions are requested of the City by the applicant and reviewed in this EIR:

- 1) Change of Zone – The proposed project requires the approval of a zone change on a 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) to accommodate the 109-unit townhome/condominium component, and to remove the Mixed-Use Overlay Zone for the entire site.
- 2) Tentative Tract Map (TTM 37494) – The proposed project would require approval of a Tentative Tract Map to subdivide the 25.8-acre site into six lots for commercial retail and office purposes and one lot for condominium purposes to develop a 109-unit townhome project with amenities.
- 3) Conditional Use Permit – The proposed project requires approval of a conditional use permit (CUP) to establish a gas station/mini-mart with concurrent beer and wine sales in accordance with Section 17.248 of the Wildomar Municipal Code, and in compliance with the City's adopted commercial design standards and guidelines.
- 4) Plot Plan – The proposed project includes a plot plan to develop the retail portions of the site including a gas station/mini-mart, restaurants, shops, and car wash, as well as the professional office uses with onsite and offsite improvements.
- 5) General Plan Amendment and Zone Change – Because the proposed project would reduce the designated housing units on the project site as identified in Table HNA-25 of the City of Wildomar 2013-2021 Housing Element, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the City will initiate a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10 acres of the 20-acre site located on the northeast corner of Prielipp Road and Yamas Drive. (APN 380-250-019).
- 6) Final Site Plan of Development – The project will require approval of a final site plan of development for the 6.26-acre site consisting of a 109-unit townhouse development, including site planning, architecture, landscaping, parking, etc. consistent with the city's multi-family residential objective design standards and guidelines.

- 7) Variance (VAR): The project includes a request for a 35-foot height variance for a single freeway sign located on the east side of the project area along the I-15 freeway. Section 17.252 only allows a freeway sign height of 45 feet and the Applicant is requesting 80 feet.

The City is requesting comments for the Wildomar Trail Town Center Mixed-Use Project Draft EIR. This notice is being sent to responsible agencies, trustee agencies, and other interested parties, along with a copy of the Draft EIR and copies of the technical studies (refer to attached CD/USB). The public comment period for the Draft EIR will begin on **Wednesday, May 12, 2021 and conclude on Friday, June 25, 2021.**

Any written comments (via email or letter) on the Draft EIR must be submitted no later than 5 p.m. on June 25, 2021. Written comments can be sent to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Comments can also be emailed to [mbassi@cityofwildomar.org](mailto:mbassi@cityofwildomar.org). The Planning Commission is tentatively scheduled to review the Draft EIR and proposed development project at their special meeting of August 18, 2021. Should you have any questions or require additional information regarding this letter of the proposed project, please contact me at (951) 677-7751, ext. 213, or email me at [mbassi@cityofwildomar.org](mailto:mbassi@cityofwildomar.org).

Sincerely,



Matthew C. Bassi  
Planning Director

Enclosed – CD/USB of Draft EIR

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## Abbreviations and Acronyms

### ABBREVIATIONS AND ACRONYMS

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

## Abbreviations and Acronyms

|                   |  |
|-------------------|--|
| CNDDDB            | California Natural Diversity Database              |
| CNEL              | community noise equivalent level                   |
| CO                | carbon monoxide                                    |
| CO <sub>2</sub> e | carbon dioxide equivalent                          |
| Corps             | US Army Corps of Engineers                         |
| CSO               | combined sewer overflows                           |
| CUPA              | Certified Unified Program Agency                   |
| CWA               | Clean Water Act                                    |
| dB                | decibel  |
| dba               | A-weighted decibel                                 |
| DPM               | diesel particulate matter                          |
| DTSC              | Department of Toxic Substances Control             |
| EIR               | environmental impact report                        |
| EPA               | United States Environmental Protection Agency      |
| EPCRA             | Emergency Planning and Community Right-to-Know Act |
| FEMA              | Federal Emergency Management Agency                |
| FHWA              | Federal Highway Administration                     |
| FTA               | Federal Transit Administration                     |
| GHG               | greenhouse gases                                   |
| GWP               | global warming potential                           |
| HCM               | Highway Capacity Manual                            |
| HQTA              | high quality transit area                          |
| HVAC              | heating, ventilating, and air conditioning system  |
| IPCC              | Intergovernmental Panel on Climate Change          |
| L <sub>dn</sub>   | day-night noise level                              |
| L <sub>eq</sub>   | equivalent continuous noise level                  |
| LBP               | lead-based paint                                   |
| LCFS              | low-carbon fuel standard                           |
| LOS               | level of service                                   |
| LST               | localized significance thresholds                  |
| M <sub>w</sub>    | moment magnitude                                   |
| MCL               | maximum contaminant level                          |
| MEP               | maximum extent practicable                         |

## Abbreviations and Acronyms

|                 |   |
|-----------------|---|
| mgd             | million gallons per day                             |
| MMT             | million metric tons                                 |
| MPO             | metropolitan planning organization                  |
| MT              | metric ton  |
| MWD             | Metropolitan Water District of Southern California  |
| NAHC            | Native American Heritage Commission                 |
| NO <sub>x</sub> | nitrogen oxides                                     |
| NPDES           | National Pollution Discharge Elimination System     |
| O <sub>3</sub>  | ozone   |
| OES             | California Office of Emergency Services             |
| PM              | particulate matter                                  |
| POTW            | publicly owned treatment works                      |
| ppm             | parts per million                                   |
| PPV             | peak particle velocity                              |
| RCRA            | Resource Conservation and Recovery Act              |
| REC             | recognized environmental condition                  |
| RMP             | risk management plan                                |
| RMS             | root mean square                                    |
| RPS             | renewable portfolio standard                        |
| RWQCB           | Regional Water Quality Control Board                |
| SB              | Senate Bill   |
| SCAG            | Southern California Association of Governments      |
| SCAQMD          | South Coast Air Quality Management District         |
| SIP             | state implementation plan                           |
| SLM             | sound level meter                                   |
| SoCAB           | South Coast Air Basin                               |
| SO <sub>x</sub> | sulfur oxides                                       |
| SQMP            | stormwater quality management plan                  |
| SRA             | source receptor area [or state responsibility area] |
| SUSMP           | standard urban stormwater mitigation plan           |
| SWP             | State Water Project                                 |
| SWPPP           | Storm Water Pollution Prevention Plan               |
| SWRCB           | State Water Resources Control Board                 |

## Abbreviations and Acronyms

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

# 1. Executive Summary

---

## 1.1 INTRODUCTION

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

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

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

## 1.2 ENVIRONMENTAL PROCEDURES

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

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

## 1. Executive Summary

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

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

### 1.3 PROJECT SUMMARY

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

#### Wildomar Trail Town Center Mixed-Use Project

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

#### Prielipp-Yamas Property Rezone

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

### 1.4 PROJECT LOCATION

#### Wildomar Trail Town Center Mixed-Use Project

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

## 1. Executive Summary

### Prielipp-Yamas Property Rezone

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

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

### 1.4.1 EIR Format

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

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

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

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

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

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

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

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



## 1. Executive Summary

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

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

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

### 1.4.2 Type and Purpose of This DEIR

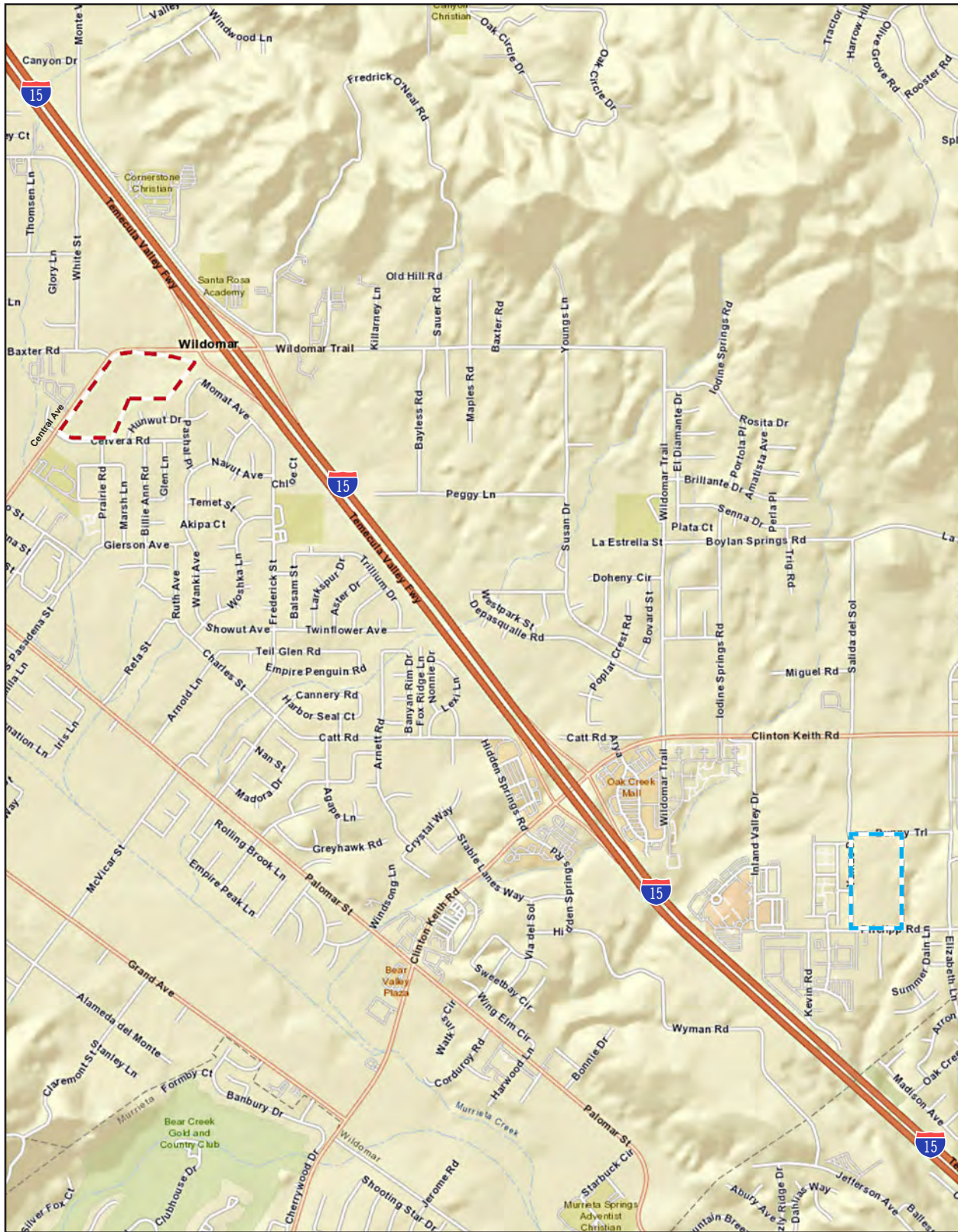
This DEIR has been prepared as a “Project EIR,” defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3) for the analysis of the proposed Wildomar Trail Town Center Mixed-Use project. This type of EIR examines the environmental impacts of a specific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

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

### 1.4.3 Impacts Considered Less Than Significant

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

Figure 1-1 - Regional Location



--- Project Boundary

--- Prielipp-Yamas Boundary

0 2,000  
Scale (Feet)



Source: Nearmap, 2020

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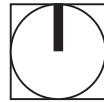


Figure 1-2a - Mixed-Use Site Aerial Photograph



— Project Boundary

0 600  
Scale (Feet)



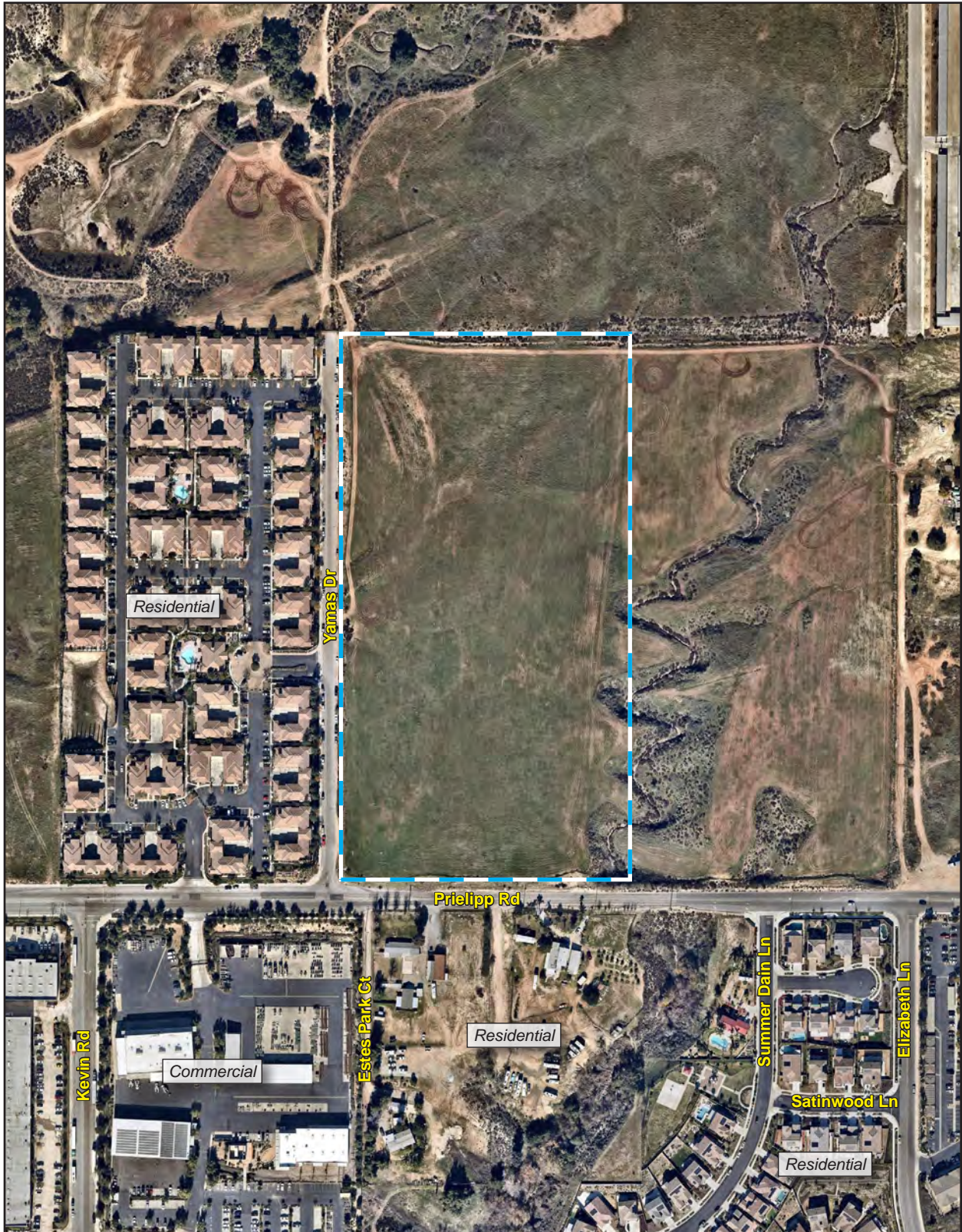
Source: Nearmap, 2020



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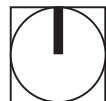
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Figure 1-2b - Prielipp-Yamas Property Aerial Photograph



— Prielipp-Yamas Boundary

0 350  
Scale (Feet)



Source: Nearmap, 2020

# 1. Executive Summary

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## 1. Executive Summary

### 1.4.4 Unavoidable Significant Adverse Impacts

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

### 1.5 ISSUES TO BE RESOLVED

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

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

### 1.6 AREAS OF CONTROVERSY

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

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

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



## 1. Executive Summary

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

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

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

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

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

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

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <p>during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.</p> |  |
| <b>5.3 BIOLOGICAL RESOURCES</b>   |   |  |  |
| Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species. | Potentially Significant Impact          | <p>BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:</p> <ul style="list-style-type: none"> <li>▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work;</li> <li>▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required;</li> </ul>   | Less Than Significant Impact           |

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

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|----------------------|---|---|--|
|                      |   | <ul style="list-style-type: none"> <li>▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).</li> </ul> <p>BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.</p> <p>BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (<i>Pennisetum setaceaum</i>), pampas grass (<i>Cortaderia selloana</i>), giant reed (<i>Arundo donax</i>), tree of heaven (<i>Ailanthus altissima</i>), Eucalyptus, acacia groundcovers (<i>Acacia</i> sp.), and other ornamental landscape elements, in accordance with the <i>Invasive Plants List</i> referenced by the MSHCP.</p> |  |

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

| Environmental Impact  | Level of Significance Before Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|---|---|---|--|
|   |   | BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.   |  |
| Impact 5.3-2: Development of the proposed project would result in the loss of riparian/riverine areas.                                  | Potentially Significant Impact          | BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat. | Less Than Significant Impact           |
| Impact 5.3-3: The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation. | Potentially Significant Impact          | BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or   | Less Than Significant Impact           |

# 1. Executive Summary

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

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

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

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



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

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

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

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

# 1. Executive Summary

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

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

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

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

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

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|--|---|---|--|
| Impact 5.10-2: Project implementation would not result in displacing people and/or housing.  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| <b>5.11 TRANSPORTATION</b>   |   |   |  |
| Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b).  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| <b>5.12 TRIBAL CULTURAL RESOURCES</b>  |   |   |  |
| Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). | Potentially Significant Impact          | <p><b>TRI-1 Inadvertent Archeological Find.</b> If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).</p> <ul style="list-style-type: none"> <li>a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.</li> </ul> | Less Than Significant Impact.          |

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|----------------------|---|---|--|
|                      |   | <ul style="list-style-type: none"> <li>b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.</li> <li>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.</li> <li>d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.</li> <li>e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</li> <li>f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and</li> </ul> |  |



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| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p>practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.</p> <p><b>TRI-2 Cultural Resources Disposition.</b> 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> <ul style="list-style-type: none"> <li>a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:                             <ul style="list-style-type: none"> <li>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.</li> <li>ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.</li> <li>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</li> </ul> </li> </ul> |  |

1. Executive Summary

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

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p>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.</p> <p><b>TRI-3 Archaeologist Retained.</b> 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) 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 Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning 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) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ol style="list-style-type: none"> <li>a. Project grading and development scheduling;</li> </ol> |  |

# 1. Executive Summary

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

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p>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;</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><b>TRI-4 Native American Monitoring (Pechanga).</b> Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.</p> <p><b>TRI-5 Native American Monitoring (Soboba).</b> Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials,</p> |  |

1. Executive Summary

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

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

# 1. Executive Summary

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

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

1. Executive Summary

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

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

# 1. Executive Summary

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

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

## 1. Executive Summary

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

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

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



# 1. Executive Summary

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

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

## 1. Executive Summary

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

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

# 1. Executive Summary

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

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

## 1. Executive Summary

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

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

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

| Environmental Impact   | Level of Significance Before Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--|---|---|--|
| Impact 5.10-2: Project implementation would not result in displacing people and/or housing.  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| <b>5.11 TRANSPORTATION</b>   |   |   |  |
| Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b).  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.  | Less Than Significant Impact            | No mitigation measures are required.  | Less Than Significant Impact           |
| <b>5.12 TRIBAL CULTURAL RESOURCES</b>  |   |   |  |
| Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). | Potentially Significant Impact          | <p><b>TRI-1 Inadvertent Archeological Find.</b> If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).</p> <ul style="list-style-type: none"> <li>g. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.</li> <li>h. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the</li> </ul> | Less Than Significant Impact.          |

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

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p>concurrency of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.</p> <ul style="list-style-type: none"> <li>i. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.</li> <li>j. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.</li> <li>k. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</li> <li>l. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.</li> </ul> |  |

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

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p><b>TRI-2 Cultural Resources Disposition.</b> 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> <ul style="list-style-type: none"> <li>b. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:                             <ul style="list-style-type: none"> <li>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.</li> <li>ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.</li> <li>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</li> </ul> </li> </ul> |  |

1. Executive Summary

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

| Environmental Impact | Level of Significance Before Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|----------------------|---|--|--|
|                      |   | <p>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.</p> <p><b>TRI-3 Archaeologist Retained.</b> 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) 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 Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning 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) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <p>d. Project grading and development scheduling;</p> |  |



# 1. Executive Summary

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

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

1. Executive Summary

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

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

# 1. Executive Summary

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

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

1. Executive Summary

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

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

# 1. Executive Summary

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

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

## 2. Introduction

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### 2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

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

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

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

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

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

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

## 2. Introduction

### 2.2 NOTICE OF PREPARATION

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

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

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

**Table 2-1 NOP Comment Letters Received**

| Agency/Organization/Individual                            | Date               | Comments   | Section of SEIR Comment is Addressed  |
|---|--------------------|--|---|
| Native American Heritage Commission (Andrew Green)        | September 15, 2020 | <ul style="list-style-type: none"> <li>• Recommends consultation with traditionally and culturally affiliated tribes</li> </ul>  | <ul style="list-style-type: none"> <li>• Chapter 5.12, Tribal Cultural Resources</li> </ul>   |
| Rincon Band of Luiseno Indians, Cheryl Madrigal           | September 30, 2020 | <ul style="list-style-type: none"> <li>• Tribe has no comments but ask to be notified and involved in entire CEQA process</li> </ul>   | <ul style="list-style-type: none"> <li>• Chapter 5.12, Tribal Cultural Resources</li> </ul>   |
| Inland Empire Biking Alliance, Marven E. Norman           | October 5, 2020    | <ul style="list-style-type: none"> <li>• States that project should move bike accessibility in Wildomar forward</li> <li>• Recommends project includes biking as part of toolbox for lowering VMT</li> </ul>   | <ul style="list-style-type: none"> <li>• Chapter 5.11, Transportation</li> </ul>  |
| Mitchell Tsai Attorneys on behalf of Southwest Carpenters | October 7, 2020    | <ul style="list-style-type: none"> <li>• Asks that City provides any and all information pertaining to project</li> </ul>  | <ul style="list-style-type: none"> <li>• N/A</li> </ul>   |
| South Coast Air Quality Management District, Lijin Sun    | October 14, 2020   | <ul style="list-style-type: none"> <li>• Recommendations for air quality impacts and analyses</li> </ul>   | <ul style="list-style-type: none"> <li>• Chapter 5.2, Air Quality</li> </ul>  |
| Mitchell Tsai Attorneys on behalf of Southwest Carpenters | October 14, 2020   | <ul style="list-style-type: none"> <li>• States that City should consider proposing that Applicant provide additional community benefit such as requiring local hire and use of a skilled and trained workforce</li> <li>• States that City should require project to be built to standards exceeding the 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate project's environmental impacts</li> <li>• States that the City is required to adopt a Mandatory Finding of Significance that the project may cause a substantial adverse effect on human beings and</li> </ul> | <ul style="list-style-type: none"> <li>• N/A</li> <li>• Chapter 5.4, Energy</li> <li>• Chapter 5.8, Land Use</li> <li>• Chapter 5.10, Population and Housing</li> </ul> |

## 2. Introduction

**Table 2-1 NOP Comment Letters Received**

| Agency/Organization/Individual | Date | Comments   | Section of SEIR Comment is Addressed |
|--------------------------------|------|--|--------------------------------------|
|                                |      | mitigate COVID-19 impacts <ul style="list-style-type: none"> <li>• Requests all and any information about project</li> <li>• States EIR should review project's consistency with regional housing plans</li> <li>• Requests to receive all notices in regards to project</li> <li>• States that the EIR should analyze environmental impacts of future development on Prielipp-Yamas Drive Property</li> </ul> |                                      |

### 2.3 SCOPE OF THIS DEIR

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

#### 2.3.1 Impacts Considered Less Than Significant

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

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

#### 2.3.2 Potentially Significant Adverse Impacts

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

- Aesthetics
- Air Quality
- Biological Resources



## 2. Introduction

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

### 2.3.3 Unavoidable Significant Adverse Impacts

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

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

### 2.3.4 Subsequent Environmental Analysis

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

## 2.4 INCORPORATION BY REFERENCE

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

## 2. Introduction

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

### 2.5 AVAILABILITY

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

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

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

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

### 2.6 FINAL EIR CERTIFICATION

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

### 2.7 MITIGATION MONITORING

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

## 2. Introduction

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

## 3. Project Description

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### 3.1 INTRODUCTION

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

### 3.2 DESCRIPTION OF PROJECT

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

#### **Wildomar Trail Town Center Mixed-Use Project**

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

#### **Change of Zone**

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

#### **Tentative Tract Map**

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

### 3. Project Description

#### Conditional Use Permit

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

#### Variance

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

#### Plot Plan

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

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

- **Phase 1** would consist of approximately 5.09 acres and will include development of the gas station/mini-mart (with alcohol sales), car wash, and water detention basin.
  - **Project Design Feature.** Intersection #3 (Central Avenue and Wildomar Trail) would be signalized during Phase 1. Central Avenue and Wildomar Trail along the property frontage will be improved for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.
- **Phase 2** would consist of approximately 6.62 acres and include development of multi-tenant commercial retail shops, restaurant pads, and a market.
- **Phase 3** would consist of approximately 6.26 acres and includes development of two office buildings.
- **Phase 4** would consist of 7.79 acres and includes development of 152 townhome/condominium residential units.

### 3. Project Description

#### *Conditions of Approval*

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

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

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

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

#### *Elevations*

##### ***Gas Station/Mini-Mart***

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

##### ***Retail***

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

##### ***Office***

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

### 3. Project Description

#### ***Residential***

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

#### ***Construction***

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

#### ***Operations***

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

#### **Prielipp-Yamas Property Rezone**

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

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

### **3.3 STATEMENT OF OBJECTIVES**

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

1. Provide a freeway adjacent mixed-use project catering to both the residents of Wildomar and the travelling public.
2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.
3. Add housing units to the City's housing stock.

### 3. Project Description

4. Provide uses to serve the City's daytime population.
5. Provide additional office workspace in the City.
6. Increase employment opportunities by providing retail and professional office land uses.
7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

#### 3.4 INTENDED USES OF THE EIR

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

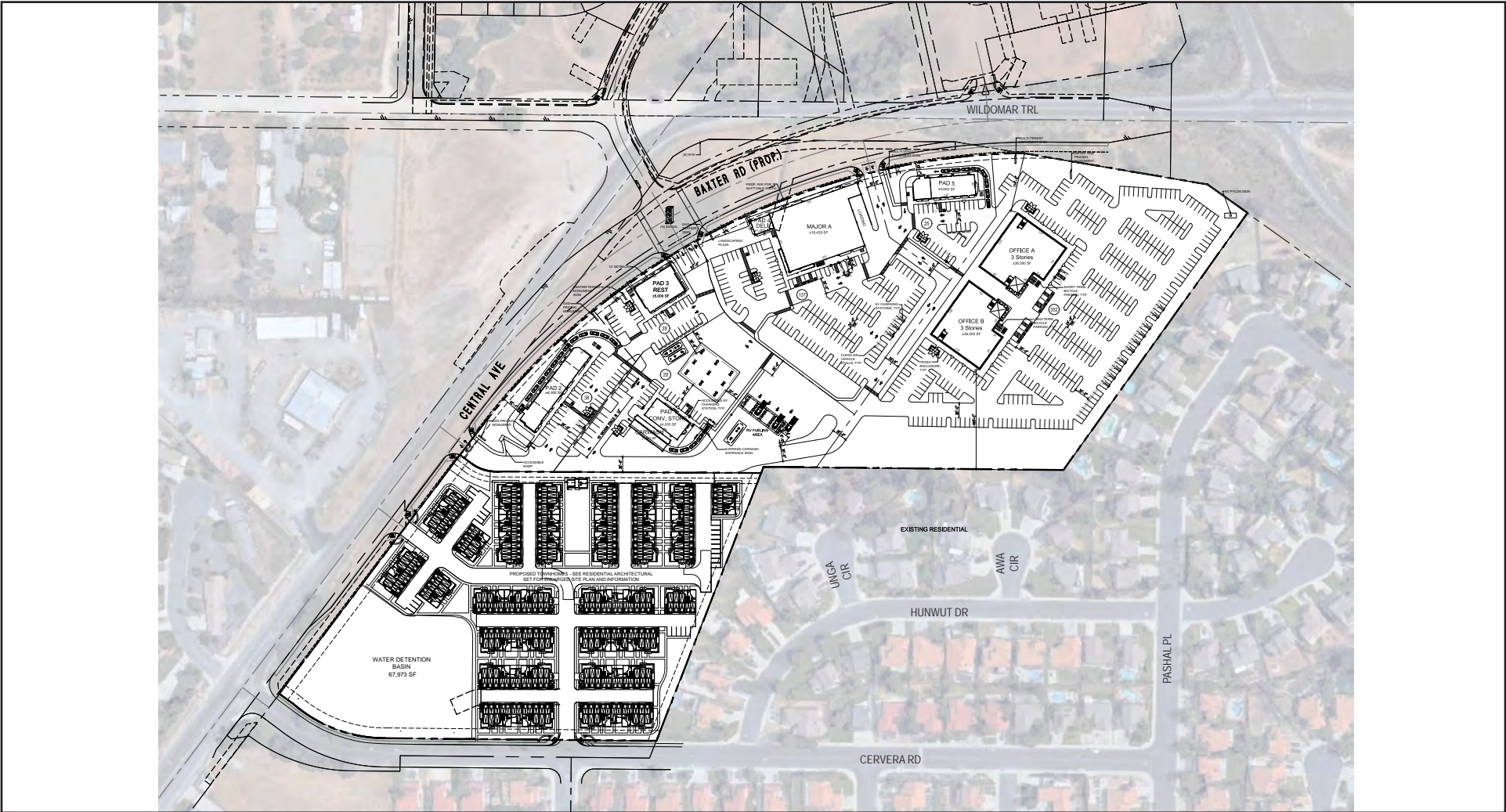
- General Plan Amendment and Zone Change for the Prielipp-Yamas Property
- Change of Zone (CZ)
- Tentative Tract Map (TTM 37494)
- Conditional Use Permit (CUP)
- Plot Plan (PP)
- Final Site Plan of Development (FSPOD)



### 3. Project Description

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Figure 3-1 - Conceptual Site Plan



Source: ktgy, 2020

### 3. Project Description

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Figure 3-2 - Project Phasing



0 300  
Scale (Feet)



Source: ktgy, 2021

### 3. Project Description

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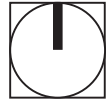
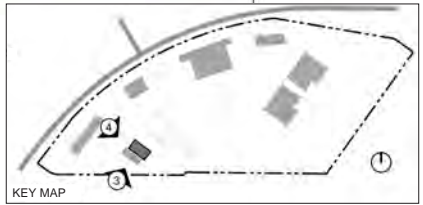
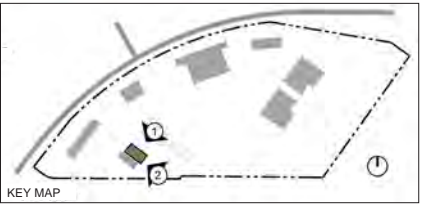


Figure 3-3 - Gas Station/Mini-Mart Elevation



Pad 1 - Front Elevation

Pad 1 - Rear Elevation

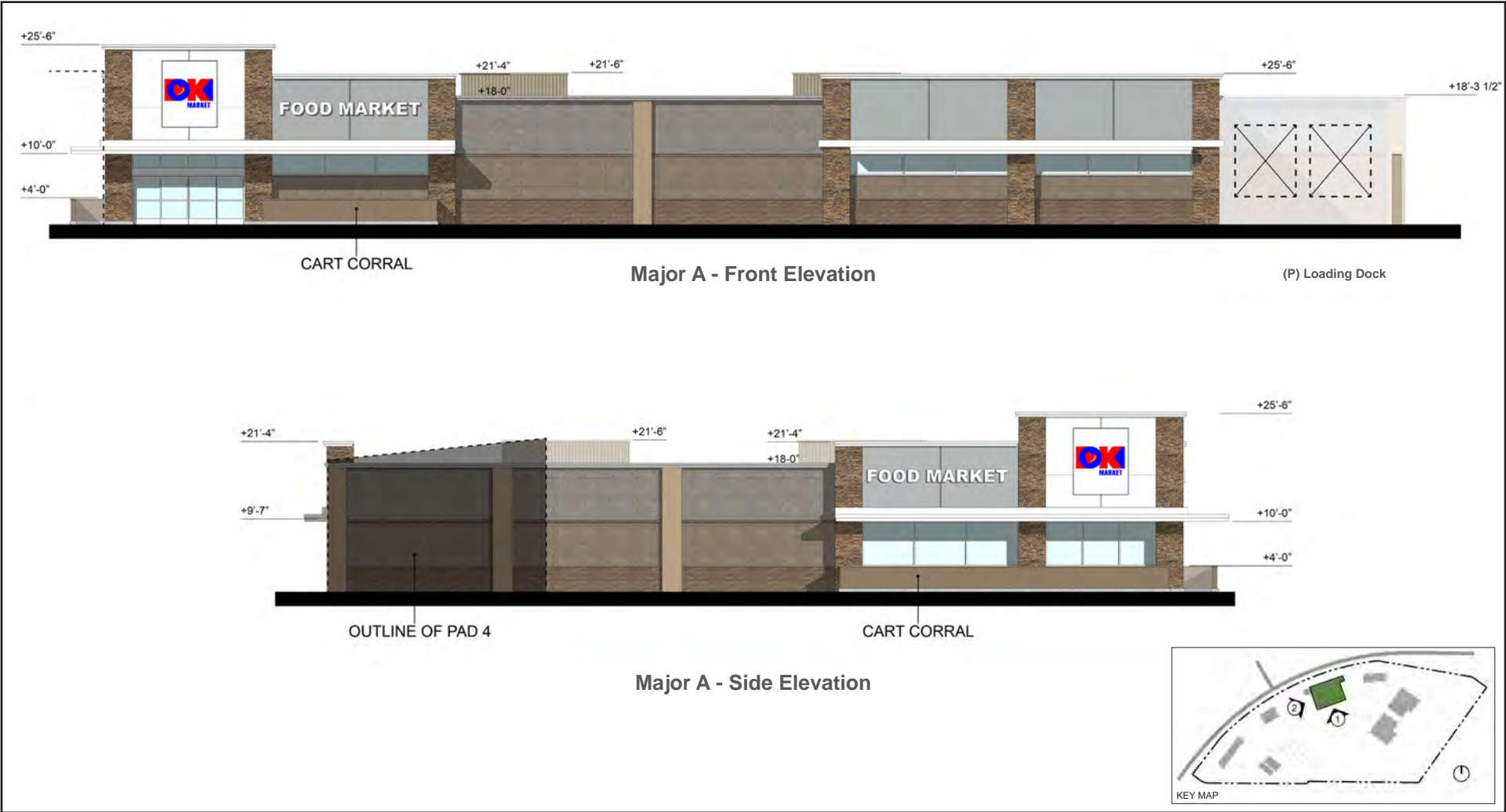


Source: ktgy, 2020

### 3. Project Description

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Figure 3-4a - Retail Elevation - Major A



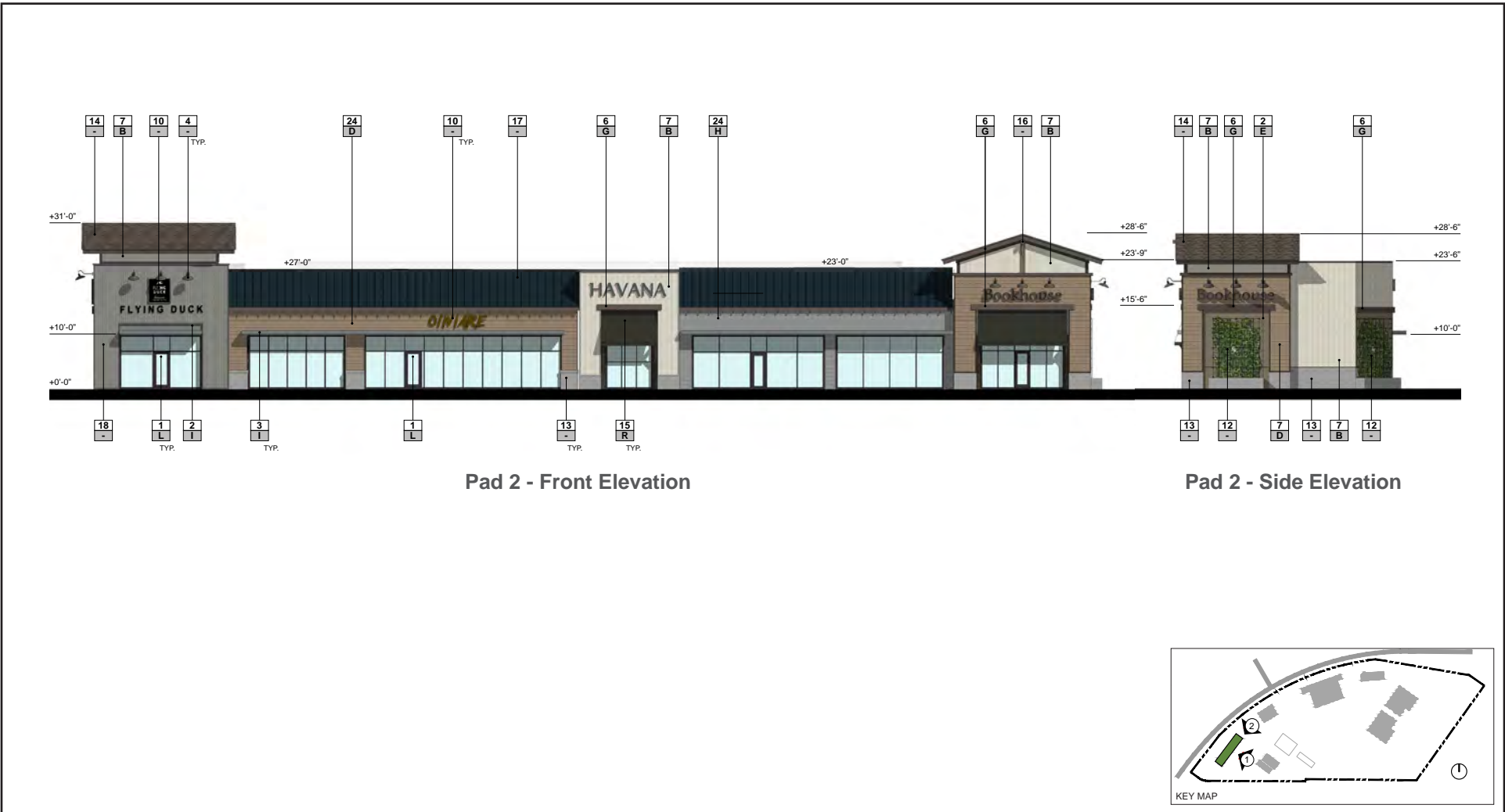
Source: ktgy, 2020



### 3. Project Description

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Figure 3-4b - Retail Elevation - Pad 2



Source: ktgy, 2021

### 3. Project Description

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Figure 3-4c - Retail Elevation - Pad 3



Pad 3 - Front Elevation

Pad 3 - Side Elevation



0 20  
Scale (Feet)

Source: ktgy, 2020

### 3. Project Description

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Figure 3-4d - Retail Elevation - Pad 4

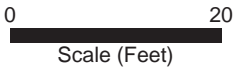


Source: ktgy, 2020

### 3. Project Description

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Figure 3-4e - Retail Elevation - Pad 5



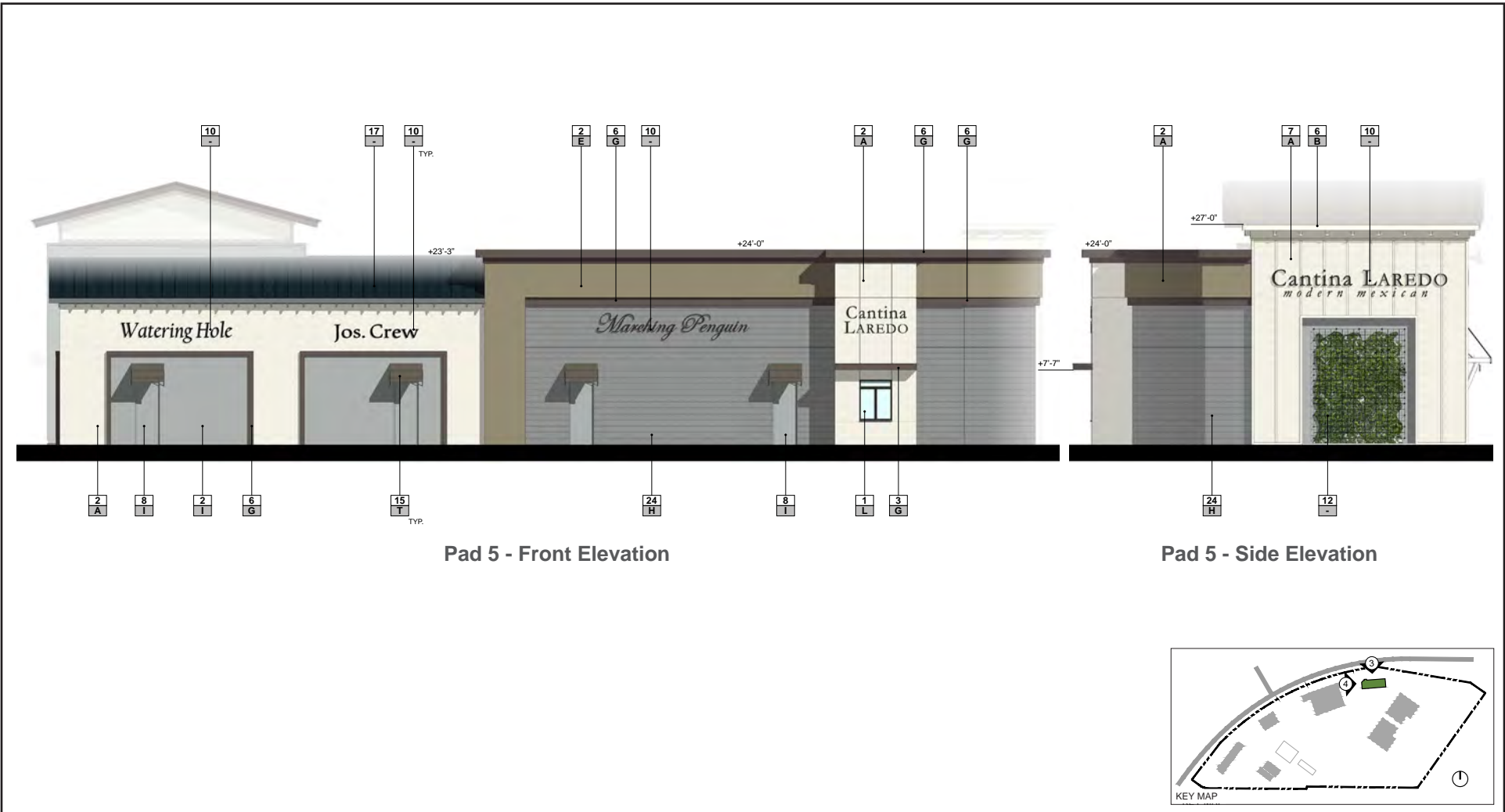
Source: ktgy, 2021



### 3. Project Description

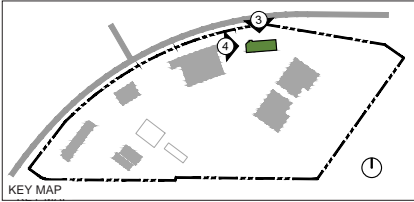
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Figure 3-4f - Retail Elevation - Pad 5



Pad 5 - Front Elevation

Pad 5 - Side Elevation



0 20  
Scale (Feet)

Source: ktgy, 2021

### 3. Project Description

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Figure 3-5 - Office Elevation



Front Elevation

Source: ktgy, 2020

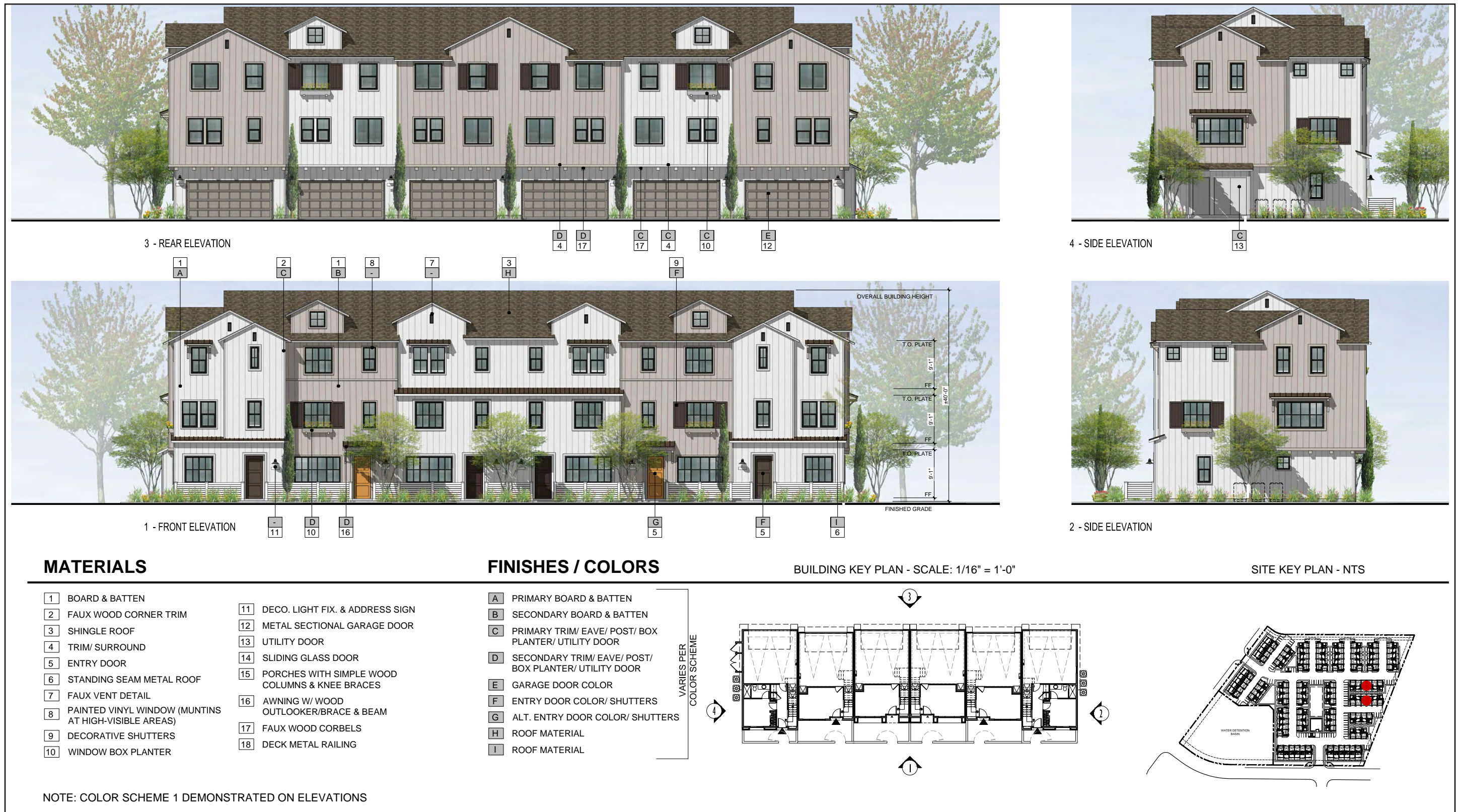


### 3. Project Description

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Figure 3-6a - Residential Elevations

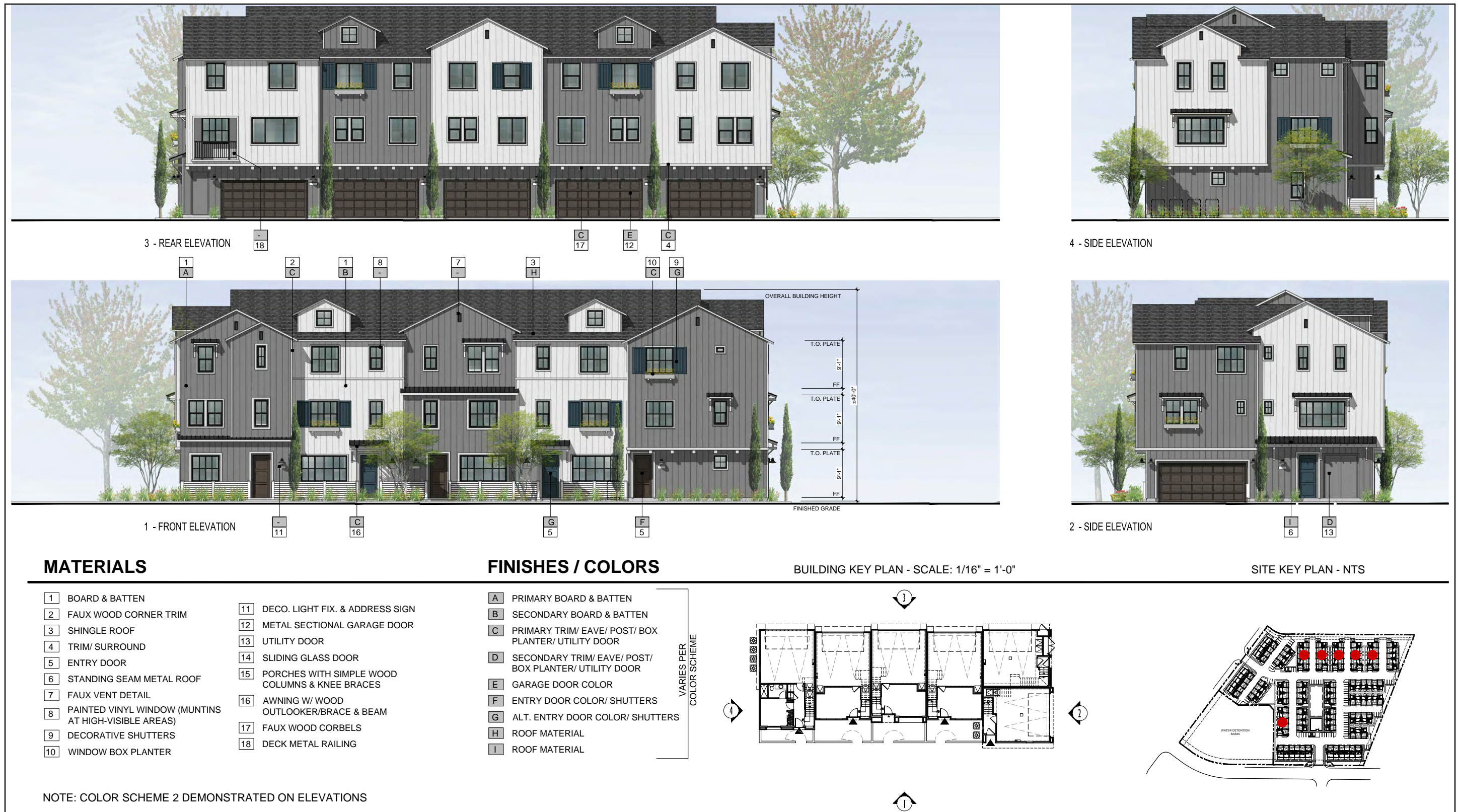


### 3. Project Description

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Figure 3-6b - Residential Elevations

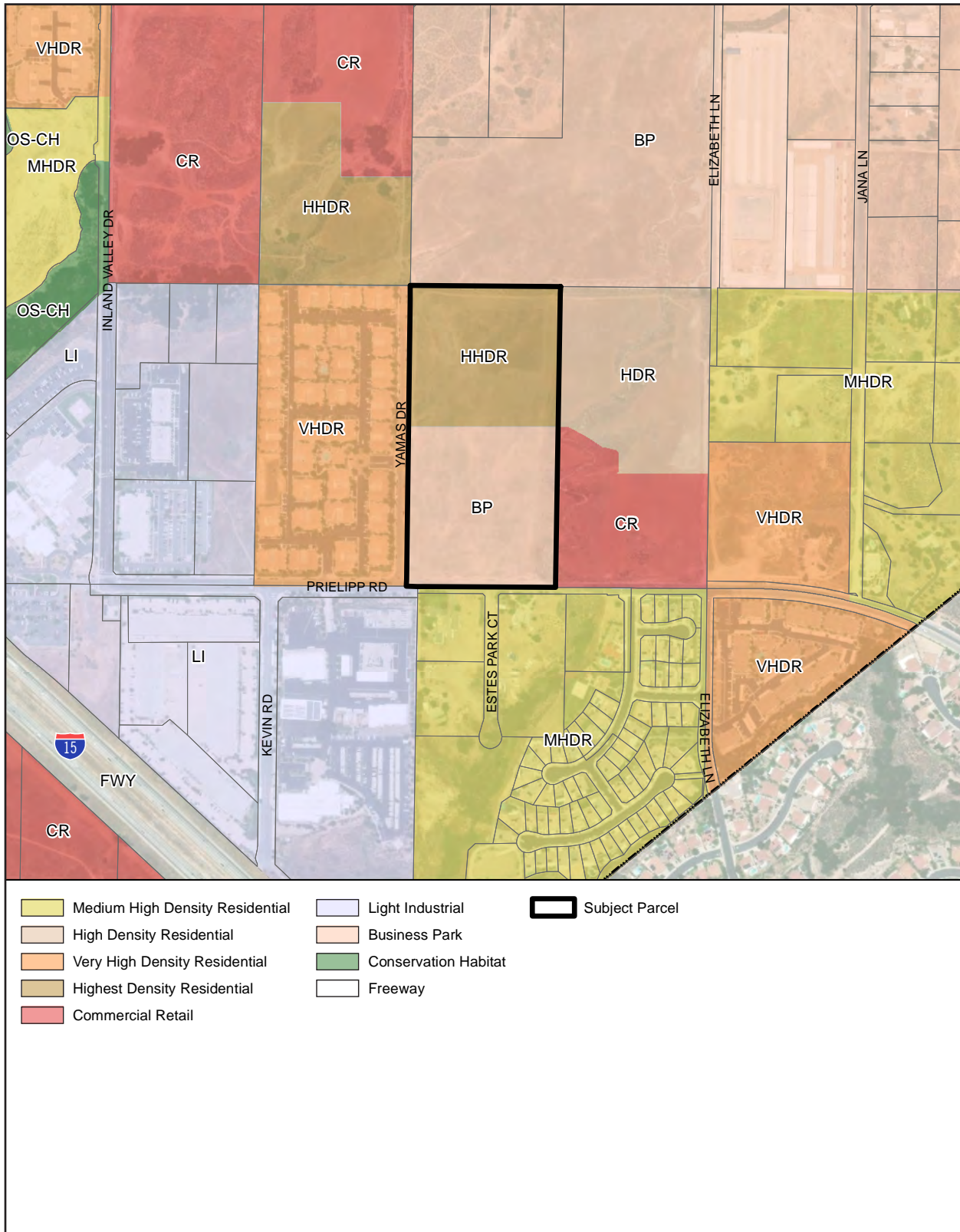




### 3. Project Description

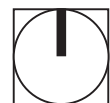
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Figure 3-7 - General Plan Land Use Designation



Note: Unincorporated county areas are shown in white.

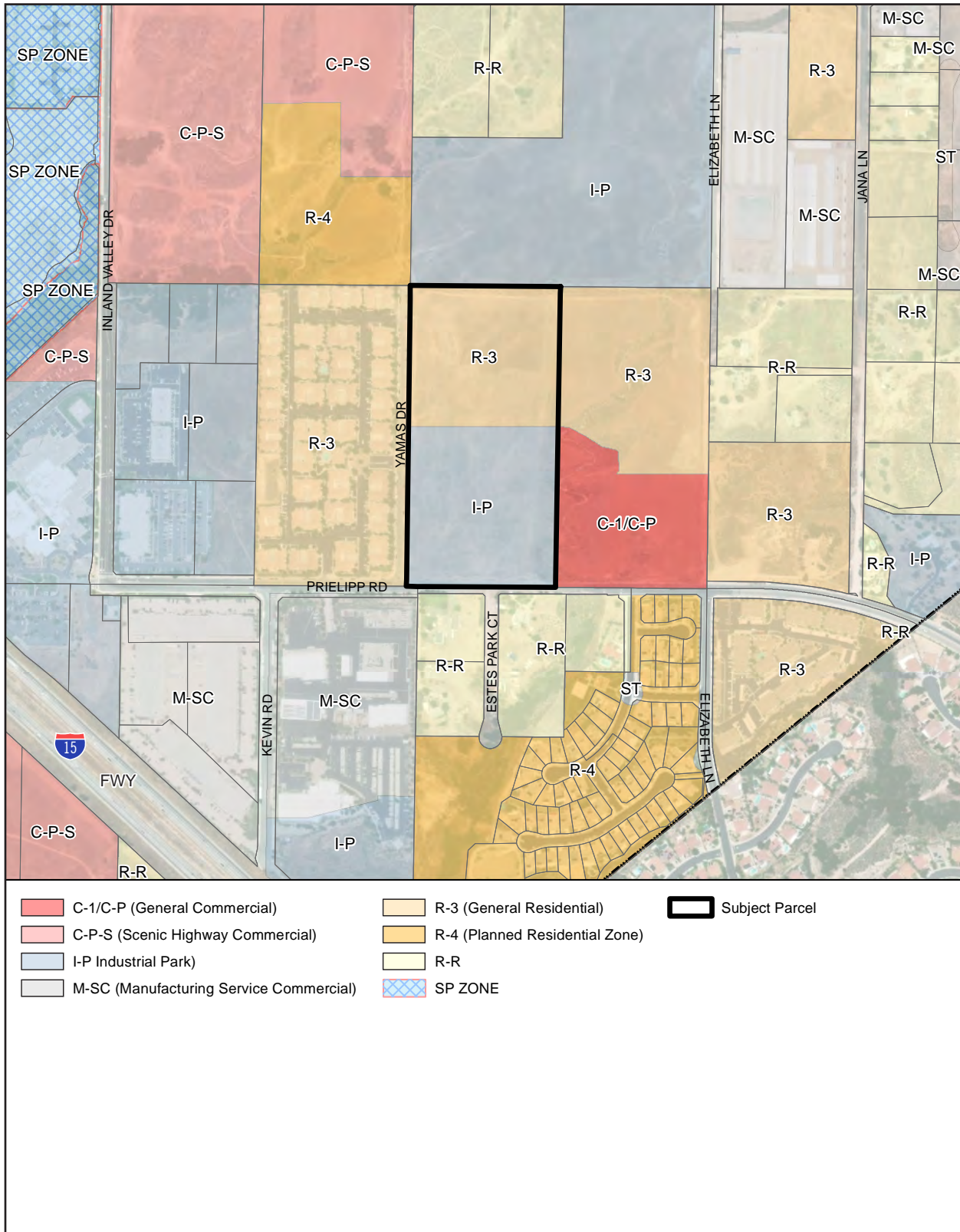
Source: PlaceWorks, 2020



### 3. Project Description

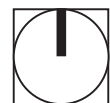
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Figure 3-8 - Zoning Designation



Note: Unincorporated county areas are shown in white.

Source: PlaceWorks, 2020



### 3. Project Description

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## 4. Environmental Setting

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### 4.1 INTRODUCTION

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

### 4.2 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

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

#### Prielipp-Yamas Property Rezone

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

#### 4.2.1 Regional Planning Considerations

##### Southern California Association of Governments

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

## 4. Environmental Setting

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

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

### Western Riverside Council of Governments

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

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

#### 4.2.1.1 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The project area is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants, including ozone (O<sub>3</sub>), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide, coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O<sub>3</sub>, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO<sub>2</sub> under the California AAQS.

## 4. Environmental Setting

### 4.2.1.2 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

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

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

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

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

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

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

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

### 4.2.1.3 SENATE BILL 743

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

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



## 4. Environmental Setting

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

### 4.3 LOCAL ENVIRONMENTAL SETTING

#### 4.3.1 Aesthetics

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

#### 4.3.2 Air Quality

The SoCAB, which is managed by South Coast AQMD, is designed as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. A discussion of regional air quality consideration is described in Section 4.2.1.1. Existing air quality conditions in the City are analyzed in Section 5.2, *Air Quality*, of this DEIR.

#### 4.3.3 Biological Resources

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

#### 4.3.4 Energy

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

#### 4.3.5 Greenhouse Gas Emissions

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

## 4. Environmental Setting

### 4.3.6 Hazards and Hazardous Materials

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

### 4.3.7 Hydrology and Water Quality

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

### 4.3.8 Land Use and Planning

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

### 4.3.9 Noise

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

### 4.3.10 Population and Housing

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

### 4.3.11 Transportation

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

### 4.3.12 Tribal Cultural Resources

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

### 4.3.13 Utilities and Service Systems

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

## 4. Environmental Setting

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

### 4.3.14 Wildfire

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

## 4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

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

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

- A. A list of past, present, and probably future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

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

**Table 4-1 Related Cumulative Projects**

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

## 4. Environmental Setting

**Table 4-1 Related Cumulative Projects**

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

Source: IEG 2020

Notes:

<sup>1</sup> DU: Dwelling Units, TSF: thousand square feet; VFP: Vehicle Fuel Positions.

## 4. Environmental Setting

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

## 5. Environmental Analysis

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

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

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

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

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

## 5. Environmental Analysis

### Organization of Environmental Analysis

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

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

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

### Terminology Used in This Draft EIR

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

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

## 5. Environmental Analysis

### 5.1 AESTHETICS

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

#### 5.1.1 Environmental Setting

##### 5.1.1.1 REGULATORY BACKGROUND

###### Local

###### *City of Wildomar General Plan*

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

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



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### AESTHETICS

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

## 5. Environmental Analysis AESTHETICS

- Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- Design parking lots and structures to be functionally and visually integrated and connected.
- Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Establish safe and frequent pedestrian crossings.
- Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.
- **Policy LU-4.2:** Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)
  - Provide proactive code enforcement activities.
  - Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.
- **Policy LU-13.1:** Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)
- **Policy LU-13.3:** Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)
- **Policy LU-13.4:** Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. (AI 3)
- **Policy LU-13.5:** Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)
- **Policy LU-13.6:** Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State County Scenic Highways. (AI 6)
- **Policy LU-13.7:** Require that the size, height, and type of on-premise signs and visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design,

## 5. Environmental Analysis

### AESTHETICS

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

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

#### *City of Wildomar Municipal Code*

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

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

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

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

## 5. Environmental Analysis AESTHETICS

### 5.1.1.2 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

##### *Visual Character and Visual Resources*

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

##### *Landform and Topography*

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

##### *Scenic Vistas and Corridors*

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

#### Prielipp-Yamas Property Rezone

##### *Visual Character and Visual Resources*

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

##### *Landform and Topography*

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

##### *Scenic Vistas and Corridors*

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

## 5. Environmental Analysis

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#### 5.1.2 Thresholds of Significance

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

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

#### 5.1.3 Plans, Programs, and Policies

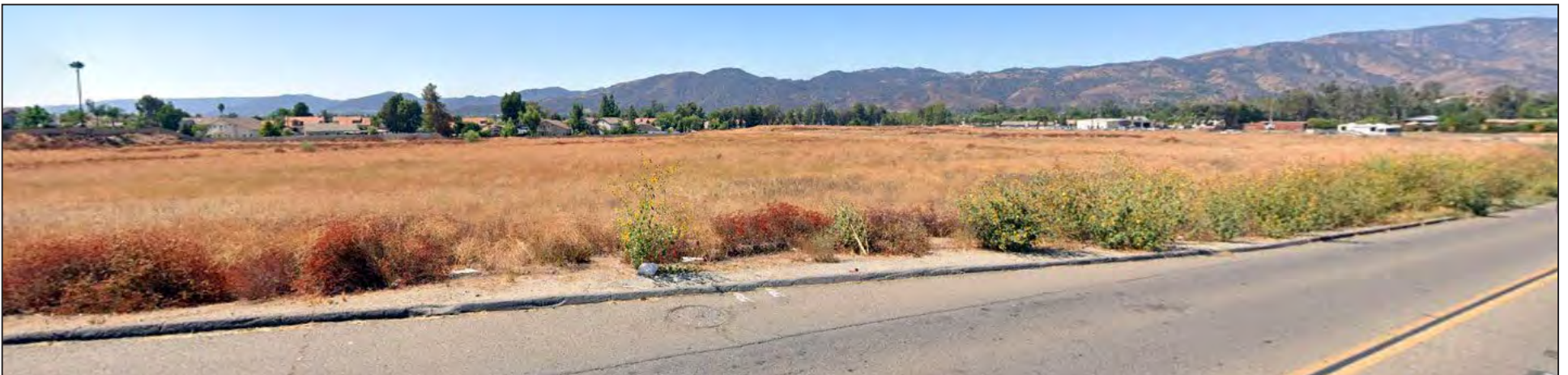
Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for aesthetic impacts are identified below:

- PPP AES-1 The proposed project is required to comply with the development standards in Section 17.44.020, Development Standards, of Chapter 17.44, R-3 General Residential Zone, and Section 17.76.030, Development Standards, of Chapter 17.76, C-P-S Scenic Highway Commercial Zone.
- PPP AES-2 The proposed project is required to comply with the outdoor and residential lighting provisions as outlined in Chapter 8.64, Light Pollution.
- PPP AES-3 The proposed project is required to comply with Section 17.172.205, Fences, of Chapter 17.172 General Provisions, which outlines the height restrictions for fences in the City.
- PPP AES-4 The proposed project is required to comply with the City’s Commercial Design Standards and Guidelines and Multi-Family Residential Objective Design Standards.

Figure 5.1-1a - Mixed-Use Site Photographs



View looking north.



View looking south.

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Figure 5.1-1b - Mixed-Use Site Photographs



View looking east.



View looking west (from the I-15).



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Figure 5.1-2 - Prielipp-Yamas Property Site Photographs



View from Prielipp Road.



View from Yamas Drive.

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## 5. Environmental Analysis AESTHETICS

### 5.1.4 Environmental Impacts

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

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

---

#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

#### Scenic Vistas

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

#### Visual Character

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

#### *Gas Station, Retail, and Office Structures*

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

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

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

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

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### AESTHETICS

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

#### *Residential Structures*

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

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

#### **Conclusion**

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

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

#### **PRIELIPP-YAMAS PROPERTY REZONE**

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

#### **Scenic Vistas**

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

## 5. Environmental Analysis AESTHETICS

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

### Visual Character

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

### Conclusion

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

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

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

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

#### *Mitigation Measures*

No mitigation measures are required.

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

#### Prielipp-Yamas Property Rezone

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

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#### *Mitigation Measures*

No mitigation measures are required.

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

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

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#### **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

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

#### **PRIELIPP-YAMAS PROPERTY REZONE**

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

#### **LEVEL OF SIGNIFICANCE**

##### **Wildomar Trail Town Center Mixed-Use Project**

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

#### *Mitigation Measures*

No mitigation measures are required.

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

##### **Prielipp-Yamas Property Rezone**

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

#### *Mitigation Measures*

No mitigation measures are required.

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

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

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### **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

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

#### **Nighttime Light and Glare**

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

#### **Daytime Glare**

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

### **PRIELIPP-YAMAS PROPERTY REZONE**

#### **Nighttime Light and Glare**

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



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

#### Daytime Glare

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

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

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

##### *Mitigation Measures*

No mitigation measures are required.

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

##### Prielipp-Yamas Property Rezone

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

##### *Mitigation Measures*

No mitigation measures are required.

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

### 5.1.5 Cumulative Impacts

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

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

#### 5.1.6 Level of Significance Before Mitigation

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

#### 5.1.7 Mitigation Measures

No mitigation measures are required.

#### 5.1.8 Level of Significance After Mitigation

Impacts would be less than significant.

#### 5.1.9 References

Wildomar, City of. 2003, October. City of Wildomar General Plan.

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[http://wildomar.hosted.civiclive.com/UserFiles/Servers/Server\\_9894739/File/Government/Departments/Planning/Wildomar%20Commercial%20Design%20Standards/Wildomar%20Commercial%20Design%20Standards.pdf](http://wildomar.hosted.civiclive.com/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/Wildomar%20Commercial%20Design%20Standards/Wildomar%20Commercial%20Design%20Standards.pdf).

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### 5.2 AIR QUALITY

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

#### 5.2.1 Environmental Setting

##### Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. Of these, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and NO<sub>x</sub> are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O<sub>3</sub>) and nitrogen dioxide (NO<sub>2</sub>) are the principal secondary pollutants.

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

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; EPA 2018). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2018).
- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The two major forms of NO<sub>x</sub> are nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO<sub>x</sub> produced by combustion is NO, but NO reacts quickly with oxygen to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO<sub>2</sub> is only potentially irritating. NO<sub>2</sub> absorbs

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blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO<sub>2</sub> exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO<sub>2</sub> concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005; EPA 2018). The SoCAB is designated an attainment area for NO<sub>2</sub> under the National and California AAQS (CARB 2018).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO<sub>2</sub>. When sulfur dioxide forms sulfates (SO<sub>4</sub>) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO<sub>x</sub>). Thus, SO<sub>2</sub> is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO<sub>2</sub> may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO<sub>2</sub>, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO<sub>2</sub> may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (SCAQMD 2005; EPA 2018). The SoCAB is designated attainment under the California and National AAQS (CARB 2018).
- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM<sub>10</sub>, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or PM<sub>2.5</sub>, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM<sub>10</sub> and PM<sub>2.5</sub> may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that PM<sub>2.5</sub>, which penetrates deeply into the lungs, is more likely than PM<sub>10</sub> to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (SCAQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is

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classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,<sup>1</sup> environmental damage,<sup>2</sup> and aesthetic damage<sup>3</sup> (SCAQMD 2005; EPA 2018). The SoCAB is a nonattainment area for PM<sub>2.5</sub> under California and National AAQS and a nonattainment area for PM<sub>10</sub> under the California AAQS (CARB 2018).<sup>4</sup>

- **Ozone**, or O<sub>3</sub>, is a key ingredient of “smog” and is a gas that is formed when VOCs and NO<sub>x</sub>, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O<sub>3</sub> is a secondary criteria air pollutant. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O<sub>3</sub> poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O<sub>3</sub> can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O<sub>3</sub> also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O<sub>3</sub> also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O<sub>3</sub> harms sensitive vegetation during the growing season (SCAQMD 2005; EPA 2018). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2018).
- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (SCAQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O<sub>3</sub>, SCAQMD has established a significance threshold. The health effects for ozone are described above.
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAQMD 2005; EPA 2018). The major sources of lead emissions have historically been mobile and industrial sources. As a

<sup>1</sup> PM<sub>2.5</sub> is the main cause of reduced visibility (haze) in parts of the United States.

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

<sup>3</sup> Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

<sup>4</sup> CARB approved the SCAQMD’s request to redesignate the SoCAB from serious nonattainment for PM<sub>10</sub> to attainment for PM<sub>10</sub> under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM<sub>10</sub> standards from 2004 to 2007. The EPA approved the State of California’s request to redesignate the South Coast PM<sub>10</sub> nonattainment area to attainment of the PM<sub>10</sub> National AAQS, effective on July 26, 2013.

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

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

**Table 5.2-1 Criteria Air Pollutants Health Effects Summary**

| Pollutant  | Health Effects   | Examples of Sources  |
|--|--|--|
| Carbon Monoxide (CO)                                       | <ul style="list-style-type: none"> <li>• Chest pain in heart patients</li> <li>• Headaches, nausea</li> <li>• Reduced mental alertness</li> <li>• Death at very high levels</li> </ul> | Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves            |
| Ozone (O <sub>3</sub> )                                    | <ul style="list-style-type: none"> <li>• Cough, chest tightness</li> <li>• Difficulty taking a deep breath</li> <li>• Worsened asthma symptoms</li> <li>• Lung inflammation</li> </ul> | Atmospheric reaction of organic gases with nitrogen oxides in sunlight   |
| Nitrogen Dioxide (NO <sub>2</sub> )                        | <ul style="list-style-type: none"> <li>• Increased response to allergens</li> <li>• Aggravation of respiratory illness</li> </ul>  | Same as carbon monoxide sources  |
| Particulate Matter (PM <sub>10</sub> & PM <sub>2.5</sub> ) | <ul style="list-style-type: none"> <li>• Hospitalizations for worsened heart diseases</li> <li>• Emergency room visits for asthma</li> <li>• Premature death</li> </ul>                | Cars and trucks (particularly diesels)<br>Fireplaces and woodstoves<br>Windblown dust from overlays, agriculture, and construction |
| Sulfur Dioxide (SO <sub>2</sub> )                          | <ul style="list-style-type: none"> <li>• Aggravation of respiratory disease (e.g., asthma and emphysema)</li> <li>• Reduced lung function</li> </ul>                                   | Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes                      |
| Lead (Pb)  | <ul style="list-style-type: none"> <li>• Behavioral and learning disabilities in children</li> <li>• Nervous system impairment</li> </ul>  | Contaminated soil  |

Source: CARB 2009; SCAQMD 2005.

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

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#### Toxic Air Contaminants

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

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

#### 5.2.1.1 REGULATORY BACKGROUND

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

#### Federal and State

##### *Ambient Air Quality Standards*

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



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

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.2-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

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

| Pollutant  | Averaging Time         | California Standard <sup>1</sup> | Federal Primary Standard <sup>2</sup> | Major Pollutant Sources   |
|--|------------------------|----------------------------------|---------------------------------------|---|
| Ozone (O <sub>3</sub> ) <sup>3</sup>                                 | 1 hour                 | 0.09 ppm                         | *                                     | Motor vehicles, paints, coatings, and solvents.   |
|  | 8 hours                | 0.070 ppm                        | 0.070 ppm                             |   |
| Carbon Monoxide (CO)   | 1 hour                 | 20 ppm                           | 35 ppm                                | Internal combustion engines, primarily gasoline-powered motor vehicles.   |
|  | 8 hours                | 9.0 ppm                          | 9 ppm                                 |   |
| Nitrogen Dioxide (NO <sub>2</sub> )                                  | Annual Arithmetic Mean | 0.030 ppm                        | 0.053 ppm                             | Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.  |
|  | 1 hour                 | 0.18 ppm                         | 0.100 ppm                             |   |
| Sulfur Dioxide (SO <sub>2</sub> )                                    | Annual Arithmetic Mean | *                                | 0.030 ppm                             | Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.   |
|  | 1 hour                 | 0.25 ppm                         | 0.075 ppm                             |   |
|  | 24 hours               | 0.04 ppm                         | 0.14 ppm                              |   |
| Respirable Coarse Particulate Matter (PM <sub>10</sub> )             | Annual Arithmetic Mean | 20 µg/m <sup>3</sup>             | *                                     | Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays). |
|  | 24 hours               | 50 µg/m <sup>3</sup>             | 150 µg/m <sup>3</sup>                 |   |
| Respirable Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>4</sup> | Annual Arithmetic Mean | 12 µg/m <sup>3</sup>             | 12 µg/m <sup>3</sup>                  | Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays). |
|  | 24 hours               | *                                | 35 µg/m <sup>3</sup>                  |   |

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

| Pollutant                                | Averaging Time          | California Standard <sup>1</sup>         | Federal Primary Standard <sup>2</sup> | Major Pollutant Sources  |
|--|-------------------------|--|---------------------------------------|--|
| Lead (Pb)                                | 30-Day Average          | 1.5 µg/m <sup>3</sup>                    | *                                     | Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.   |
|  | Calendar Quarter        | *  | 1.5 µg/m <sup>3</sup>                 |  |
|  | Rolling 3-Month Average | *  | 0.15 µg/m <sup>3</sup>                |  |
| Sulfates (SO <sub>4</sub> ) <sup>5</sup> | 24 hours                | 25 µg/m <sup>3</sup>                     | *                                     | Industrial processes.  |
| Visibility Reducing Particles            | 8 hours                 | ExCo =0.23/km<br>visibility of 10≥ miles | No Federal Standard                   | Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. |
| Hydrogen Sulfide                         | 1 hour                  | 0.03 ppm                                 | No Federal Standard                   | Hydrogen sulfide (H <sub>2</sub> S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.   |
| Vinyl Chloride                           | 24 hours                | 0.01 ppm                                 | No Federal Standard                   | Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.  |

Source: CARB 2016.

Notes: ppm: parts per million; µg/m<sup>3</sup>: micrograms per cubic meter

\* Standard has not been established for this pollutant/duration by this entity.

<sup>1</sup> California standards for O<sub>3</sub>, CO (except 8-hour Lake Tahoe), SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>2</sup> National standards (other than O<sub>3</sub>, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

<sup>3</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

<sup>4</sup> On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

<sup>5</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

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

- **AB 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **SB 1078 and SB 107: Renewables Portfolio Standards.** A major component of California’s Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010.
- **California Code of Regulations (CCR), Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and non-residential buildings adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.<sup>6</sup>

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

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

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

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<sup>6</sup> The green building standards became mandatory in the 2010 edition of the code.

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

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

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

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

### Regional

#### *Air Quality Management Planning*

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

#### ***2016 AQMP***

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

- 2008 National 8-hour ozone standard by 2031
- 2012 National annual PM<sub>2.5</sub> standard by 2025<sup>7</sup>
- 2006 National 24-hour PM<sub>2.5</sub> standard by 2019
- 1997 National 8-hour ozone standard by 2023

<sup>7</sup> The 2016 AQMP requests a reclassification from moderate to serious nonattainment for the 2012 National PM<sub>2.5</sub> standard.

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- 1979 National 1-hour ozone standard by year 2022

It is projected that total NO<sub>x</sub> emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (SCAQMD 2017), which requires reducing NO<sub>x</sub> emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions to existing regulations for the 2023 ozone standard and 55 percent additional reductions to existing regulations to meet the 2031 ozone standard.

Reducing NO<sub>x</sub> emissions would also reduce PM<sub>2.5</sub> concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual PM<sub>2.5</sub> standard no later than year 2025, SCAQMD is seeking to reclassify the SoCAB from “moderate” to “serious” nonattainment under this federal standard. A “moderate” nonattainment would require meeting the 2012 federal standard by no later than 2021.

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

#### *Lead Implementation Plan*

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

#### *SCAQMD Rules and Regulations*

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

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the

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

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, the rule prohibits new developments from the installation of wood-burning devices.
- **Rule 445, Wood Burning Devices.** This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

### Local

#### *City of Wildomar General Plan*

Local jurisdictions have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air pollutant emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation.

Air-quality related policies that relate to a project being built and occupied outlined in the City's General Plan (2008) include:

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- **Policy AQ 1.1:** Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.
- **Policy AQ 1.4:** Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
- **Policy AQ 1.11:** Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.
- **Policy AQ 2.1:** The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.
- **Policy AQ 2.2:** Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.
- **Policy AQ 2.3:** Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.
- **Policy AQ 4.1:** Encourage the use of building materials/methods which reduce emissions.
- **Policy AQ 4.2:** Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
- **Policy AQ 4.3:** Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.
- **Policy AQ 4.4:** Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.
- **Policy AQ 4.5:** Require stationary pollution sources to minimize the release of toxic pollutants.
- **Policy AQ 4.6:** Require stationary air pollution sources to comply with applicable air district rules and control measures.
- **Policy AQ 4.7:** To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions.
- **Policy AQ 4.9:** Require compliance with SCAQMD Rules 403 and 403.1 and support appropriate future measures to reduce fugitive dust emanating from construction sites.
- **Policy AQ 5.2:** Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.

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- **Policy AQ 5.4:** Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

#### 5.2.1.2 EXISTING CONDITIONS

##### South Coast Air Basin

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

##### Meteorology

###### *Temperature and Rainfall*

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

###### *Humidity*

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

###### *Wind*

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



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

#### *Inversions*

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

#### SoCAB Nonattainment Areas

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

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

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

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

| Pollutant         | State                   | Federal  |
|-------------------|-------------------------|--|
| Ozone – 1-hour    | Extreme Nonattainment   | No Federal Standard                                  |
| Ozone – 8-hour    | Extreme Nonattainment   | Extreme Nonattainment                                |
| PM <sub>10</sub>  | Serious Nonattainment   | Attainment   |
| PM <sub>2.5</sub> | Nonattainment           | Nonattainment  |
| CO                | Attainment              | Attainment   |
| NO <sub>2</sub>   | Attainment              | Attainment/Maintenance                               |
| SO <sub>2</sub>   | Attainment              | Attainment   |
| Lead              | Attainment              | Nonattainment (Los Angeles County only) <sup>1</sup> |
| All others        | Attainment/Unclassified | Attainment/Unclassified                              |

Source: CARB 2018.

<sup>1</sup> In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

### Multiple Air Toxics Exposure Study IV

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

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

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

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#### Local Air Quality

The project site is within the Source Receptor Area (SRA) 25. Within SRA 25, the SCQAMD Lake Elsinore monitoring station, located approximately 6 miles northwest of the site, is the nearest long-term air quality monitoring station for CO, O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and SO<sub>2</sub>.

The most recent three years of data available is shown in Table 5.2-4, *Ambient Air Quality Monitoring in the Project Vicinity*, and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the project site. The ambient air quality data in Table 5.2-4 show that NO<sub>2</sub>, SO<sub>2</sub>, and CO levels are within the applicable State and federal standards. As detailed in Table 5.2-4, the State 1-hour O<sub>3</sub> standard was exceeded 15 to 23 times per year in the past 3 years.

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

| Pollutant   | Standard                         | Year  |       |       |
|---|----------------------------------|-------|-------|-------|
|   |                                  | 2016  | 2017  | 2018  |
| <b>Carbon Monoxide (CO) – Lake Elsinore Monitoring Station</b>                  |                                  |       |       |       |
| Maximum 1-hr concentration (ppm)  |                                  | 1.2   | 1.2   | 1.1   |
| Number of days exceeded:  | State: > 20 ppm                  | 0     | 0     | 0     |
|   | Federal > 35 ppm                 | 0     | 0     | 0     |
| Maximum 8-hr concentration (ppm)  |                                  | 0.6   | 0.8   | 0.8   |
| Number of days exceeded:  | State: ≥ 9.0 ppm                 | 0     | 0     | 0     |
|   | Federal: ≥ 9.0 ppm               | 0     | 0     | 0     |
| <b>Ozone (O<sub>3</sub>) – Lake Elsinore Monitoring Station</b>                 |                                  |       |       |       |
| Maximum 1-hr concentration (ppm)  |                                  | 0.124 | 0.121 | 0.116 |
| Number of days exceeded:  | State: > 0.09 ppm                | 15    | 23    | 16    |
|   |                                  |       |       |       |
| Maximum 8-hr concentration (ppm)  |                                  | 0.093 | 0.098 | 0.095 |
| Number of days exceeded:  | State: > 0.07 ppm                | 45    | 56    | 31    |
|   | Federal: > 0.07 ppm              | 44    | 54    | 30    |
| <b>Coarse Particulates (PM<sub>10</sub>) – Lake Elsinore Monitoring Station</b> |                                  |       |       |       |
| Maximum 24-hr concentration (µg/m <sup>3</sup> )                                |                                  | 99.7  | 134.1 | 105.1 |
| Number of days exceeded:  | State: > 50 µg/m <sup>3</sup>    | N/A   | N/A   | N/A   |
|   | Federal: > 150 µg/m <sup>3</sup> | 0     | 0     | 0     |
| Annual arithmetic average concentration ( µg/m <sup>3</sup> )                   |                                  | 22.4  | 23.6  | 23.3  |
| Exceeded for the year:  | State: > 20 µg/m <sup>3</sup>    | N/A   | N/A   | N/A   |
| <b>Fine Particulates (PM<sub>2.5</sub>) – Pechanga Monitoring Station</b>       |                                  |       |       |       |
| Maximum 24-hr concentration (µg/m <sup>3</sup> )                                |                                  | 13.5  | 14.0  | N/A   |
| Number of days exceeded:  | Federal: > 35 µg/m <sup>3</sup>  | 0     | 0     | 0     |
|   |                                  |       |       |       |
| Annual arithmetic average concentration ( µg/m <sup>3</sup> )                   |                                  | 7.1   | 7.5   | N/A   |
| Exceeded for the year:  | State: > 12 µg/m <sup>3</sup>    | No    | No    | No    |
|   | Federal: > 15 µg/m <sup>3</sup>  | No    | No    | No    |
| <b>Nitrogen Dioxide (NO<sub>2</sub>) – Lake Elsinore Monitoring Station</b>     |                                  |       |       |       |
| Maximum 1-hr concentration (ppb)  |                                  | 51.3  | 49.0  | 41.3  |
| Number of days exceeded:  | State: > 180 ppb                 | 0     | 0     | 0     |
|   |                                  |       |       |       |
| Annual arithmetic average concentration (ppb)                                   |                                  | 8.1   | 8.2   | 8.5   |

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

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

Source: Air Data: Air Quality Data Collected at Outdoor Monitors across the U.S. (EPA 2019a); iADAM Air Quality Data Statistics (CARB 2019).  
 µg/m<sup>3</sup> = Microgram per Cubic Meter  
 CO = carbon monoxide  
 N/A = not applicable  
 NO<sub>2</sub> = nitrogen dioxide  
 O<sub>3</sub> = ozone  
 PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size  
 PM<sub>10</sub> = particulate matter less than 10 microns in size  
 ppb = parts per billion  
 ppm = parts per million  
 SO<sub>2</sub> = sulfur dioxide

**Wildomar Trail Town Center Mixed-Use Project**

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

**Prielipp-Yamas Property Rezone**

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

**5.2.2 Thresholds of Significance**

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

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

**5.2.2.1 POLLUTANTS WITH REGIONAL EFFECTS**

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The emissions thresholds were established based on the attainment status of the Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these emissions thresholds are regarded as conservative and would overstate an individual project’s contribution to health risks.

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#### Regional Thresholds for Construction and Operational Emissions

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

**Table 5.2-5 SCAQMD Significance Thresholds**

| Air Pollutant                      | Construction Phase | Operational Phase |
|------------------------------------|--------------------|-------------------|
| Reactive Organic Gases (ROG)       | 75 lbs/day         | 55 lbs/day        |
| Carbon Monoxide (CO)               | 550 lbs/day        | 550 lbs/day       |
| Nitrogen Oxides (NO <sub>x</sub> ) | 100 lbs/day        | 55 lbs/day        |
| Sulfur Oxides (SO <sub>x</sub> )   | 150 lbs/day        | 150 lbs/day       |
| Particulates (PM <sub>10</sub> )   | 150 lbs/day        | 150 lbs/day       |

Source: SCAQMD 2019

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

#### Local Microscale CO Concentration Standards

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

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

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. The SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

#### Thresholds for Localized Impacts Analysis

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

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

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

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

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

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**Table 5.2-6 Localized Significance Thresholds at 25 Meters**

| Scenario                         | Emissions Threshold (lbs/day) |       |                  |                   |
|----------------------------------|-------------------------------|-------|------------------|-------------------|
|                                  | NO <sub>x</sub>               | CO    | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Construction (4-acre thresholds) | 325                           | 1,677 | 11.0             | 6.7               |
| Operational (5-acre thresholds)  | 371                           | 1,965 | 4.0              | 2.0               |

Source: Final Localized Significance Threshold Methodology (SCAQMD 2003, revised 2008)

CO = carbon monoxide

lbs/day = pounds per day

LST = local significance threshold

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

### Toxic Air Contaminants Thresholds

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

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

### 5.2.3 Plans, Programs, and Policies

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

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

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- PPP AQ-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).
- PPP AQ-3 Construction activities will be conducted in compliance with California Code of Regulations Title 13 Section 2449, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP AQ-4 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to:
- **Rule 403, Fugitive Dust**, for controlling fugitive dust and avoiding nuisance.
  - **Rule 402, Nuisance**, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
  - **Rule 1113**, which limits the volatile organic compound content of architectural coatings.

## 5.2.4 Environmental Impacts

### 5.2.4.1 METHODOLOGY

#### Wildomar Trail Town Center Mixed-Use Project

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

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



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#### *Construction Phase*

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

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

#### *Operational Phase*

- **Transportation.** Daily vehicle miles traveled (VMT) and average daily trip (ADT) generation was provided by LSA Associates, Inc. for the proposed Wildomar Trail Town Center Mixed-Use Project. The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). Additionally, for criteria air pollutants, brake and tire wear and fugitive dust from vehicles traveling roadways also generate particulate matter.
- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints are based on CalEEMod default values and the square footage of the proposed buildings and surface parking lot areas.
- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for residential and nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.

#### **Prielipp-Yamas Property Rezone**

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

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

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

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5.2.4.2 IMPACT ANALYSIS

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

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

**WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

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

**Equipment Exhaust and Related Construction Activities**

Construction activities would temporarily increase PM<sub>10</sub>, PM<sub>2.5</sub>, VOC, NO<sub>x</sub>, SO<sub>x</sub>, and CO regional emissions in the SoCAB. Construction activities associated with buildout of proposed project are anticipated to occur over approximately 5 years, from 2021 to 2026. Construction activities produce combustion emissions from various sources (e.g., grading, site preparation, utility engines, tenant improvements, and motor vehicles transporting the construction crew). Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions.

The 25.8-acre property will be built in four phases: 1) Gas station with associated convenience store and car wash, along with parking lot for Phase 2 construction and 1.57-acre storm water basin; 2) regional shopping center and remainder of associated parking lot; 3) medical office buildings with associated parking lot; and 4) multifamily midrise apartments. Table 5.2-7 lists the tentative project construction schedule for the proposed Wildomar Trails project site.

**Table 5.2-7 Tentative Project Construction Schedule**

| Phase Name             | Number of Days |
|------------------------|----------------|
| <b>Phase 1</b>         |                |
| Site Preparation       | 3              |
| Grading                | 6              |
| Building Construction  | 220            |
| Paving                 | 10             |
| Architectural Coatings | 10             |
| <b>Phase 2</b>         |                |
| Site Preparation       | 3              |
| Grading                | 6              |
| Building Construction  | 220            |
| Paving                 | 10             |
| Architectural Coatings | 10             |
| <b>Phase 3</b>         |                |
| Site Preparation       | 5              |
| Grading                | 8              |

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**Table 5.2-7 Tentative Project Construction Schedule**

| Phase Name             | Number of Days |
|------------------------|----------------|
| Building Construction  | 230            |
| Paving                 | 18             |
| Architectural Coatings | 18             |
| <b>Phase 4</b>         |                |
| Site Preparation       | 5              |
| Grading                | 8              |
| Building Construction  | 230            |
| Paving                 | 18             |
| Architectural Coatings | 28             |

Source: Estimated from project plans and CalEEMod defaults (LSA 2021).  
CalEEMod = California Emissions Estimator Model

Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values.

**Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase**

| Construction Activities | Off-Road Equipment Type    | Off-Road Equipment Units Amount | Hours Used per Day | Horsepower | Load Factor |
|-------------------------|----------------------------|---------------------------------|--------------------|------------|-------------|
| <b>Phase 1</b>          |                            |                                 |                    |            |             |
| Site Preparation        | Graders                    | 1                               | 8                  | 187        | 0.41        |
|                         | Scrapers                   | 1                               | 8                  | 367        | 0.48        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 7                  | 97         | 0.37        |
| Grading                 | Graders                    | 1                               | 8                  | 187        | 0.41        |
|                         | Scrapers                   | 1                               | 8                  | 247        | 0.40        |
|                         | Tractors/Loaders/Balckhoes | 2                               | 7                  | 97         | 0.37        |
| Building Construction   | Cranes                     | 1                               | 8                  | 231        | 0.29        |
|                         | Forklifts                  | 2                               | 7                  | 89         | 0.20        |
|                         | Generator Sets             | 1                               | 8                  | 84         | 0.74        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 6                  | 97         | 0.37        |
|                         | Welders                    | 3                               | 8                  | 46         | 0.45        |
| Paving                  | Pavers                     | 1                               | 8                  | 130        | 0.42        |
|                         | Cement and Mortar Mixers   | 1                               | 8                  | 9          | 0.96        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 7                  | 97         | 0.37        |
|                         | Paving Equipment           | 1                               | 8                  | 132        | 0.36        |
|                         | Rollers                    | 2                               | 8                  | 80         | 0.38        |
| Architectural Coatings  | Air Compressors            | 1                               | 6                  | 78         | 0.48        |
| <b>Phase 2</b>          |                            |                                 |                    |            |             |
| Site Preparation        | Graders                    | 1                               | 8                  | 247        | 0.40        |
|                         | Scrapers                   | 1                               | 8                  | 187        | 0.41        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 7                  | 97         | 0.37        |

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Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

| Construction Activities | Off-Road Equipment Type    | Off-Road Equipment Units Amount | Hours Used per Day | Horsepower | Load Factor |
|-------------------------|----------------------------|---------------------------------|--------------------|------------|-------------|
| Grading                 | Graders                    | 1                               | 8                  | 187        | 0.41        |
|                         | Scrapers                   | 1                               | 8                  | 247        | 0.40        |
|                         | Tractors/Loaders/Balckhoes | 2                               | 7                  | 97         | 0.37        |
| Building Construction   | Cranes                     | 1                               | 8                  | 231        | 0.29        |
|                         | Forklifts                  | 2                               | 7                  | 89         | 0.20        |
|                         | Generator Sets             | 1                               | 8                  | 84         | 0.74        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 6                  | 97         | 0.37        |
|                         | Welders                    | 3                               | 8                  | 46         | 0.45        |
| Paving                  | Pavers                     | 1                               | 8                  | 130        | 0.42        |
|                         | Cement and Mortar Mixers   | 1                               | 8                  | 9          | 0.96        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 8                  | 97         | 0.37        |
|                         | Paving Equipment           | 1                               | 8                  | 132        | 0.36        |
|                         | Rollers                    | 2                               | 8                  | 80         | 0.38        |
| Architectural Coatings  | Air Compressors            | 1                               | 6                  | 78         | 0.48        |
| <b>Phase 3</b>          |                            |                                 |                    |            |             |
| Site Preparation        | Graders                    | 3                               | 8                  | 247        | 0.40        |
|                         | Scrapers                   | 4                               | 8                  | 97         | 0.37        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 8                  | 158        | 0.38        |
| Grading                 | Graders                    | 1                               | 8                  | 187        | 0.41        |
|                         | Scrapers                   | 1                               | 8                  | 247        | 0.40        |
|                         | Tractors/Loaders/Balckhoes | 3                               | 8                  | 97         | 0.37        |
| Building Construction   | Cranes                     | 1                               | 7                  | 231        | 0.29        |
|                         | Forklifts                  | 3                               | 8                  | 89         | 0.20        |
|                         | Generator Sets             | 1                               | 8                  | 84         | 0.74        |
|                         | Tractors/Loaders/Balckhoes | 3                               | 7                  | 97         | 0.37        |
|                         | Welders                    | 1                               | 8                  | 46         | 0.45        |
| Paving                  | Pavers                     | 1                               | 8                  | 130        | 0.42        |
|                         | Cement and Mortar Mixers   | 2                               | 6                  | 132        | 0.36        |
|                         | Tractors/Loaders/Balckhoes | 2                               | 6                  | 9          | 0.96        |
|                         | Paving Equipment           | 1                               | 8                  | 97         | 0.37        |
|                         | Rollers                    | 2                               | 6                  | 80         | 0.38        |
| Architectural Coatings  | Air Compressors            | 1                               | 6                  | 78         | 0.48        |
| <b>Phase 4</b>          |                            |                                 |                    |            |             |
| Site Preparation        | Graders                    | 3                               | 8                  | 247        | 0.40        |
|                         | Scrapers                   | 4                               | 8                  | 97         | 0.37        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 8                  | 158        | 0.38        |
| Grading                 | Graders                    | 1                               | 8                  | 187        | 0.41        |
|                         | Scrapers                   | 3                               | 8                  | 247        | 0.40        |

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**Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase**

| Construction Activities | Off-Road Equipment Type    | Off-Road Equipment Units Amount | Hours Used per Day | Horsepower | Load Factor |
|-------------------------|----------------------------|---------------------------------|--------------------|------------|-------------|
|                         | Tractors/Loaders/Balckhoes | 1                               | 8                  | 97         | 0.37        |
| Building Construction   | Cranes                     | 3                               | 7                  | 231        | 0.29        |
|                         | Forklifts                  | 1                               | 8                  | 89         | 0.20        |
|                         | Generator Sets             | 1                               | 8                  | 84         | 0.74        |
|                         | Tractors/Loaders/Balckhoes | 3                               | 7                  | 97         | 0.37        |
|                         | Welders                    | 1                               | 8                  | 46         | 0.45        |
| Paving                  | Pavers                     | 1                               | 8                  | 130        | 0.42        |
|                         | Cement and Mortar Mixers   | 2                               | 6                  | 9          | 0.96        |
|                         | Tractors/Loaders/Balckhoes | 1                               | 8                  | 97         | 0.37        |
|                         | Paving Equipment           | 2                               | 6                  | 132        | 0.36        |
|                         | Rollers                    | 2                               | 6                  | 80         | 0.38        |
| Architectural Coatings  | Air Compressors            | 1                               | 6                  | 78         | 0.48        |

Source: Estimated from project plans and CalEEMod defaults (LSA 2021).  
CalEEMod = California Emissions Estimator Model

The most recent version of the CalEEMod (Version 2016.3.2) was used to calculate the construction emissions for each construction phase. Tables 5.2-9 through Tables 5.2-12 show the construction emissions for Phases 1 through 4. The emissions rates shown in the tables are from the CalEEMod output tables listed as “Mitigated Construction,” even though the only measures that have been applied to the analysis are the required construction emissions control measures, or standard conditions. They are also the combination of the on- and off-site emissions.

**Table 5.2-9 Phase 1 Construction Emissions**

| Construction Phase 1  | Pollutant Emissions (lbs/day) |                 |              |                 |                           |                          |                            |                           |
|-----------------------|-------------------------------|-----------------|--------------|-----------------|---------------------------|--------------------------|----------------------------|---------------------------|
|                       | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | Fugitive PM <sub>10</sub> | Exhaust PM <sub>10</sub> | Fugitive PM <sub>2.5</sub> | Exhaust PM <sub>2.5</sub> |
| Site Preparation      | 0.70                          | 20.04           | 13.94        | 0.03            | 0.71                      | 0.05                     | 0.09                       | 0.50                      |
| Grading               | 0.67                          | 18.14           | 12.52        | 0.02            | 2.67                      | 0.49                     | 1.34                       | 0.49                      |
| Building Construction | 1.79                          | 21.25           | 18.08        | 0.03            | 0.59                      | 0.74                     | 0.16                       | 0.74                      |
| Paving                | 0.95                          | 15.65           | 13.50        | 0.02            | 0.17                      | 0.56                     | 0.04                       | 0.56                      |
| Architectural Coating | 11.38                         | 1.43            | 2.13         | 0.00            | 0.08                      | 0.10                     | 0.03                       | 0.08                      |
| <b>Peak Daily</b>     | <b>11.38</b>                  | <b>21.25</b>    | <b>18.08</b> | <b>0.03</b>     | <b>3.15</b>               |                          | <b>1.83</b>                |                           |

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Table 5.2-9 Phase 1 Construction Emissions

| Construction Phase 1   | Pollutant Emissions (lbs/day) |                 |     |                 |                           |                          |                            |                           |
|------------------------|-------------------------------|-----------------|-----|-----------------|---------------------------|--------------------------|----------------------------|---------------------------|
|                        | VOC                           | NO <sub>x</sub> | CO  | SO <sub>x</sub> | Fugitive PM <sub>10</sub> | Exhaust PM <sub>10</sub> | Fugitive PM <sub>2.5</sub> | Exhaust PM <sub>2.5</sub> |
| SCAQMD Thresholds      | 75                            | 100             | 550 | 150             | 150                       |                          | 55                         |                           |
| Significant Emissions? | No                            | No              | No  | No              | No                        |                          | No                         |                           |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

Table 5.2-10 Phase 2 Construction Emissions

| Construction Phase 1   | Pollutant Emissions (lbs/day) |                 |       |                 |                           |                          |                            |                           |
|------------------------|-------------------------------|-----------------|-------|-----------------|---------------------------|--------------------------|----------------------------|---------------------------|
|                        | VOC                           | NO <sub>x</sub> | CO    | SO <sub>x</sub> | Fugitive PM <sub>10</sub> | Exhaust PM <sub>10</sub> | Fugitive PM <sub>2.5</sub> | Exhaust PM <sub>2.5</sub> |
| Site Preparation       | 0.70                          | 20.04           | 13.92 | 0.03            | 0.71                      | 0.05                     | 0.09                       | 0.50                      |
| Grading                | 0.67                          | 18.13           | 12.49 | 0.02            | 2.67                      | 0.49                     | 1.34                       | 0.49                      |
| Building Construction  | 1.67                          | 20.91           | 17.71 | 0.03            | 0.54                      | 0.71                     | 0.15                       | 0.71                      |
| Paving                 | 2.32                          | 15.65           | 13.46 | 0.02            | 0.17                      | 0.56                     | 0.04                       | 0.56                      |
| Architectural Coating  | 34.96                         | 1.32            | 2.07  | 0.00            | 0.09                      | 0.07                     | 0.02                       | 0.07                      |
| Peak Daily             | 34.96                         | 20.91           | 17.71 | 0.03            | 3.15                      |                          | 1.83                       |                           |
| SCAQMD Thresholds      | 75                            | 100             | 550   | 150             | 150                       |                          | 55                         |                           |
| Significant Emissions? | No                            | No              | No    | No              | No                        |                          | No                         |                           |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

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**Table 5.2-11 Phase 3 Construction Emissions**

| Construction Phase 1          | Pollutant Emissions (lbs/day) |                 |              |                 |                           |                          |                            |                           |
|-------------------------------|-------------------------------|-----------------|--------------|-----------------|---------------------------|--------------------------|----------------------------|---------------------------|
|                               | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | Fugitive PM <sub>10</sub> | Exhaust PM <sub>10</sub> | Fugitive PM <sub>2.5</sub> | Exhaust PM <sub>2.5</sub> |
| Site Preparation              | 1.28                          | 33.77           | 23.54        | 0.04            | 7.25                      | 0.95                     | 3.93                       | 0.95                      |
| Grading                       | 1.07                          | 26.32           | 19.47        | 0.03            | 2.72                      | 0.77                     | 1.36                       | 0.77                      |
| Building Construction         | 1.64                          | 25.87           | 21.43        | 0.04            | 1.16                      | 0.87                     | 0.31                       | 0.87                      |
| Paving                        | 1.50                          | 16.13           | 14.18        | 0.02            | 0.22                      | 0.56                     | 0.06                       | 0.56                      |
| Architectural Coating         | 34.92                         | 1.26            | 2.32         | 0.00            | 0.19                      | 0.06                     | 0.05                       | 0.06                      |
| <b>Peak Daily</b>             | <b>34.92</b>                  | <b>33.77</b>    | <b>23.54</b> | <b>0.04</b>     | <b>8.19</b>               |                          | <b>4.87</b>                |                           |
| <b>SCAQMD Thresholds</b>      | 75                            | 100             | 550          | 150             | 150                       |                          | 55                         |                           |
| <b>Significant Emissions?</b> | No                            | No              | No           | No              | No                        |                          | No                         |                           |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide  
lbs/day = pounds per day  
NO<sub>x</sub> = nitrogen oxides  
PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size  
SCAQMD = South Coast Air Quality Management District  
SO<sub>x</sub> = sulfur oxides  
VOC = volatile organic compounds

**Table 5.2-12 Phase 4 Construction Emissions**

| Construction Phase 1          | Pollutant Emissions (lbs/day) |                 |              |                 |                           |                          |                            |                           |
|-------------------------------|-------------------------------|-----------------|--------------|-----------------|---------------------------|--------------------------|----------------------------|---------------------------|
|                               | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | Fugitive PM <sub>10</sub> | Exhaust PM <sub>10</sub> | Fugitive PM <sub>2.5</sub> | Exhaust PM <sub>2.5</sub> |
| Site Preparation              | 1.28                          | 33.76           | 23.50        | 0.04            | 7.25                      | 0.95                     | 3.93                       | 0.95                      |
| Grading                       | 1.07                          | 26.31           | 19.44        | 0.03            | 2.72                      | 0.77                     | 1.36                       | 0.77                      |
| Building Construction         | 1.67                          | 24.57           | 21.62        | 0.04            | 1.32                      | 0.86                     | 0.35                       | 0.86                      |
| Paving                        | 1.38                          | 16.13           | 14.09        | 0.02            | 0.22                      | 0.56                     | 0.06                       | 0.56                      |
| Architectural Coating         | 34.31                         | 1.19            | 2.32         | 0.01            | 0.25                      | 0.05                     | 0.07                       | 0.05                      |
| <b>Peak Daily</b>             | <b>34.31</b>                  | <b>33.76</b>    | <b>23.50</b> | <b>0.04</b>     | <b>8.19</b>               |                          | <b>4.87</b>                |                           |
| <b>SCAQMD Thresholds</b>      | 75                            | 100             | 550          | 150             | 150                       |                          | 55                         |                           |
| <b>Significant Emissions?</b> | No                            | No              | No           | No              | No                        |                          | No                         |                           |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide  
lbs/day = pounds per day  
NO<sub>x</sub> = nitrogen oxides  
PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size  
SCAQMD = South Coast Air Quality Management District  
SO<sub>x</sub> = sulfur oxides  
VOC = volatile organic compounds

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Because no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction in Phases 1 through 4.

### Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction. The proposed project will be required to comply with SCAQMD Rule 403 to control fugitive dust.

### Architectural Coatings

Architectural coatings contain VOCs that are part of the O<sub>3</sub> precursors. Based on the proposed project, it is estimated that application of the architectural coatings for the proposed peak construction day will result in a peak of 34.96 pounds per day (lbs/day) of VOCs during Phase 2. Therefore, VOC emissions from architectural coating application would not exceed the SCAQMD VOC threshold of 75 lbs/day.

### Localized Impact Analysis

Table 5.2-13 shows that the construction emission rates would not exceed the LSTs for any of the sensitive receptors near the project site.

**Table 5.2-13 Maximum Daily Construction Localized Impacts Analysis for Phases 1 through 4**

| Emissions Sources Phase 1 through 4     | Pollutant Emissions (lbs/day) |       |                  |                   |
|---|-------------------------------|-------|------------------|-------------------|
|   | NO <sub>x</sub>               | CO    | PM <sub>10</sub> | PM <sub>2.5</sub> |
| On-Site Emissions (Peak during Phase 3) | 34                            | 23    | 8.0              | 4.8               |
| LST Thresholds                          | 325                           | 1,677 | 11.0             | 6.7               |
| Significant Emissions?                  | No                            | No    | No               | No                |

Source: Compiled by LSA (February 2021)

Note: Source Receptor Area – Lake Elsinore, 4 acres, receptors at 25 meters.

CO = carbon monoxide

lbs/day = pounds per day

LST = local significance threshold

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

### PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the property would be changed from BP (Business Park) to HHDR (Highest Density Residential). The zone change from I-P to R-3 would reduce the intensity of future development. According to Chapter 17.88, I-P Industrial Park Zone, and Chapter 17.44, R-3 General Residential Zone, of the Wildomar Municipal Code, the minimum lot sizes for sites designated I-P and R-3 must be 20,000 square feet and 7,200 square feet, respectively. Therefore, as the minimum lot size for sites designated R-3 is less than sites designated I-P, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.



## 5. Environmental Analysis

### AIR QUALITY

The Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Additionally, the Horizons project found that the additional homes proposed under the project were consistent with the City's projected population growth, and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. Air pollutant emissions as a result of future development would likely occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust. As no development is being proposed for this site at this time, a specific air quality analysis cannot be conducted at this time, and therefore, air quality impacts relating to the future development of this site would be evaluated prior to construction, when development plans have been submitted to the City. However, because future air quality impacts are expected to be similar to the proposed Wildomar Trail Town Center Mixed-Use Project and no exceedances of any criteria pollutants are expected during the construction phase, no significant impacts would occur. Therefore, no mitigation measures are required.

#### **LEVEL OF SIGNIFICANCE**

##### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.2-1 would be less than significant.

##### ***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.2-1 would be less than significant.

##### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.2-1 would be less than significant.

##### ***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.2-1 would be less than significant.

5. Environmental Analysis  
AIR QUALITY

**Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]**

**WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) by the proposed project. The area-wide source emission categories include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste.

Based on the Baxter Town Center Traffic Impact Study (Traffic Impact Study) (IEG 2020) for the proposed project, the project would generate approximately 6,663 trips per day. The project's average daily trips were entered in CalEEMod. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and cooking. Tables 5.2-14 through 5.2-19 show CalEEMod results for the project. Due to the lengthy construction period, operational activities are expected to overlap with construction activities. SCAQMD has requested that total proposed project emissions be estimated during a year when construction and operational activities substantially overlap. The net changes in combined (construction plus operational) emissions are compared with SCAQMD operational thresholds.

**Table 5.2-14 Phase 1 Regional Operational Emissions**

| Source                         | Pollutant Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                           | 0.25                          | <0.01           | <0.01        | 0               | <0.01            | <0.01             |
| Energy                         | <0.01                         | 0.05            | 0.04         | <0.01           | <0.01            | <0.01             |
| Mobile                         | 2.55                          | 10.97           | 16.49        | 0.05            | 3.11             | 0.86              |
| <b>Total Project Emissions</b> | <b>2.80</b>                   | <b>11.02</b>    | <b>16.53</b> | <b>0.05</b>     | <b>3.11</b>      | <b>0.86</b>       |
| <b>SCAQMD Thresholds</b>       | <b>55</b>                     | <b>55</b>       | <b>550</b>   | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>            | <b>No</b>                     | <b>No</b>       | <b>No</b>    | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

## 5. Environmental Analysis

### AIR QUALITY

**Table 5.2-15 Combined Phase 2 Construction plus Phase 1 Operational Emissions**

| Source                               | Pollutant Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                      | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Construction                         | 34.96                         | 20.91           | 17.71        | 0.03            | 3.15             | 1.83              |
| Operation                            | 2.80                          | 11.02           | 16.53        | 0.05            | 3.11             | 0.86              |
| <b>Total Combined Emissions</b>      | <b>37.68</b>                  | <b>31.93</b>    | <b>34.24</b> | <b>0.08</b>     | <b>6.26</b>      | <b>2.69</b>       |
| <b>SCAQMD Operational Thresholds</b> | <b>55</b>                     | <b>55</b>       | <b>550</b>   | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>                  | <b>No</b>                     | <b>No</b>       | <b>No</b>    | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

**Table 5.2-16 Phase 2 Regional Operational Emissions**

| Source                         | Pollutant Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                           | 0.85                          | <0.01           | 0.2          | 0               | <0.01            | <0.01             |
| Energy                         | <0.01                         | 0.2             | 0.02         | <0.01           | <0.01            | <0.01             |
| Mobile                         | 2.08                          | 9.2             | 22.72        | 0.09            | 7.56             | 2.07              |
| <b>Total Project Emissions</b> | <b>2.94</b>                   | <b>9.22</b>     | <b>22.76</b> | <b>0.09</b>     | <b>7.56</b>      | <b>2.07</b>       |
| <b>SCAQMD Thresholds</b>       | <b>55</b>                     | <b>55</b>       | <b>550</b>   | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>            | <b>No</b>                     | <b>No</b>       | <b>No</b>    | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

5. Environmental Analysis  
AIR QUALITY

**Table 5.2-17 Combined Phase 3 Construction plus Phases 1 & 2 Operational Emissions**

| Source                               | Pollutant Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                      | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Construction                         | 34.92                         | 33.77           | 23.54        | 0.04            | 8.19             | 4.87              |
| Operation                            | 5.74                          | 20.24           | 39.30        | 0.14            | 10.67            | 2.93              |
| <b>Total Combined Emissions</b>      | <b>40.66</b>                  | <b>54.05</b>    | <b>62.84</b> | <b>0.18</b>     | <b>18.87</b>     | <b>7.80</b>       |
| <b>SCAQMD Operational Thresholds</b> | <b>55</b>                     | <b>55</b>       | <b>550</b>   | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>                  | <b>No</b>                     | <b>No</b>       | <b>No</b>    | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

**Table 5.2-18 Phase 3 Regional Operational Emissions**

| Source                         | Pollutant Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                           | 1.67                          | <0.01           | 0.04         | 0               | <0.01            | <0.01             |
| Energy                         | <0.01                         | 0.07            | 0.06         | <0.01           | <0.01            | <0.01             |
| Mobile                         | 3.26                          | 14.62           | 38.82        | 0.16            | 13.37            | 3.65              |
| <b>Total Project Emissions</b> | <b>4.94</b>                   | <b>14.69</b>    | <b>38.92</b> | <b>0.16</b>     | <b>13.37</b>     | <b>3.65</b>       |
| <b>SCAQMD Thresholds</b>       | <b>55</b>                     | <b>55</b>       | <b>550</b>   | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>            | <b>No</b>                     | <b>No</b>       | <b>No</b>    | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

## 5. Environmental Analysis

### AIR QUALITY

**Table 5.2-19 Combined Phase 4 Construction plus Phases 1, 2 & 3 Operational Emissions**

| Source                               | Pollutant Emissions (lbs/day) |                 |               |                 |                  |                   |
|--------------------------------------|-------------------------------|-----------------|---------------|-----------------|------------------|-------------------|
|                                      | VOC                           | NO <sub>x</sub> | CO            | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Construction                         | 34.31                         | 33.76           | 23.50         | 0.04            | 8.19             | 4.87              |
| Operation                            | 10.68                         | 34.93           | 78.22         | 0.29            | 24.04            | 6.58              |
| <b>Total Combined Emissions</b>      | <b>44.95</b>                  | <b>68.69</b>    | <b>101.72</b> | <b>0.33</b>     | <b>32.24</b>     | <b>11.45</b>      |
| <b>SCAQMD Operational Thresholds</b> | <b>55</b>                     | <b>55</b>       | <b>550</b>    | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>                  | <b>No</b>                     | <b>Yes</b>      | <b>No</b>     | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

Table 5.2-19 shows that the project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NO<sub>x</sub> emission. Therefore, project-related regional air quality impacts would be significant and mitigation measures would be required.

**Table 5.2-20 Full Buildout Regional Operational Emissions**

| Source                         | Pollutant Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                | VOC                           | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                           | 6.45                          | 0.15            | 12.61        | <0.01           | 0.07             | 0.07              |
| Energy                         | 0.08                          | 0.70            | 0.36         | <0.01           | 0.06             | 0.06              |
| Mobile                         | 7.38                          | 34.20           | 74.13        | 0.30            | 26.96            | 7.35              |
| <b>Total Project Emissions</b> | <b>13.91</b>                  | <b>35.05</b>    | <b>87.10</b> | <b>0.30</b>     | <b>27.08</b>     | <b>7.48</b>       |
| <b>SCAQMD Thresholds</b>       | <b>55</b>                     | <b>55</b>       | <b>550</b>   | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| <b>Significant?</b>            | <b>No</b>                     | <b>No</b>       | <b>No</b>    | <b>No</b>       | <b>No</b>        | <b>No</b>         |

Source: Compiled by LSA (February 2021)

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

Table 5.2.20 shows that the project-related emissions of criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds. Therefore, project-related regional operational air quality impacts would be less than significant.

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AIR QUALITY

**Localized Impact Analysis**

Table 5.2-21 shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs. By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 5.2-21 include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related vehicle traffic that would occur on site. A total of 5 percent is considered conservative because the average on-site distance driven is unlikely to be even 1,000 feet, which is approximately 2.3 percent of the total miles traveled. Considering the total trip length included in the CalEEMod, the 5 percent assumption is conservative.

**Table 5.2-21 Long-Term Operational Localized Impacts Analysis**

| Source                 | Pollutant Emissions (lbs/day) |       |                  |                   |
|------------------------|-------------------------------|-------|------------------|-------------------|
|                        | NO <sub>x</sub>               | CO    | PM <sub>10</sub> | PM <sub>2.5</sub> |
| On-Site Emissions      | 1.85                          | 16.31 | 1.42             | 0.44              |
| LST Thresholds         | 367                           | 1,965 | 4.0              | 2.0               |
| Significant Emissions? | No                            | No    | No               | No                |

Source: Compiled by LSA (February 2021)  
 Note: Source Receptor Area – Lake Elsinore, 5 acres, receptors at 25 meters, on-site traffic 5 percent of total.  
 CO = carbon monoxide  
 lbs/day = pounds per day  
 LST = Localized significance thresholds  
 NO<sub>x</sub> = nitrogen oxides  
 PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size  
 PM<sub>10</sub> = particulate matter less than 10 microns in size

Table 5.2-21 shows that the on-site operational emission rates would not exceed the LSTs. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

**Long-Term Microscale (Carbon Monoxide Hot Spot) Analysis**

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project’s effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available.

## 5. Environmental Analysis

### AIR QUALITY

Ambient CO levels monitored at the Lake Elsinore Monitoring Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.2 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years (Table E). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the Traffic Impact Study (IEG 2020) prepared for the proposed project, with the addition of the proposed project in the existing setting and all future scenarios, vehicle speeds and vehicular congestion at all intersections surrounding the project site would increase to an extent; however, all analyzed intersections are operating at an acceptable level of service (LOS) of D or better under Opening Year Conditions and Buildout Conditions except for the following intersections, which are rated as LOS F:

- Central Avenue and Wildomar Trail;
- I-15 Southbound Ramps and Wildomar Trail;
- I-15 Northbound Ramps and Wildomar Trail;
- Monte Vista Drive and Wildomar Trail; and
- Monte Vista Drive and Bundy Canyon Road.

Conditions at these intersections would be mitigated by the proposed transportation improvements as outlined in the Traffic Impact Study (IEG 2020). Therefore, the project is not expected to worsen hot-spot conditions within the vicinity of the project site.

Additionally, in 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. A CO hot spot analysis was conducted at four busy intersections in the Basin at the peak morning and afternoon periods and did not predict a violation of CO standards. Since the SCAQMD modeled intersections do not exceed the CO standards, all intersections within the proposed project with less volume of traffic and under less extreme conditions would not exceed the CO standards. Buildout of the proposed project would not produce the volume of traffic required to generate a CO hot spot. Therefore, the project could be implemented in an existing setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any surrounding intersections, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

## 5. Environmental Analysis

### AIR QUALITY

#### Toxic Air Contaminants Qualitative Analysis

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the theoretical 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant.

#### Health Risk Assessment

In 2005, the California Air Resources Board (CARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day. According to CARB, the increased cancer risk is 300 to 1,700 per million within this domain. The strongest association of traffic related emissions with adverse health outcomes was seen within 300 feet of roadways with high truck densities. Notwithstanding, CARB notes that a site-specific analysis would be required to determine the actual risk near a particular land use and should consider factors such as prevailing wind direction, local topography and climate.

As part of Phase 4 of the project, the applicant proposes to construct multifamily midrise apartments adjacent to the I-15 freeway. According to the Health Risk Assessment, the I-15 freeway serves 132,000 vehicles on an average day.

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased risk of greater than ten in one million. According to the Health Risk Assessment, based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 10 in one million is used as the cancer risk threshold for the proposed Project.

The Health Risk Assessment determined that for carcinogenic exposures resulting from exposure to toxics from the freeway, the summation of risk for the maximum exposed residential receptor totaled 8.47 in one million and will not exceed the SCAQMD significance threshold of 10 in one million.

The Health Risk Assessment also evaluated the potential noncancerous effects of contaminant exposures. For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than the threshold of 1.0 for all exposure scenarios. For acute exposures, the hazard indices for the identified



## 5. Environmental Analysis

### AIR QUALITY

averaging times did not exceed the threshold of 1.0. Therefore, acute and chronic non-carcinogenic hazards were predicted to be within acceptable limits and a less than significant impact would occur.

The State of California has promulgated strict ambient air quality standards for various pollutants. Pollutant emissions are considered to have a significant effect on the environment if they result in concentrations that create either a violation of an ambient air quality standard, contribute to an existing air quality violation or expose sensitive receptors to substantive pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established significance criteria for selected compounds to account for the continued degradation of local air quality.

For PM<sub>10</sub> emissions, background concentrations representative of the project area exceed the CAAQS for the 24-hour and annual averaging times. As a result, a significant impact is achieved when pollutant concentrations produce a measurable change over existing background levels. Although background concentrations exceed the CAAQS annual averaging time for fine particulates, no measurable change criteria currently exists. As a result, the SCAQMD significance threshold of  $\mu\text{g}/\text{m}^3$  for the 24-hour averaging time is used to assess PM<sub>2.5</sub> impacts. For the CO 1 and 8-hour averaging times and NO<sub>2</sub> 1-hour averaging time, background concentrations are below the current air quality standards. As such, significance is achieved when pollutant concentrations add to existing levels and create an exceedance of the CAAQS.

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM<sub>10</sub> concentrations of 1.18  $\mu\text{g}/\text{m}^3$  and 0.82  $\mu\text{g}/\text{m}^3$  for the 24-hour and annual averaging times. The Health Risk Assessment determined that these values will not exceed the SCAQMD significance thresholds of 2.5  $\mu\text{g}/\text{m}^3$  and  $\mu\text{g}/\text{m}^3$ , respectively. For PM<sub>2.5</sub>, a maximum 24-hour average concentration of 0.52  $\mu\text{g}/\text{m}^3$  was predicted. The Health Risk Assessment determined that this value also will not exceed the identified significance threshold of 2.5  $\mu\text{g}/\text{m}^3$ .

The maximum modeled 1-hour average concentration for CO of 0.01 ppm, when added to an existing background concentration of 1.2 ppm, would equal a total Project concentration of 1.21 ppm. This would not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.01 ppm, when added to an existing background level of 0.8 ppm, would equal a total Project concentration of 0.81 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

For NO<sub>2</sub>, a maximum one-hour concentration of 0.001 ppm was predicted. This concentration, when added to a background concentration of 0.0513 ppm, would equal a total Project concentration of 0.0523 ppm. The Health Risk Assessment determined that this would not cause an exceedance of the CAAQS of 0.18 ppm. Consequently, less than significant impacts are anticipated to residents who would access and utilize outdoor amenities.

### **PRIELIPP-YAMAS PROPERTY REZONE**

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan

## 5. Environmental Analysis

### AIR QUALITY

EIR due to the change in land use. While the site is currently vacant, and therefore any development would increase air quality impacts when compared to the existing condition this project does not approve development and any future development proposal will need to complete a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, future development would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) from future development. The area-wide source emission categories would include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste. Future development on the property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.2-2 would be potentially significant.

##### *Mitigation Measures*

AQ-1      **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost

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effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

***Level of Significance After Mitigation:*** Impact 5.2-2 would be less than significant.

#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.2-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.2-2 would be less than significant.

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**Impact 5.2-3:** The proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Impact Analysis, the sensitive receptors nearest to the project site would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the project would create or result in localized CO hot spots. On this basis, the potential for the project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

### PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such,

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the sensitive receptors nearest to the Property would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the future residential development would not create or result in localized CO hot spots. On this basis, the potential for future residential development of this site to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.2-3 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.2-3 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.2-3 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.2-3 would be less than significant.

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Impact 5.2-4: The proposed project is not consistent with the applicable air quality management plan. [Threshold AQ-1]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. It fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans. The SCAQMD has the following consistency criteria:

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

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#### Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

The violations that Criterion No. 1 refers to are the CAAQS and the NAAQS and the SCAQMD has determined that these standards would be violated if their Local Significance Thresholds (LSTs) were exceeded. Section 4.3.6.2 later in this chapter describes the potential impacts from localized construction-source emissions and applicable LSTs. As described in section 5.2.-1, daily regional construction emissions would not exceed the daily thresholds or the air quality standards of the CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutant emission thresholds established by SCAQMD. Therefore, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. As described in section 5.2.-2 project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NO<sub>x</sub> emission. Therefore, project-related regional air quality impacts would be significant. Compliance with mitigation measure AQ-1 would reduce emissions below applicable LSTs and the project would be consistent with Criterion No. 1.

#### Consistency Criterion 2

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP. The General Plan is consistent with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Since development of the proposed project would be no more intensive than would be allowed under existing General Plan and zoning designations, the proposed project at buildout would not exceed the assumptions of the AQMP and would be consistent with Criterion No. 2. Therefore, the proposed project is consistent with the General Plan and the regional AQMP. Consequently, impacts would be less than significant.

#### **PRIELIPP-YAMAS PROPERTY REZONE**

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

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Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. Furthermore, emissions of criteria pollutants from future residential development could exceed the corresponding SCAQMD daily emission thresholds for NO<sub>x</sub> emission. Moreover, future residential development of the site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. For these reasons, future development of the Prielipp-Yamas Property would be consistent with Criterion No. 1 and Criterion No. 2. Therefore, the future development would be consistent with the General Plans and the regional AQMP. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.2-4 would be potentially significant.

##### *Mitigation Measures*

AQ-1      **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

***Level of Significance After Mitigation:*** Impact 5.2-4 would be less than significant.

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#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.2-4 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.2-4 would be less than significant.

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**Impact 5.2-5:** The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### Odors from Construction Activities

Heavy-duty equipment in the project area during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

#### Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils (California Department of Conservation 2019). However, according to the California Geological Survey, no such rock has been identified in the project vicinity. Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant.

### PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity by which development occurs. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future

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development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. Heavy-duty equipment during future construction of the site would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. Furthermore, future residential uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of future residential development. While the project site is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils, no such rock has been identified in the project vicinity (California Department of Conservation 2019). Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant. Consequently, impacts are less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.2-5 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.2-5 would be less than significant.

##### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.2-5 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.2-5 would be less than significant.

### 5.2.5 Cumulative Impacts

The proposed project and future development on the Prielipp-Yamas Property would be consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. Future residential development of the Prielipp-Yamas Property site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. In addition, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts. Therefore, individual projects that do not generate construction or operational emissions



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that exceed the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. Because the combined Phase 4 construction and Phases 1, 2, and 3 operation emissions would exceed the SCAQMD's daily thresholds, implementation of Mitigation Measures AQ-1 would reduce construction emissions to the extent feasible. As previously noted, the project with mitigation will not exceed the applicable SCAQMD regional thresholds for construction or operational-source emissions and therefore would not be considered to have a cumulatively considerable impact. Additionally, future development on the Prielipp-Yamas Property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. However, until an Air Quality and Greenhouse Gas Analysis is complete, it would be speculative to determine the level of mitigation, and therefore, air quality impacts on the Property would not be cumulatively considerable.

#### 5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-1, 5.2-3, and 5.2-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-2** Operational activities associated with the proposed project would generate long-term emissions in exceedance of SCAQMD's threshold criteria.
- **Impact 5.2-4** Project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds and would not be consistent with the assumptions of the Air Quality Management Plan.

#### 5.2.7 Mitigation Measures

##### Impact 5.2-2 and Impact 5.2-4

AQ-1      **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by

## 5. Environmental Analysis

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the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, “infeasible” means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

#### 5.2.8 Level of Significance After Mitigation

This mitigation measure would reduce potential impacts associated with air quality to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to air quality have been identified.

#### 5.2.9 References

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- . 1999. Final Staff Report: Update to the Toxic Air Contaminant List.
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  - . 2008, September. Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES III). <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iii>.
  - . 2012, May 4. Final 2012 Lead State Implementation Plan: Los Angeles County. <http://www3.aqmd.gov/hb/attachments/2011-2015/2012May/2012-May4-030.pdf>.
  - . 2013, February. 2012 Final Air Quality Management Plan. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.
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  - . 2017, March 4. Final 2016 Air Quality Management Plan. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.
  - . 2019. SCAQMD Air Quality Significance Thresholds (Revised April 2019).
- EPA (U.S. Environmental Protection Agency). 2002, May. Health Assessment Document for Diesel Engine Exhaust. Prepared by the National Center for Environmental Assessment, Washington, DC, for the Office of Transport Ozone (O<sub>3</sub>) Station and Air Quality; EPA/600/8-90/057F.
- . 2018, March 8. Criteria Air Pollutants. <https://www.epa.gov/criteria-air-pollutants>.
  - . 2019a. Air Data: Air Quality Data Collected at Outdoor Monitors across the U.S. Website: <https://www.epa.gov/outdoor-air-quality-data>.
  - . 2019b. Health and Environmental Effects of Hazardous Air Pollutants. <https://www.epa.gov/haps/health-and-environmental-effects-hazardous-air-pollutants>
- Wildomar, City of. 2008. City of Wildomar General Plan.

## 5. Environmental Analysis

### 5.3 BIOLOGICAL RESOURCES

The analysis in this section is based in part on the following technical report(s):

- *MSHCP Consistency Analysis for the Wildomar Trail Town Center*, TERACOR, March 22, 2021
- *Step II, Part A Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Surveys for a 25.8-acre Property*, TERACOR, March 16, 2021
- *Determination of Biologically Equivalent or Superior Preservation for the 25.8-acre Property*, TERACOR, March 25, 2021
- *Step I Habitat Assessment, Step II, Part A Focused Burrow Survey And Step II, Part B Focused Burrowing Owl Survey For A 25.8-Acre Property*, TERACOR, 28 November 2018 (Revised to Correct Acreage Calculations 16 March 2021)

Complete copies of these studies are included as Appendix 5.3-1, Appendix 5.3-2, Appendix 5.3-3, and Appendix 5.3-4 to this DEIR.

#### 5.3.1 Environmental Setting

##### 5.3.1.1 REGULATORY BACKGROUND

###### Federal and State Regulations

###### *Endangered Species Act*

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. “Take” of endangered species is prohibited under Section 9 of the FESA. “Take” means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.” This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

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### BIOLOGICAL RESOURCES

#### *Migratory Bird Treaty Act*

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to four international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

#### *Clean Water Act, Section 404*

The United States Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into “waters of the United States.”<sup>1</sup> Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to Corps wetlands and jurisdictional waters. After the Corps adopted the “Clean Water Rule” in 2020, many ephemeral “waters”, however, can be deemed “non-jurisdictional by the Corps and permitting may not be required. A Section 7 consultation by the Corps with the USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

#### *Clean Water Act, Section 401 and 402*

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits may require either a Waste Discharge Permit (WDP) or Section 401 certification which could include Corps Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Wildomar is in the jurisdiction of the San Diego RWQCB (Region 9).

#### *California Fish and Game Code, Section 1600*

Section 1600 of the California Fish and Game Code requires a project proponent to notify the California Department of Fish and Wildlife (CDFW) of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the project, as part of a Streambed Alteration Agreement (SAA), that address potentially significant adverse impacts within CDFW's jurisdictional limits.

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<sup>1</sup> "Waters of the United States," as applied to the jurisdictional limits of the Corps under the Clean Water Act, includes all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the tide; all interstate waters, including interstate wetlands; and all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds whose use, degradation, or destruction could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; and wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes “navigable waters,” which is defined at Section 502(7) of the act as “waters of the United States, including the territorial seas.”

## 5. Environmental Analysis BIOLOGICAL RESOURCES

### *California Endangered Species Act*

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as “fully protected species.” California “species of special concern” are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW’s California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

### Local

#### *City of Wildomar General Plan*

The Land Use Element and Open Space Element of the General Plan includes policies pertaining to open space, habitat, natural resource preservation, wetlands, and riparian areas:

- **Policy LU-8.1:** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational values. (AI 10)
- **Policy LU-8.2:** Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)
- **Policy LU-8.3:** Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)
- **Policy LU-8.4:** Allow development clustering and/or density transfers in order to preserve open space, natural resources, and/or biologically sensitive resources. (AI 1, 9)
- **Policy OS-5.5:** New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible. (AI 25, 60)
- **Policy OS-5.6:** Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61)

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- **Policy OS-6.1:** During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3)
- **Policy OS-6.2:** Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)
- **Policy OS-6.3:** Consider wetlands for use as natural water treatment areas that will result in improvement of water quality. (AI 56)
- **Policy OS-17.4:** Require the preparation of biological reports in compliance with Riverside County Planning Department Biological Report Guidelines for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCP's not be adopted.
- **Policy OS-17.5:** Establish baseline ratios for mitigating the impacts of development related uses to rare, threatened and endangered species and their associated habitats to be used until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCP's not be adopted.
- **Policy OS-18.1:** Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP, if adopted. (AI 10)

#### *City of Wildomar Municipal Code*

The purpose of Chapter 3.42, Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee, of the Wildomar Municipal Code is to set forth policies, regulations, and a fee to fund the acquisition of lands necessary to implement the goals and objectives of the MSHCP and to mitigate the direct and cumulative environmental effects generated by new development projects.

The purpose of Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee, of the Wildomar Municipal Code, is to finance the preparation, development and implementation of a habitat conservation plan, including the acquisition of habitat reserve sites, and the application for a Section 10(a) permit under the Federal Endangered Species Act of 1973.

#### 5.3.1.2 EXISTING CONDITIONS

##### Wildomar Trail Town Center Mixed-Use Project

###### *General Site Conditions*

The site is currently vacant, but is routinely disked for weed abatement and fire protection purposes. Small isolated patches of Riversidean sage scrub (RSS) are present, although most of the site is comprised of a disked field. Ornamental trees are generally present along the southern and western property boundaries. The

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northern and western property boundaries and the portion of the southern property boundary adjacent to Cervera Road are bordered by a chain-link fence, while the southeastern property boundary is bordered by a retaining wall separating the existing residential tract to the southeast from the project site.

Two primary drainages (Drainage Segment A and Drainage Segment B) which enter the subject property through culvert outlets underneath Wildomar Trail converge in the central portion of the site in a general “v-shape.” The combined drainage then conveys flows into a human-constructed basin (Basin 1) in the southern portion of the property. Stormflows are then collected by a culvert inlet and are conveyed underneath Cervera Road and the adjacent residential tract to the south through an underground storm drain system.

### *Topography and Soils*

The topography of the site is gently sloping from east to west, and elevations range from approximately 1,298 feet above mean seal level (amsl) at the culvert inlet at the south edge of the basin near the southern boundary at Cervera Road to approximately 1,340 feet amsl in the northeastern corner of the property near the southbound I-15 on-ramp from Wildomar Trail. The soils onsite consist of Greenfield sandy loam, Hanford course sandy loam, Monserate sandy loam, and Ramona sandy loam. All are well-drained and were developed in alluvium consisting mainly of granite materials.

### *Vegetation and Landscape Types*

The vegetation communities, landscape distinctions, and their respective acreages onsite are listed in Table 5.3-1, *Vegetation Communities, Landscape Distinctions, and Respective Areas*.

**Table 5.3-1 Vegetation Communities, Landscape Distinctions, and Respective Areas**

|   |                   |
|---|-------------------|
| Annual grassland                                  | 4.47 acres        |
| California buckwheat scrub                        | 3.69 acres        |
| California buckwheat scrub/annual grassland       | 6.67 acres        |
| Disturbed/ruderal                                 | 10.41 acres       |
| Fremont cottonwood/mulefat                        | 0.02 acre         |
| Fremont cottonwood/Gooding's black willow/mulefat | 0.10 acre         |
| Ornamental  | 0.44 acre         |
| <b>Total</b>                                      | <b>25.8 acres</b> |

Source: TERACOR 2021a (Appendix 5.3-1)

### *Riparian/Riverine Habitat*

TERACOR identified four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite (TERACOR 2021a). Drainage Segment A bisects the subject property in its central portion. Drainage Segment B is located in the eastern portion of the project site. Drainage D is located downstream of Drainage Segment B and converges with Drainage Segment A in a rectilinear manner. Drainage Segment E is located in the far northeastern corner of the project site. Basin 1 is located at the downstream terminus of Drainage Segment A in the southern portion of the subject property near Cervera Road.



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#### *Drainage A*

Drainage A enters the project site through two 30-inch wide concrete stormwater pipes at the northern property boundary near Wildomar Trail. Vegetation associated with Drainage Segment A is largely limited to upland weedy species, and is generally limited to the channel banks. The channel bed is generally unvegetated. Vegetative species present include buffalo gourd, Russian thistle, common sunflower, short-pod mustard, Maltese star thistle, fascicled tarplant, common fiddleneck, red brome, riggut brome, wild oat, California buckwheat, storksbill, lupine, wall barley, vinegar weed, and Spanish clover. Drainage Segment A is 1,159 linear feet. The total CDFW jurisdictional “streambeds” and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

#### *Drainage Segment B*

Drainage Segment B originates from a 30-inch corrugated metal pipe (CMP) culvert that conveys flows underneath Wildomar Trail from the north. It remains a shallow drainage for a distance of approximately 25 feet before it drops into a more deeply-incised channel characterized by high erosion in a pronounced sloughing condition. Unlike Drainage Segment A, Drainage Segment B is only approximately three to four feet deep for approximately 80 yards before flows appear to lose velocity and erosional energy. The segment gradually narrows and becomes shallower. Fremont cottonwood and mulefat are associated with the upstream portion of Drainage Segment B at the northern property boundary. A single pepper tree is within the channel bed further downstream of this Segment. California buckwheat, California sagebrush, California aster, brittlebush, Maltese star thistle, short-pod mustard, fascicled tarplant and wall barley is present throughout balance of Segment B. Drainage Segment B is 742 linear feet. The total CDFW jurisdictional “streambeds” and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

#### *Drainage D*

The combined flows of Drainage Segments B, and E coalesce to form Drainage Segment D. Vegetation within Drainage Segment D is dominated by California buckwheat. Other present vegetation includes California aster, short-pod mustard, Maltese star thistle, fascicled tarplant and riggut brome. The total CDFW jurisdictional “streambeds” and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

A small swale, designated as Drainage D<sub>1</sub>, is a tributary to Drainage Segment D and is located near the southern property boundary. Drainage D<sub>1</sub> contains erosive banks. Present vegetation includes California buckwheat, Maltese star thistle and brome (*Bromus sp.*) on the channel banks. Drainage D<sub>1</sub> is 118 linear feet. The total Army Corps/RWQCB non-wetland “waters” associated Drainage D<sub>1</sub> is 354 square feet (0.01 acre). The CDFW jurisdictional area associated with this tributary was included in that for Drainage Segment D.

#### *Drainage Segment E*

The source of hydrology for Drainage Segment E in the northeast corner of the subject site is a half-buried CMP which conveys which conveys flows under the I-15 on ramp. Additionally, the slope from the I-15 on-ramp presumably sheds sheetflow which enters the subject property. The combined hydrology enters the site

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in a haphazard manner along a chain-link fence. Flows accumulate off-site above and adjacent to the fence and sediment and drift debris lines the fence for approximately 35 feet. Vegetation associated with Drainage Segment E is dominated by California buckwheat. Other present species include Maltese star thistle, short-pod mustard, brome, and common sunflower. Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

#### ***Basin 1***

Drainage Segment A conveys into Basin 1. TERACOR recorded four Fremont cottonwood trees, three Goodding's black willows, one arroyo willow, one coast live oak, one valley oak, two saltcedars, one cork oak, and approximately a dozen large mulefat shrubs within or on the margins of the Basin. Western ragweed (*Ambrosia psilostachya*), California buckwheat, Maltese star thistle, short-pod mustard, and greater periwinkle (*Vinca major*) comprised the vegetation in the disked field surrounding the feature. Basin 1 is 88 feet long and 25 feet wide (2,200 square feet or 0.05 acre) from bank to bank. "Waters" accumulate in less than 1/3 of the total area because the basin is inclined toward a single large storm drain intake, limiting ponding to one more level area approximately 30 feet by 10 feet (300 square feet or 0.01 acre). The upper northern half of the basin is densely vegetated and sloping. Water flows through this half but does not accumulate. TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

#### ***Drainage Segment C***

The primary hydrological source of Drainage Segment C is a 12-inch PVC pipe. TERACOR's Consistency Analysis concluded there was no longer hydrological connectivity of Segment C with the source of water flowing from under Interstate 15. Stormflow has changed course and now only flows into Drainage B. The channel bed of Drainage Segment C is filled with vegetation, specifically California buckwheat scrub, except for the presence of mulefat at the pipe outflow. There is a lack of hydrological evidence within the channel bed as well. Sloughing continues, however, but it has resulted in a number of sediment slides which have not been breached or eroded by water. Drainage Segment C is 617 linear feet. It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments and basin onsite are ultimately tributary to Murrieta Creek via underground stormdrain infrastructure and open concrete and soft-bottom channels, and are therefore, located within the Santa Margarita Watershed. The drainages are ephemeral features (dry washes) and no surface flows have been directly observed on the project site.

The project site is comprised of approximately 0.12 acre of riparian area, and approximately 0.60 acre of riverine area. The total MSHCP-defined Riparian/Riverine area onsite is 0.72 acre. The total U.S. Army Corps of Engineers (Corps) jurisdictional waters of the U.S. onsite was calculated to be 0.34 acre. This calculation assumes all the on-site ephemeral features might be considered jurisdictional by the Corps. This determination has not yet been made by the Corps. Figure 5.3-1, *Riparian/Riverine Areas*, shows the

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riparian/riverine area onsite. There are no vernal pools onsite and the riparian/riverine habitat onsite is not considered suitable for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Riverside fairy shrimp (*Streptocephalus woottoni*), or vernal pool fairy shrimp (*Branchinecta lynchi*).

#### *Focused Sensitive Species Surveys*

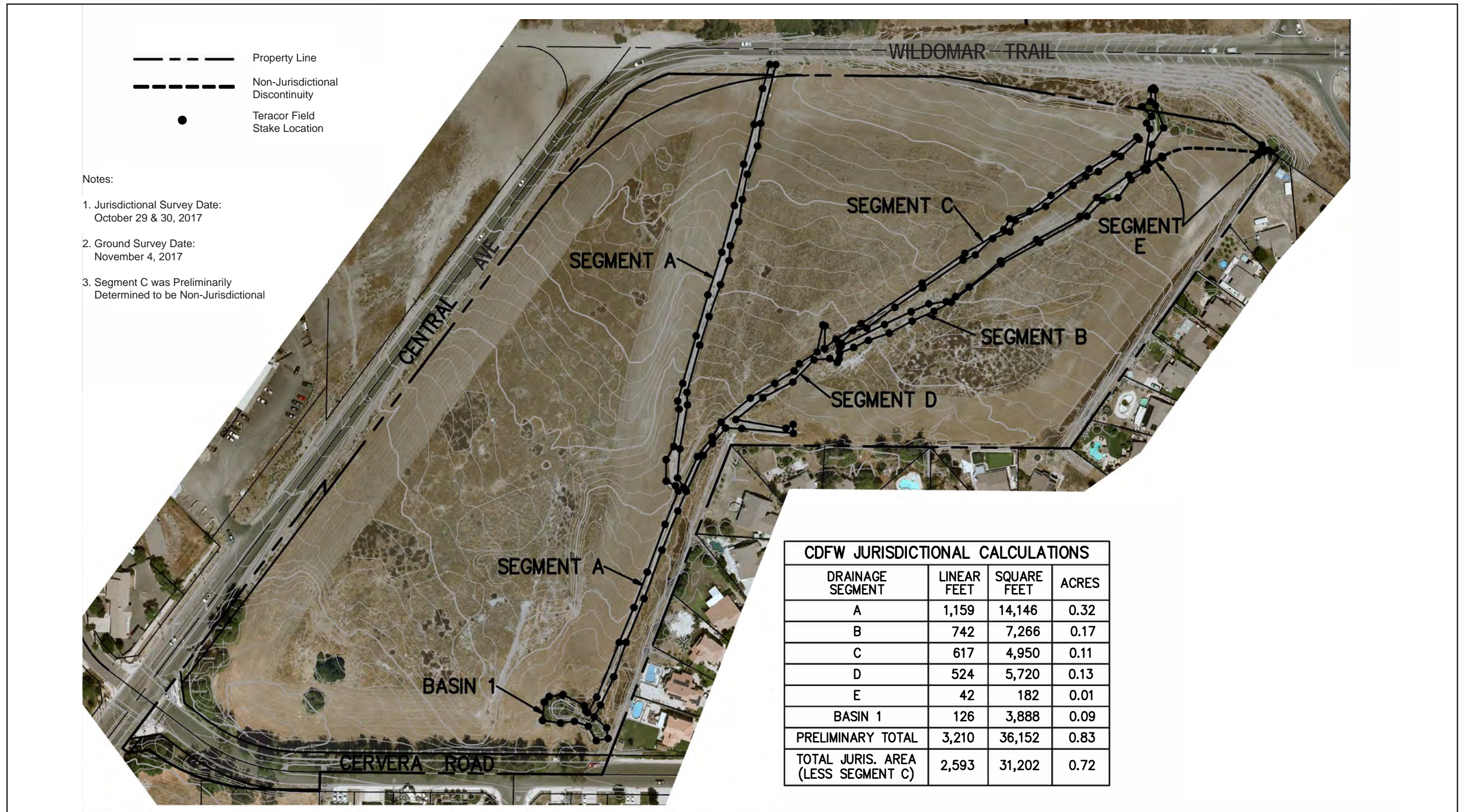
##### ***Burrowing Owl***

Surveys for burrowing owl (*Athene cunicularia*) (BUOW) were conducted onsite in March and April 2018. No evidence of BUOW or BUOW utilization was detected during the focused surveys. Additional burrowing owl surveys were conducted in 2020 which also produced negative results (TERACOR 2021b). Numerous California ground squirrel burrows and burrow complexes on the project site; burrows are burrows complexes were generally concentrated in the southern portion of the site. No BUOW utilization sign, however, was detected within or near any of these burrows (TERACOR 2021b). Numerous burrows used by other small animals were detected throughout the project site, however, these burrows appeared to be utilized by deer mice, pocket mice, or kangaroo rats and were considered too small to be utilized by BUOW.

TERACOR did not obtain permission to transect the surrounding properties for BUOW, however, these properties to the north across Wildomar Trail and the west across Central Avenue were scanned using binoculars, and were generally considered suitable for BUOW occupation. No BUOW were detected on these properties. The properties to the east and south are comprised of an existing residential tract and the site to the northeast is comprised of the southbound I-15 on-ramp from Wildomar Trail. These properties were not considered suitable for BUOW.



Figure 5.3-1 - Riparian/Riverine Areas





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### *Floral Species*

The species listed below were detected within the project area during field surveys conducted during field investigations; species listed with an asterisk are non-native (TERACOR 2021a [Appendix 5.3-1]):

- Pepper tree (*Schinus mole*)\*
- Greater periwinkle (*Vinca major*)\*
- Western ragweed (*Ambrosia psilostachya*)
- California sagebrush (*Artemisia californica*)
- Mulefat (*Baccharis salicifolia*)
- Maltese star-thistle (*Centaurea melitensis*)\*
- California-aster (*Corethrogyne filaginifolia*)
- Fascicled tarplant (*Deinandra fasciculata*)
- Horseweed (*Erigeron canadensis*)
- Common sunflower (*Helianthus annuus*)
- Telegraph weed (*Heterotheca grandiflora*)
- Narrow-leaved cottonrose (*Logfia gallica*)\*
- Common fiddleneck (*Amsinckia intermedia*)
- Bermusa grass (*Cynodon dactylon*)\*
- Short pod mustard (*Hirschfeldia incana*)\*
- London rocket (*Sisymbrium trio*)\*
- Russian thistle (*Salsola tragus*)\*
- Buffalo gourd (*Cucurbita foetidissima*)
- Deerweed (*Acmispon glaber var. glaber*)
- Mexican palo verde (*Parkinsonia aculeata*)\*
- Coast live oak (*Quercus agrifolia var. agrifolia*)
- Everlasting nest-straw (*Stylocline gnaphalooides*)
- Valley oak (*Quercus lobata*)
- Cork oak (*Quercus suber*)\*
- Red-stem filaree (*Erodium cicutarium*)\*
- White sage (*Salvia apiana*)
- Vinegar weed (*Trichostema lanceolatum*)
- China berry (*Melia azedarach*)\*
- Red iron bark (*Eucalyptus sideroxyylon*)\*
- European olive (*Olea europaea*)\*
- Pine (*Pinus sp.*)\*
- Wild oat (*Avena sp.*)\*
- Ripgut grass (*Bromus diandrus*)\*
- Red brome (*Bromus madritensis ssp. rubens*)\*
- Winecup clarkia (*Clarkia purpurea ssp. quadrivulnera*)
- California buckwheat (*Eriogonum fasciculatum*)
- Fremont cottonwood (*Populus fremontii*)
- Goodding's black willow (*Salix gooddingii*)
- Arroyo willow (*Salix lasiolepis*)
- Jimson weed (*Datura wrightii*)
- Tree tobacco (*Nicotiana glauca*)\*
- Saltcedar (*Tamarix ramosissima*)\*
- Doveweed (*Croton setiger*)

### *Faunal Species*

The species listed below were seen or otherwise detected. For a complete list of species that could occur in the project area, based on literature review, refer to Appendix A of Appendix 5.3-1; species listed with an asterisk are non-native (TERACOR 2021a):

#### *Birds*

- Red-tailed hawk (*Buteo jamaicensis*)
- Red-shouldered hawk (*Buteo lineatus*)
- Bushtit (*Psaltriparus minimus*)
- Black phoebe (*Sayornis nigricans*)
- Rock pigeon (*Columba livia*)\*
- Mourning dove (*Zenaida macroura*)
- California towhee (*Melospiza crissalis*)
- American kestrel (*Falco sparverius*)
- House sparrow (*Passer domesticus*)\*
- American goldfinch (*Spinus tristis*)
- European starling (*Sturnus vulgaris*)\*
- Anna's hummingbird (*Calypte anna*)

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- American crow (*Corvus brachyrhynchos*)
- Common raven (*Corvus corax*)
- House finch (*Haemorhous mexicanus*)
- Lesser goldfinch (*Spinus psaltria*)
- Northern mockingbird (*Mimus polyglottos*)
- House wren (*Troglodytes aedon*)
- Turkey vulture (overhead) (*Eremophila alpestris actia*)
- Bewick's wren (*Thryomanes bewickii*)
- Western kingbird (*Tyrannus verticalis*)
- Western meadowlark (*Sturnella neglecta*)
- Savannah sparrow (*Passerculus sandwichensis*)
- Song sparrow (*Melospiza melodia*)
- Cassin's kingbird (*Tyrannus vociferans*)
- Say's phoebe (*Sayornis saya*)

#### *Mammals*

- Audubon's cottontail (*Sylvilagus audubonii*)
- California ground squirrel (*Ostospermophilus beecheyi*)

#### *Amphibians and Reptiles*

- Western fence lizard (*Sceloporus occidentalis*)

### Prielipp-Yamas Property Rezone

Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site. The property is vacant and contains ruderal vegetation, and does not contain riparian areas

### 5.3.2 Thresholds of Significance

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

- B-1 Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- B-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- B-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

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- B-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### 5.3.3 Plans, Programs, and Policies

PPP BIO-1 The project applicant will pay the applicable fees pursuant to Chapter 3.42, Multiple Species Habitat Conservation Plan Mitigation Fee, and Chapter 3.43, Stephens; Kangaroo Rat Mitigation Fee, of the City of Wildomar Municipal Code.

### 5.3.4 Environmental Impacts

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

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**Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species. [Threshold B-1]**

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located within the boundaries of the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell, and is not located within a Special Linkage Area. The project site is therefore not targeted for conservation under the MSHCP. The nearest criteria cell is Cell No. 5248 which is approximately 1-mile northeast of the project site and I-15.

Table 4, Covered Species Not Adequately Conserved, of Appendix 5.3-1, shows the probability of occurrence of MSHCP-covered species onsite. Table 4 indicates that there are no MSCHP-covered plant, reptiles, birds, or mammals onsite.

The Wildomar Trail Town Center Project, however, is not within a Criteria Cell, therefore there are no outright land dedications which might otherwise be required. There are no MSHCP species present which require protection on the property. There are no burrowing owls present, therefore, at this time no specific BUOW-related mitigation is necessary. The Riparian/Riverine area is relatively small and very linear in extent, making on-site conservation impracticable. Reasonable larger scale mitigation which is valuable on a regional basis is expected to be available in a Responsible Agency-approved Mitigation Bank, such as the Riverpark Mitigation Bank (RMB) in the MSHCP Plan Area in the San Jacinto River (a sub-unit of the Santa Ana River watershed). Another adjacent watershed mitigation bank is the San Luis Rey River Mitigation Bank.



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Additionally, mitigation could occur in a Responsible Agency-approved In-lieu Fee Program in the Santa Ana River watershed. Lastly, a viable privately-owned mitigation site has been identified and approved for mitigation utilization by Responsible Agencies in the Temecula Creek watershed (an in-watershed solution) which would involve in-perpetuity mitigation. Mitigation could include a mix of restoration, rehabilitation, and possibly re-establishment with long term monitoring and management.

MSHCP fee payment is, of course, required for all projects located within the MSHCP Plan Area in order to offset the overall and on-going County-wide loss of biological resources regionally. This Project would convert 25.8 acres of native or naturalized habitat and applicable MSHCP fees will be paid.

Project-associated impacts within the MSHCP Plan Area are typically offset and mitigated via a number of established procedures and processes. Within conservation cells, when conservation is required (the project site is not within a Cell), various combinations of fee-payment, land dedication/purchase, and other mechanisms as applicable can be utilized to offset impacts to sensitive species and habitats of all types. Fee payment based on the adopted fee schedule funds acquisition and management of lands that are similar to those found within the project site, including upland scrub conservation lands.

The proposed project would not result in direct impacts to any MSHCP-covered plant and animal species which are dependent on the habitat types present in riparian/riverine areas onsite, but incidental use of the riparian/riverine area is possible by animals such as Stephen's kangaroo rat, coyote, and several bird species. These impacts, however, are what the MSHCP anticipated in areas not situated in Criteria Area Cells. Impacts are to be offset through MSHCP fee payment, Stephen's kangaroo rat fee payment, and via Wildlife Agency-approved purchase of In-Lieu Fee Programs or off-site Mitigation Bank credits for impacts to riparian/riverine resources. Additionally, development of the project site requires adherence to BMPs to avoid impacts to other natural areas which could otherwise occur through contamination of atmospheric and water resources. Moreover, it is recommended that close coordination between the developer, the City of Wildomar, the project engineer, and the consulting qualified biologist to consider vegetation clearance outside of the normal bird nesting season (usually February 15 – September 1) to avoid impacts to nesting birds which would potentially violate the MBTA; adherence to standard mitigation measures would avoid direct impacts to nesting birds. Lastly, invasive plants that could potentially be used in landscape plans for the proposed project would not be allowed, therefore avoiding accidental introduction of exotic invasive species into the local environment from the project site.

TERACOR's Consistency Analysis also analyzed the potential for species which can require special protections under the MSHCP to occur on the site. Riparian/Riverine and vernal pool areas have the potential for 23 plant species and 11 animals species to occur within Riparian/Riverine and Vernal Pool areas, however, Table 5.3-2, *Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)*, demonstrates none of these organisms is present on-site:

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Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

| Section 6.1.2 Species  | Organismal Habitat Needs and Life History Parameters/Determination for the Project Site  |
|--|--|
| <p><b>Brand's star phacelia</b><br/>(<i>Phacelia stellaris</i>)</p>  | <p><b>Not Present.</b> Known only to occur along the Santa Ana River in Riverside County, this annual herb blooms from March through June. Elsewhere in CA it occurs in open areas within coastal dunes and coastal sage scrub below 400 meters. Habitat on-site is not suitable, and the subject property is outside of this species' known geographic range. Further, this species was not expected, due to habitat conditions, and it did not occur on-site.</p>  |
| <p><b>California Orcutt grass</b><br/>(<i>Orcuttia californica</i>)</p>  | <p><b>Not Present.</b> This species is broadly distributed geographically, but confined to vernal pool complexes between fifteen (15) and 660 meters. It blooms from April through August. No vernal pools are present on-site. Habitat on the subject property, therefore, is unsuitable for this species, surveys are not required for the species in this area, and it was not detected on-site.</p>  |
| <p><b>California black walnut</b><br/>(<i>Juglans californica</i>)<br/>Formerly <i>Juglans californica</i> var. <i>californica</i></p> | <p><b>Not Present.</b> This MSHCP-covered species occurs in western Riverside County. This deciduous tree occurs on slopes and in canyons between 50 and 900 meters along the south coast, south Transverse Ranges, and north Peninsular Ranges. It blooms from March through August. Walnut forest is a much fragmented, declining community. Individual trees themselves are not particularly relevant. Woodland stands would be considered sensitive and might warrant conservation or mitigation, not single trees. Walnut does not occur on the Project site.</p> |
| <p><b>Coulter's matilija poppy</b><br/>(<i>Romneya coulteri</i>)</p>   | <p><b>Not Present.</b> This MSHCP-covered species occurs in Riverside County. The matilija poppy is distinctive in that it has the largest flowers of any plant native to California. It typically blooms from March to July, and occasionally as late as August. It is often found in burned chaparral and coastal scrub in the Peninsular Ranges, Western Transverse Ranges, and the south coast area from 20 to 1200 meters in elevation. Surveys of the site revealed this species is not present.</p>   |
| <p><b>Engelmann oak</b> (<i>Quercus engelmannii</i>)</p>   | <p><b>Not Present.</b> This MSHCP-covered species occurs in western Riverside County; however, the subject property contains only juvenile oaks (<i>Q. agrifolia</i>) within mixed willow tree cells. This southern California oak occurs in chaparral, cismontane woodland, riparian woodland and valley and foothill grassland. Its elevation range is 50 to 1300 meters. This perennial deciduous tree blooms from March through June. It does not occur on-site.</p>   |
| <p><b>Fish's milkwort</b><br/>(<i>Polygala cornuta</i> var. <i>fishiae</i>)</p>  | <p><b>Not Present.</b> This perennial deciduous shrub blooms from May through August and occurs in chaparral, oak woodland and riparian woodland between 100 and 1000 meters in elevation. Vegetation surveys and mapping revealed this variety is not present on the subject property.</p>  |
| <p><b>Graceful tarplant</b><br/>(<i>Holocarpha virgata</i> ssp. <i>elongata</i>)</p>   | <p><b>Not Present.</b> This MSHCP-covered annual plant blooms from May through November and occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland between 60 and 1100 meters in elevation. It was not detected on-site.</p>   |
| <p><b>Lemon lily</b><br/>(<i>Lilium parryi</i>)</p>  | <p><b>Not Present.</b> This MSHCP-covered bulbiferous plant blooms from July through August and occurs in mesic areas within lower and upper montane coniferous forest, meadows and seeps, and riparian forest between 1220 and 2745 meters in elevation. The subject property is located outside of this species' known geographic and elevational range, and suitable habitat is not present on-site.</p>  |

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**Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)**

| Section 6.1.2 Species   | Organismal Habitat Needs and Life History Parameters/Determination for the Project Site  |
|---|--|
| <p><b>Mojave tarplant</b><br/>(<i>Deinandra mohavensis</i>)</p>   | <p><b>Not Present.</b> This MSHCP-covered species is primarily a species found in the San Jacinto Mtns., however, it is also known to occur along washes at the eastern fringes of western Riverside Co. This annual herb blooms from May through January and occurs in mesic areas in chaparral, coastal scrub and riparian scrub between 640 and 1,600 meters in elevation. The subject property is outside this species' known geographic distribution, and this tarplant was not detected on-site.</p>   |
| <p><b>Mud nama</b><br/>(<i>Nama stenocarpa</i>) Formerly known as <i>Nama stenocarpum</i></p>   | <p><b>Not Present.</b> This MSHCP-covered species is very scarce in Riverside County, known only from the north shore of Mystic Lake (Boyd et al). This herb blooms from January through July and occurs on marshes, swamps, lake margins and streambanks between 5 and 500 meters. Habitat on-site is not suitable and it has a restricted distribution that does not include the Lakeview Mountains. It was not detected on-site.</p>  |
| <p><b>Ocellated Humboldt lily</b><br/>(<i>Lilium humboldtii</i> ssp. <i>ocellatum</i>)</p>  | <p><b>Not Present.</b> This perennial bulbiferous herb blooms from March through August and occurs often in stream settings or in mesic openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest and riparian woodland between 30 and 1800 meters in elevation. Suitable habitat is not present on-site for this tall, conspicuous and easily- detected lily.</p>  |
| <p><b>Orcutt's brodiaea</b> (<i>Brodiaea orcuttii</i>)</p>  | <p><b>Not Present.</b> Boyd et al note that this MSHCP-covered species occurs in the southern Santa Ana Mtns and on the Santa Rosa Plateau. This perennial bulbiferous herb blooms from May through July and occurs on mesic and clay soils in closed-cone coniferous forest, chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland and vernal pools between 30 and 1,692 meters in elevation. Suitable habitat is not present on-site, and the subject property is not located within the known geographic distribution of this species. Orcutt's brodiaea was not detected on-site.</p> |
| <p><b>Parish's meadowfoam</b><br/>(<i>Limnanthes alba</i> ssp. <i>parishii</i>)<br/>Formerly known as <i>Limnanthes gracilis</i> var. <i>parishii</i></p> | <p><b>Not Present.</b> This annual herb blooms from April through June and occurs in vernal mesic areas and along edges of ephemeral streams in lower montane coniferous forest, meadows and seeps, and vernal pools between 600 and 2000 meters in elevation. Suitable habitat is not present on-site, and the subject property is outside this subspecies' known geographic distribution. This subspecies is not present on-site.</p>  |
| <p><b>Prostrate vernal pool navarretia</b><br/>(<i>Navarretia prostrata</i>)</p>  | <p><b>Not Present.</b> This MSHCP-covered species occurs in western Riverside County; however, focused surveys are not required for the subject property. This annual herb blooms from April through July and occurs in mesic areas in coastal scrub, meadows and seeps, alkaline valley and foothill grassland, and vernal pools between three (3) and 1210 meters in elevation. Suitable habitat is not present on-site. This species is not on the subject property.</p>  |
| <p><b>San Diego button-celery</b><br/>(<i>Eryngium aristulatum</i> var. <i>parishii</i>)</p>  | <p><b>Not Present.</b> This MSHCP-covered herb blooms from April through June and occurs in mesic areas in coastal scrub, valley and foothill grassland, vernal pools and marshes between 20 and 620 meters in elevation. Suitable habitat is not present on-site and it is only known to occur in vernal pools on the Santa Rosa Plateau.</p>   |

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Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

| Section 6.1.2 Species  | Organismal Habitat Needs and Life History Parameters/Determination for the Project Site  |
|--|--|
| <p><b>San Jacinto Valley crownscale</b><br/>(<i>Atriplex coronata</i> var. <i>notatior</i>)</p>                    | <p><b>Not Present.</b> This annual herb occurs in alkaline playas, mesic valley, foothill grasslands and vernal pools from 139 to 500 meters in elevation and blooms April through August. Threats: flood control, agriculture, non-native plants, urbanization, vehicles, road maintenance, and pipeline construction. According to the MSHCP, this species is primarily restricted to the alkali floodplains of the San Jacinto River, Mystic Lake and Salt Creek in association with Willows, Domino and Traver soils. This variety is also known to occur north of Diamond Valley Lake and on Willows soils at Alberhill Creek near Lake Elsinore. Suitable habitat is not present on-site. It is not found on the property.</p> |
| <p><b>San Miguel savory</b><br/>(<i>Clinopodium chandleri</i>)<br/>Formerly known as <i>Satureja chandleri</i></p> | <p><b>Not Present.</b> This MSHCP-covered species is a perennial shrub that occurs in western Riverside County, in rocky, gabbroic or metavolcanic areas in chaparral, cismontane woodland. It blooms from March through July. Habitats on-site overlie granitic material lower in mafic minerals. Suitable habitat for this species is absent on the subject property, and it was not detected.</p>   |
| <p><b>Santa Ana River woollystar</b><br/>(<i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>)</p>                  | <p><b>Not Present.</b> This MSHCP-covered perennial herb occurs in sandy or gravelly washes, floodplains, and dry riverbeds in chaparral and alluvial fan sage scrub from 91 to 610 meters in elevation. It blooms from April through September. This subspecies primarily occurs along the Santa Ana River from San Bernardino to Riverside. Suitable habitat is not present on-site and it was not detected.</p>   |
| <p><b>Slender-horned spineflower</b> (<i>Dodecahemaleptoceras</i>)</p>   | <p><b>Not Present.</b> Occurs in Riverside County mostly on old alluvial benches along the San Jacinto River, Bautista Canyon, Temescal Valley, and lower Agua Tibia Mtns. Listed as federally endangered on 28 September 1987 and state endangered in January 1982, this annual herb requires flood deposited terraces and washes in chaparral/coastal scrub and cismontane woodland between 200 and 760 meters. It is also found at Vail Lake on sandstone. It blooms from April through June. This species was not expected due to lack of support habitat and did not occur on-site.</p>   |
| <p><b>Smooth tarplant</b><br/>(<i>Centromadia pungens</i> ssp. <i>laevis</i>)</p>                                  | <p><b>Not Present.</b> This MSHCP-covered species occurs in Riverside County and blooms from April through September and occurs below 640 meters in elevation. Smooth tarplant occurs in open, poorly drained flats, depressions, waterway banks and beds, grassland and disturbed sites. CNPS states that this subspecies occurs in alkaline areas in chenopod scrub, meadows and seeps, playas, riparian woodland and grassland. High porosity of sandy loam soils on-site suggest the site is not suitable.</p>   |
| <p><b>Spreading navarretia</b><br/>(<i>Navarretia fossalis</i>)</p>  | <p><b>Not Present.</b> This MSHCP-covered species occurs in southwest Riverside County; however, focused surveys are not required for the subject property. This annual blooms from April through June and occurs in vernal pools, ditches, chenopod scrub, marshes and swamps with assorted shallow freshwater, and playas. Habitat on-site is not suitable for this species, and it was not detected on-site.</p>  |
| <p><b>Thread-leaved brodiaea</b> (<i>Brodiaea filifolia</i>)</p>   | <p><b>Not Present.</b> This MSHCP-covered species occurs in western Riverside County. It is a bulbiferous perennial herb that blooms from March through June and is known to occur in chaparral openings, cismontane woodland, coastal scrub, playas, valley and foothill grasslands, and most often in vernal pool complexes and clay soils. It can be common in vernal pool complexes on the Santa Rosa Plateau and on alkali flats along the San Jacinto River. Suitable habitat is not</p>   |

## 5. Environmental Analysis BIOLOGICAL RESOURCES

**Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)**

| Section 6.1.2 Species   | Organismal Habitat Needs and Life History Parameters/Determination for the Project Site  |
|---|--|
|   | present. This species was not detected and was not expected to occur on-site.  |
| Vernal barley ( <i>Hordeum intercedens</i> ) Now known commonly as bobtail barley                                 | <b>Not Present.</b> This MSHCP-covered species occurs in vernal pools, alkaliflats and ephemeral saline streams within coastal dunes, coastal scrub and grasslands below 1000 meters throughout southwestern California. An annual herb, it blooms from March through June. Suitable habitat is not present on-site, and this species was not detected on the subject property.  |
| Riverside fairy shrimp ( <i>Streptocephalus wooltoni</i> )  | <b>Not Present.</b> The property was determined to be unsuitable for this species due to the lack of ponds and vernal pools. This species of fairy shrimp is endemic to western Riverside, Orange, and San Diego Counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. It inhabits seasonally astatic pools filled by winter/spring rains, and hatches in warm water later in the season. Suitable habitat is not present as vernal pools are not present on the subject property. This species is not present on-site. |
| Vernal pool fairy shrimp ( <i>Branchinecta lynchi</i> )   | <b>Not Present.</b> The property contains no vernal pools and thus was determined to be unsuitable for this species in the Habitat Suitability Assessment. Potential habitat includes short lived, cool temperature vernal pools. No vernal pools are present on-site; therefore, suitable habitat for this fairy shrimp is not present on the subject property.   |
| Arroyo toad ( <i>Anaxyrus californicus</i> ) Formerly known as ( <i>Bufo californicus</i> )                       | <b>Not Present.</b> This species has no potential to occur on-site. The arroyo toad breeds in sandy river washes and inundated arroyos; hence the name arroyo toad. This species has a very specialized breeding habitat in that it requires shallow, slow moving water or overflow pools within a stream system comprised of silt-free sandy or gravelly substrates. This species also requires streamside terraces for burrowing. Suitable breeding habitat is not present on the subject property.  |
| California red-legged frog ( <i>Rana draytonii</i> )<br>Formerly known as <i>Rana aurora draytonii</i>            | <b>Not Present.</b> Populations of this frog are in serious decline primarily due to the introduction of non-native predators such as the American bullfrog ( <i>Lithobates catesbeianus</i> ), habitat loss, on-going drought and pollutants. This species prefers pond habitats for breeding; however, it will also utilize slow, permanent streams. Necessary habitat is not present on-site.   |
| Southern mountain yellow-legged frog ( <i>Rana muscosa</i> )<br>Formerly known as the mountain yellow-legged frog | <b>Not Present.</b> This species has no potential to occur on-site. This frog species, once abundant, has lost approximately 99% of its former range. Chytrid fungus, introduction of bullfrogs and trout species, pollution, fires, drought and cattle grazing are just a few of the suspected causes of this, likely fatal, decline of the species. Suitable habitat is not present. This species is not present on-site.  |
| Santa Ana sucker ( <i>Catostomus santaanae</i> )  | <b>Not Present.</b> The property contains no aquatic habitat and was determined to be unsuitable for this species. This species is not present on the subject property.  |
| Bald eagle ( <i>Haliaeetus leucocephalus</i> )  | <b>Not Present.</b> Bald eagles typically nest in forested areas adjacent to large bodies of water and avoid heavily developed areas when possible. This species tolerates human activity when feeding, and may congregate around fish processing plants, dumps, and below dams where fish concentrate. Bald eagles prefer tall, mature coniferous or deciduous trees for perching, and can be seen in open, dry uplands if there is access to open water for fishing in winter. Bald eagles are   |

5. Environmental Analysis  
BIOLOGICAL RESOURCES

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

| Section 6.1.2 Species   | Organismal Habitat Needs and Life History Parameters/Determination for the Project Site  |
|---|--|
|   | becoming increasingly widespread again following cessation of use of the pesticide DDT, recovery efforts and public education. They forage throughout the MSHCP Plan area now with increasing frequency. Suitable foraging and nesting habitat is not present on-site.   |
| Least Bell's vireo<br>( <i>Vireo bellii pusillus</i> )  | <b>Not Present.</b> This riparian-obligate subspecies generally requires less- disturbed areas of dense willow-associated riparian habitat and prefers areas with standing water. The habitat on-site does not support standing water even seasonally or riparian vegetation in sufficient extent and density. This subspecies does not occur on-site.   |
| Peregrine falcon ( <i>Falco peregrinus anatum</i> )<br>Formerly known as the peregrine falcon ( <i>Falco peregrinus</i> ) | <b>Not Present.</b> This MSHCP-covered species can occur in western Riverside County. This subspecies occurs along the coast year-round, breeding from Santa Barbara to northern California. This subspecies also breeds in the Sierra Nevada and the Salton Sea. The wintering range for this subspecies extends into the Central Valley and more inland in southern California. Most commonly occupied habitats contain cliffs for nesting, with open gulfs of air and generally open landscapes for foraging. In addition to natural habitats, many artificial habitats are now used by this subspecies (urban, human-built environments such as towers, buildings, etc.). Suitable nesting habitat is not present, and we did not observe this species foraging on or near the subject property. |
| Southwestern willow flycatcher ( <i>Empidonax traillii extimus</i> )  | <b>Not Present.</b> The property was determined to be unsuitable for this species based on the paucity of willow scrub on-site and because there is no seasonal standing water. The subspecies southwestern willow flycatcher occupies the southernmost breeding range of the willow flycatcher. Habitat loss and parasitism from brown-headed cowbirds have reduced the populations to the threshold of extinction. This species would not utilize the site.  |
| Western yellow-billed cuckoo<br>( <i>Coccyzus americanus occidentalis</i> )   | <b>Not Present.</b> The property is not suitable for this species. The western yellow-billed cuckoo prefers dense riverine woodlands. This subspecies is common in parts of its range, but has experienced serious declines due to habitat loss and fragmentation. This subspecies is not present on-site.   |

Source: TERACOR 2021a (Appendix 5.3-1)

The entirety of the subject property would be developed with the proposed project; no areas on-site would be conserved. The proposed project's conditions of approval to improvement surrounding intersections (see Table 5.11-13 in Section 5.11, *Transportation*) would not result in significant impacts to MSHCP-covered species as the proposed improvements would occur in areas previously disturbed.

Other MSHCP-covered species do not yet have assurance of adequate conservation. These species are referenced to as MSHCP Table 9 Species (Covered Species Not Adequately Conserved. Table 5.3-3, *Covered Species Not Adequately Conserved (MSHCP Table 9-3)*, demonstrates that these 28 species do not occur on-site.

## 5. Environmental Analysis BIOLOGICAL RESOURCES

**Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)**

| Species  | Conservation Requirement Status | Suitability of Subject Property for Organism-Life History and/or Habitat Description   |
|--|---------------------------------|--|
| <b>Plants</b>  |                                 |  |
| <b>Beautiful hulsea</b> ( <i>Hulsea vestita</i> ssp. <i>callicarpha</i> )  | MET                             | <b>Not Present.</b> This MSHCP-covered species is a perennial herb which blooms from May through October and occurs on open gravel, talus slopes, rocky and granitic areas in montane chaparral and coniferous forest between 915 and 3050 meters in elevation. Suitable habitat is not present on-site, and the subject property is outside this subspecies' known geographic and elevational range.  |
| <b>California bedstraw</b><br>( <i>Galium californicum</i> ssp. <i>primum</i> )<br>Now known as AlvinMeadow bedstraw   | NOT BEEN MET                    | <b>Not Present.</b> This subspecies is found on granitic or sandy substrates in chaparral and lower montane coniferous forests. Its blooming period is May through July and elevation range is 1350 to 1700 meters above sea level. Suitable habitat is not present, and the subject property is below the subspecies' known elevational range.  |
| <b>California muhly</b> ( <i>Muhlenbergia californica</i> )  | NOT BEEN MET                    | <b>Not Present.</b> This now uncommon perennial rhizomatous herb blooms from June through September and occurs in seeps and streambanks in chaparral, forests, scrub and meadows throughout the western Transverse Ranges and south coast regions. Its elevation range is between 100 and 2000 meters. Habitat on-site is considered unsuitable for this species to occur on the subject property as seeps and moist streambanks are absent.   |
| <b>Chickweed oxytheca</b> ( <i>Sidotheca caryophylloides</i> )<br>Formerly known as <i>Oxytheca caryophylloides</i>    | NOT BEEN MET                    | <b>Not Present.</b> This annual herb occurs on sandy substrates in lower montane coniferous forest. It blooms from July to October and its elevation range is 1114 to 2600 meters. The subject property is outside of this species' known elevational and geographic ranges, and suitable habitat is not present on-site.  |
| <b>Cleveland's bushmonkeyflower</b><br>( <i>Diplacus clevelandii</i> )<br>Formerly known as <i>Mimulus clevelandii</i> | NOT BEEN MET                    | <b>Not Present.</b> This MSHCP-covered plant occurs in upper elevation chaparral in the Santa Ana and Agua Tibia Mtns. This perennial rhizomatous herb blooms from April through July and occurs in gabbroic, often in disturbed areas, openings and rocky areas in chaparral, cismontane woodland and lower montane coniferous forest between 450 and 2000 meters in elevation. Gabbroic parent material is absent, and the subject property is outside this species' known geographic range. |

## 5. Environmental Analysis BIOLOGICAL RESOURCES

**Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)**

| Species  | Conservation Requirement Status | Suitability of Subject Property for Organism-Life History and/or Habitat Description  |
|--|---------------------------------|---|
| Cliff cinquefoil<br>( <i>Potentilla rimicola</i> )   | NOT BEEN MET                    | <b>Not Present.</b> This perennial herb occurs in granitic and rocky crevices in subalpine coniferous forest and upper montane coniferous forest between 2400 and 2800 meters in elevation. This species blooms from July through September. According to the CNPS, cliff cinquefoil is known only to occur in the San Jacinto Mountains. Suitable habitat is not present on-site, and the subject property is outside of this species' known geographic and elevational ranges.  |
| Coulter's matilijapoppy<br>( <i>Romneya coulteri</i> ) Also a 6.1.2 species                            | MET                             | <b>Not Present.</b> This MSHCP-covered species occurs in Riverside County. The matilija poppy is distinctive in that it has the largest flowers of any plant native to California. It typically blooms from March to July, and occasionally as late as August. It is often found in burned chaparral and coastal scrub in the Peninsular Ranges, Western Transverse Ranges, and the south coast area from 20 to 1200 meters in elevation. It was not detected on-site during vegetation identification and mapping surveys. |
| Fish's milkwort<br>( <i>Polygala cornuta</i><br>var. <i>fishiae</i> )<br><br>Also a 6.1.2 species      | MET                             | <b>Not Present.</b> This perennial deciduous shrub blooms from May through August and occurs in chaparral, oak woodland and riparian woodland between 100 and 1000 meters in elevation. This perennial shrub was not detected on the Project site during vegetation identification and mapping surveys.   |
| Graceful tarplant<br>( <i>Holocarpha virgata</i><br>ssp. <i>elongata</i> )<br><br>Also a 6.1.2 species | MET                             | <b>Not Present.</b> This MSHCP-covered annual plant blooms from May through November and occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland between 60 and 1100 meters in elevation. It was not detected on-site.   |
| Lemon lily<br>( <i>Lilium parryi</i> )<br><br>Also a 6.1.2 species                                     | NOT BEEN MET                    | <b>Not Present.</b> This MSHCP-covered bulbiferous plant blooms from July through August and occurs in mesic areas within lower and upper montane coniferous forest, meadows and seeps, and riparian forest between 1220 and 2745 meters in elevation. The subject property is located outside of this species' known geographic and elevational ranges, and suitable habitat is not present on-site.   |
| Mojave tarplant<br>( <i>Deinandra mohavensis</i> )<br><br>Also a 6.1.2 species                         | NOT BEEN MET                    | <b>Not Present.</b> This MSHCP-covered species is primarily found in the San Jacinto Mtns. It is also known to occur along washes at the eastern fringes of western Riverside Co. This herb occurs in mesic areas in chaparral, coastal scrub and riparian scrub between 640 and 1,600 meters in elevation. The subject   |



## 5. Environmental Analysis BIOLOGICAL RESOURCES

**Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)**

| Species   | Conservation Requirement Status | Suitability of Subject Property for Organism-Life History and/or Habitat Description  |
|---|---------------------------------|---|
|   |                                 | property is outside this species' known geographic distribution and below its elevational range. It was not detected on-site.   |
| <b>Ocellated Humboldt lily</b><br>( <i>Lilium humboldtii</i><br>ssp. <i>ocellatum</i> )<br>Also a 6.1.2 species | NOT BEEN MET                    | <b>Not Present.</b> This perennial bulbiferous herb blooms from March through August and occurs along streams and in openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest and riparian woodland between 30 and 1800 meters in elevation. Suitable habitat is not present on-site for this tall, conspicuous and easily-detected lily.   |
| <b>Parry's spineflower</b> ( <i>Chorizanthe parryi</i> var. <i>parryi</i> )                                     | MET                             | <b>Not Detected.</b> This annual herb occurs in sandy or rocky openings in chaparral, cismontane woodland, coastal scrub and grassland between 275 and 1220 meters in elevation. It blooms from April through June. Much of the habitat on-site is considered to be too disturbed for this variety to occur.  |
| <b>Peninsular spineflower</b><br>( <i>Chorizanthe leptotheca</i> )  | MET                             | <b>Not Detected.</b> This annual herb blooms from May through August and occurs on alluvial fans and granitic areas in chaparral, coastal scrub and lower montane coniferous forests from 300 to 1,900 meters in elevation. Suitable habitat is not present on-site. It occurs on alluvial benches at the base of both the Santa Ana and Agua Tibia Mtns (Vail Like).   |
| <b>Plummer's mariposa lily</b> ( <i>Calochortus plummerae</i> )   | MET                             | <b>Not Present.</b> This easily detected perennial bulbiferous herb is usually found on granitic, rocky slopes within chaparral, cismontane woodland, coastal scrub, and grassland from 100 to 1700 meters. Boyd et al cite the northeastern Santa Ana Mtns, Box Springs Mtn, and Skinner Lake as occurrences. This species was not detected.   |
| <b>Rainbow manzanita</b><br>( <i>Arctostaphylos rainbowensis</i> )  | MET                             | <b>Not Present.</b> This MSHCP-covered species occurs in western Riverside County in both the Agua Tibia Mountains and the hills above Murrieta in chaparral on basalt flows. This perennial evergreen shrub blooms from December through March and occurs on granitic outcrops in chaparral between 205 and 670 meters in elevation. Suitable habitat for this shrub is not present, and this species is not known to occur within the area. |
| <b>Shaggy-haired alumroot</b><br>( <i>Heuchera hirsutissima</i> )   | NOT BEEN MET                    | <b>Not Present.</b> This perennial rhizomatous herb blooms from May through July and occurs in rocky and granitic areas in subalpine coniferous forest and upper montane coniferous forest between 1520 and 3500 meters in elevation. The subject property  |

5. Environmental Analysis  
BIOLOGICAL RESOURCES

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

| Species  | Conservation Requirement Status | Suitability of Subject Property for Organism-Life History and/or Habitat Description   |
|--|---------------------------------|--|
|  |                                 | is outside of this species' known geographic and elevational ranges, and suitable habitat is not present on-site.  |
| Small-flowered microseris ( <i>Microseris douglasii</i> ssp. <i>platycarpa</i> )   | MET                             | <b>Not Present.</b> This MSHCP-covered herb occurs in western Riverside County; in heavy clay soils associated with vernal pools, grasslands and similar habitats. It blooms from March through May and occurs below 1070 meters in the South Coast region, Peninsular Ranges and San Jacinto Mountains. Suitable habitat is not present on-site.  |
| Sticky dudleya ( <i>Dudleya viscida</i> ) Formerly known as sticky-leaved dudleya  | NOT BEEN MET                    | <b>Not Present.</b> This MSHCP-covered species occurs in western Riverside County. This perennial herb blooms from May through June and occurs in steep, rocky scrub, chaparral, and cismontane woodland between ten (10) and 550 meters in elevation. This dudleya is not detected on-site.   |
| <b>Reptiles</b>  |                                 |  |
| California mountain kingsnake (San Bernardino population)<br>( <i>Lampropeltis zonata [parvirubra]</i> )<br><br>California mountain kingsnake (San Diego population)<br>( <i>Lampropeltis zonata [pulchra]</i> ) | NOT BEEN MET                    | <b>Not Present.</b> These MSHCP-covered subspecies can occur in southwest Riverside County; however, focused surveys are not specified in the MSHCP and are not required for the subject property. The California mountain kingsnake inhabits mountainous regions across southern California. It prefers moist woods, coniferous forests, oak woodlands, and chaparral above 1000 meters. They are quite secretive, residing in rock crevices or beneath rock and debris piles. They may also utilize rotting logs and seek cover under dense shrubs. Habitat on-site is not particularly suitable, and the subject property is located below these snakes' known elevational range. |
| Southern rubberboa<br>( <i>Charina umbratica</i> ) Formerly known as <i>Charina bottae umbratica</i>   | NOT BEEN MET                    | <b>Not Likely Present.</b> The southern rubber boa frequents grassland, broken chaparral, woodland, and forest, in and beneath rotting logs, under rocks, and under bark of fallen and standing dead trees. Habitat on-site is not particularly suitable due to disturbance factors and the lack of dead-wood and natural substrate on-site.   |
| Southern sagebrush lizard ( <i>Sceloporus graciosus vandenburgianus</i> )  | NOT BEEN MET                    | <b>Not Present.</b> This MSHCP-covered subspecies occurs in western Riverside County; however, this lizard is found within the San Jacinto and Santa Rosa Mountains above 1,524 meters in elevation. Suitable habitat includes montane chaparral, sagebrush ( <i>Artemisia</i> sp.), hardwood and conifer forests and woodlands and juniper woodlands. Habitat on-site is not particularly suitable, and   |

## 5. Environmental Analysis BIOLOGICAL RESOURCES

**Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)**

| Species  | Conservation Requirement Status | Suitability of Subject Property for Organism-Life History and/or Habitat Description   |
|--|---------------------------------|--|
|  |                                 | the subject property is outside of this subspecies' known geographic range and below its elevational range.  |
| <b>Birds</b>   |                                 |  |
| California spottedowl<br>( <i>Strix occidentalisoccidentalis</i> ) | NOT BEEN MET                    | <b>Not Present.</b> The California spotted owl has a sparse distributionwithin the Santa Ana Mountains, San Bernardino Mountains and the San Jacinto Mountains within the MSHCP Plan Area within montane coniferous forest and oak-deciduous woodlands and forests. Suitable habitat is not present on-site, and the subject property is outside this owl's known geographic range. This subspecies would not occur on the subject property.   |
| Grasshopper sparrow ( <i>Ammodramus savannarum</i> )               | Partially met                   | <b>Not Detected.</b> This MSHCP-covered species is not likely to utilizethe subject property. The species prefers grasslands with sparseshrub cover. It occurs mainly on hillsides and mesas in coastal districts, but has bred up to 1500 meters in the San Jacinto Mountains. Somewhat suitable habitat is present on-site, but thissparrow is not commonly observed. It was not detected on the subject property.   |
| Lincoln's sparrow - breeding<br>( <i>Melospiza lincolni</i> )      | NOT BEEN MET                    | <b>Not Present.</b> The Lincoln's sparrow has a sparse and widespreaddistribution throughout the MSHCP Plan Area within a wide varietyof habitats. This species occurs within the lowland and foothills ofthe Plan Area as a transient in the spring and fall and may overwinter within the area. This sparrow prefers dense, low underbrush often in disturbed edges with grasses and weeds mixed with shrubs. It occurs in a variety of habitats including willow-sedge swamp, scrub-meadow, and flat land aspen. Breeding in southern California occurs in wet montane meadows ofcorn lily, sedges and low willows. At lower elevations, this organism prefers mesic willow shrubs and can be found in mixeddeciduous groves such as aspen and cottonwoods, mixed shrub-willows, bogs as well as a variety of other riparian habitats. Riparian habitat on-site is too limited in extent. |
| Williamson'ssapsucker<br>( <i>Sphyrapicusthyroideus</i> )          | NOT BEEN MET                    | <b>Not Present.</b> This species has declined throughout its' range presumably from loss of large snags for nesting. Habitat includes montane coniferous forest dominated by lodge pole pines and firs,and oak woodlands and forests in the San Bernardino and San Jacinto Mountains. Suitable habitat is not  |

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BIOLOGICAL RESOURCES

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

| Species  | Conservation Requirement Status | Suitability of Subject Property for Organism-Life History and/or Habitat Description   |
|--|---------------------------------|--|
| Mammals  |                                 |  |
| San Bernardino flying squirrel<br>( <i>Glaucomys oregonensis</i><br><i>californicus</i> )<br>Formerly <i>Glaucomys sabrinus californicus</i> | NOT BEEN MET                    | present on-site, and the subject property is outside this species' known range.<br><br><b>Not Present.</b> This MSHCP-covered species occurs in Riverside County; however, habitat for the San Bernardino flying squirrel in the Plan Area only occurs in the San Jacinto Mountains. Suitable habitat is not present on-site. This squirrel would, therefore, not occur on the subject property. |
| Source: TERACOR 2021a (Appendix 5.3-1)   |                                 |  |

**PRIELIPP-YAMAS PROPERTY REZONE**

The property is current vacant and covered in ruderal vegetation. Prior to future development on the site, a biological resources analysis would be conducted to identify potential impact to species onsite. The future project applicant would be required to pay the Stephens' kangaroo rat fee and the MSHCP mitigation fee pursuant to the City's Municipal Code. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

**LEVEL OF SIGNIFICANCE**

**Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.3-1 would be potentially significant.

***Mitigation Measures***

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

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

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### BIOLOGICAL RESOURCES

- BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.
- BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceum*), pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), tree of heaven (*Ailanthus altissima*), Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.
- BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

**Level of Significance After Mitigation:** Impact 5.3-1 would be less than significant with mitigation incorporated.

#### Prielipp-Yamas Property Rezone

**Level of Significance Before Mitigation:** Impact 5.3-1 would be less than significant.

#### Mitigation Measures

No mitigation measures are required.

**Level of Significance After Mitigation:** Impact 5.3-1 would be less than significant.

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**Impact 5.3-2:** Development of the proposed project would result in the loss of riparian/riverine areas.  
[Threshold B-2]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas, and all riparian/riverine areas onsite are anticipated to be impacted with project implementation. Impacts to the existing riparian/riverine area are unavoidable because the drainage segments to be affected transect the site in a manner that makes avoidance infeasible. To avoid altering the drainages, the associated floodplains would have to be preserved. This would result in a substantial loss of commercial, office, and residential development area. As the proposed development stands, the drainage segments and basin onsite would be removed, therefore, minimization of direct or indirect effects to the existing riparian/riverine area would not occur.

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Impacts to this area would be mitigated with the purchase of 1.44 acres of restoration credits for an offsite riparian mitigation area through an approved in-lieu fee program or mitigation bank (TERACOR 2021c). While this represents a mitigation to impact ratio of 2:1, the actual mitigation ratio will be set through discussions with the resource agencies prior to ground disturbance as required by the MSHCP.

The functions and values of the restored offsite riparian mitigation area subsequent to habitat restoration would meet or exceed the existing habitat values and functions presently found within the onsite riparian/riverine area. Habitat would be improved for terrestrial and avian species which utilize the offsite area. The offsite mitigation area would be owned and managed by a qualified management entity. Riparian habitat would be permanently preserved within the mitigation area. The existing condition onsite, however, is subject to ongoing disturbances associated with disking and weed abatement. Overall, a superior quality habitat for insects, birds, herpetofauna, and some mammals would be provided offsite subsequent to mitigation activities relative to the existing condition onsite. Physical attributes and values (e.g. sediment transport, toxic trapping) within the offsite mitigation area would also be improved subsequent to proposed mitigation activities, and would likely exceed those of the onsite riparian area.

Additionally, during project construction, a number of best management practices (BMPs) would be implemented to protect offsite resources, which include, but are not limited to: dust control, fiber rolls (wattles), stabilized construction entrances, check dams, silt fencing, straw bale dikes, and sand bags. Post-construction BMPs would be in place to control erosion and sediment and improve water quality from runoff generated by the site. The three primary components to achieving this are: filterra stormwater bioretention filtration system, porous landscape detention (PLD) area, and stormwater antimicrobial treatment unit.

### PRIELIPP-YAMAS PROPERTY REZONE

There are no riparian areas located on the property (Wetlands Mapper 2020). Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.3-2 would be potentially significant.

#### *Mitigation Measures*

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat

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### BIOLOGICAL RESOURCES

Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

***Level of Significance After Mitigation:*** Impact 5.3-2 would be less than significant with mitigation incorporated.

#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.3-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.3-2 would be less than significant.

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**Impact 5.3-3:** The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation. [Threshold B-3]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

There are four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite. Drainage Segment C appears to have been abandoned by stormwater flow that was picked up in Drainage B in 2005 (TERACOR 2021a).

#### **Drainage A**

The total CDFW jurisdictional “streambeds” and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

The total potential Army Corps/RWQCB non-wetland “waters” associated Drainage A is 5,894 square feet (0.14 acre).

#### **Drainage Segment B**

The total CDFW jurisdictional “streambeds” and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

The total potential Army Corps/RWQCB non-wetland “waters” associated Drainage B is 5,000 square feet (0.11 acre).

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### Drainage D

The total CDFW jurisdictional “streambeds” and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

The total potential Army Corps/RWQCB non-wetland “waters” associated Drainage D is 1,430 square feet (0.03 acre).

The total potential Army Corps/RWQCB non-wetland “waters” associated Drainage D<sub>1</sub> is 354 square feet (0.01 acre).

### Drainage Segment E

Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

The total potential Army Corps/RWQCB non-wetland “waters” associated Drainage E is 65 square feet (0.001 acre).

### Basin 1

TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

The total potential Army Corps/RWQCB non-wetland “waters” associated Basin 1 is 2,200 square feet (0.05 acre).

The total Potential Army Corps/RWQCB jurisdictional area is 0.34 acre.

### Drainage Segment C

It was determined that Drainage Segment C is not a MSHCP 6.1.2 riparian/riverine feature.

The drainage segments onsite are riverine with two small riparian cells associated with those drainages. The basin, which supports riparian vegetation, is human-constructed. Avoidance does not appear warranted since the property would continue to shed stormwater in the post-development condition, and that runoff must be treated and cleansed. There are no MSHCP-designated riparian species associated with the project site which would suggest avoidance is necessary. As all site resources would be removed and graded to construct the proposed project, 0.72-acre of riparian/riverine area would be permanently impacted.

Mitigation for impacts to wetlands and 0.72 acre of “streambeds”/riparian/riverine area will consist of offsite enhancement or restoration (rehabilitation) at a 2:1 mitigation ratio through purchase of fee credits through an approved mitigation fee payment program. A total of 1.44 acres of mitigation



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### BIOLOGICAL RESOURCES

“streambeds”/riparian/riverine area is therefore, proposed. Therefore, impacts would be potentially significant without mitigation.

#### **PRIELIPP-YAMAS PROPERTY REZONE**

There are no wetland areas located on the property (Wetlands Mapper 2020). Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

#### **LEVEL OF SIGNIFICANCE**

##### **Wildomar Trail Town Center Mixed-Use Project**

*Level of Significance Before Mitigation:* Impact 5.3-3 would be potentially significant.

##### *Mitigation Measures*

Implementation of Mitigation Measure BIO-5.

*Level of Significance After Mitigation:* Impact 5.3-3 would be less than significant.

##### **Prielipp-Yamas Property Rezone**

*Level of Significance Before Mitigation:* Impact 5.3-3 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.3-3 would be less than significant.

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**Impact 5.3-4: The proposed project would not affect wildlife movement within the City. [Threshold B-4]**

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#### **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

The project site is located in a relatively urbanized area and is not situated within an MSHCP-established core area or linkage. The surrounding area is comprised of residential and commercial development to the south, southeast, and west; Living Hope Lutheran Church and California Lutheran High School to the southwest; and open space to the north. Additionally, I-15 presents a substantial barrier for wildlife movement from one side of the Temecula Valley to the other. As such, the project site is poorly situated to serve as a movement or migratory corridor.

## 5. Environmental Analysis BIOLOGICAL RESOURCES

### PRIELIPP-YAMAS PROPERTY REZONE

The property is vacant, and as it is surrounded by urbanized uses—residential to the east and south, and industrial uses to the southwest, the property is poorly situated to serve as a movement or migratory corridor. Additionally, I-15, which is 0.4 mile west of the property, presents a substantial barrier of wildlife movement from one side to the other. As such, impacts would be less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.3-4 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.3-4 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.3-4 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.3-4 would be less than significant.

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**Impact 5.3-5: The proposed project would require compliance with the MSHCP. [Thresholds B-5 and B-6]**

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### Conservation Cells

The project site is generally located within the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell.

#### MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas. All riparian/riverine areas onsite are anticipated to be impacted with project implementation. The Determination of Biologically Equivalent or Superior Preservation (DBESP) provided mitigation (see Mitigation Measure BIO-5) to reduce impacts to a level of less than significant by requiring the purchase of offsite mitigation credits. Therefore, the proposed project would be consistent once the DBESP is approved by the City of Wildomar.

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### BIOLOGICAL RESOURCES

#### **MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species**

The project site is not within a Narrow Endemic Plant Species Survey Area, and therefore, a habitat assessment/survey for narrow endemic plant species is not required. The proposed project is therefore consistent with Section 6.1.3 of the MSHCP.

#### **MSCHP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface**

The project site is not located within or near a conservation criteria cell. The project site is therefore not in proximity to the MSHCP Conservation Area. The guidelines established in Section 6.1.4 of the MSHCP therefore do not apply to the proposed project.

#### **MSHCP Section 6.3.1 Vegetation Mapping**

Vegetation mapping has been provided in the Consistency Analysis (Appendix 5.3-1) in conformance with Section 6.3.1 parameters in order to assist the City and resource agencies in review of this Consistency Analysis.

#### **MSHCP Section 6.3.2 Additional Survey Needs and Procedures**

##### *Mammal Surveys*

The project site does not require surveys for any mammal species. Ground squirrel is present in moderate densities due to high vegetative density. There are no mammal survey requirements for the property and none of the MSHCP-listed species have been detected.

##### *Riparian Birds*

There are no riparian vegetative communities on the project site that would justify focused surveys for least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Focused riparian bird surveys were not warranted and were not conducted.

##### *Amphibians/Reptiles*

The project site does not support suitable habitat for the Section 6.1.2 listed amphibians which included arroyo toad, red-legged frog, and mountain yellow-legged frog. There are no natural pools, cienegas or tenajas which could provide breeding habitat for western pond turtle. Spadefoot toad would not be expected to utilize this 25.8-acre site for breeding due to disturbance factors, area development, and absence of adjacent surface water resources.

##### *Burrowing Owl*

The project site is located within a burrowing owl survey area. TERACOR conducted a habitat assessment and focused burrowing owl surveys in 2018, as well as in 2020, and no burrowing owls were detected. No impacts associated with the proposed project to burrowing owls are therefore anticipated. Because suitable burrowing owl habitat is present onsite, Mitigation Measure BIO-2 would be implemented. If no burrowing

## 5. Environmental Analysis BIOLOGICAL RESOURCES

owls are detected during the 30-day pre-construction survey, then no burrowing owls would be impacted by the proposed project. The project site is not located within a Criteria Area Plan Species Survey Area, an Amphibian Species Survey Area or Mammalian Species Survey Area. No habitat assessments or surveys for these species are therefore required for the proposed project.

### **PRIELIPP-YAMAS PROPERTY REZONE**

Prior to future development, a MSHCP consistency analysis will be conducted for the property to ensure that future development would be consistent. No physical changes to the property can occur until compliance with the MSHCP is documented. It is likely that pre-construction mitigation such as BIO-2 will be required, however until the biological analysis is completed the level of mitigation is too speculative.

### **LEVEL OF SIGNIFICANCE**

#### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.3-5 would be potentially significant.

#### ***Mitigation Measures***

Implementation of Mitigation Measure BIO-2.

***Level of Significance After Mitigation:*** Impact 5.3-5 would be less than significant with mitigation incorporated.

#### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.3-5 would be less than significant.

#### ***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.3-5 would be less than significant.

### **5.3.5 Cumulative Impacts**

The area considered for cumulative impacts to biological resources is the project site and the region. Many other projects in the City could impact sensitive species directly and/or indirectly through impacts on those species' habitats. Other projects would be required to comply with existing laws and regulations protecting biological resources.

The proposed project would have a significant impact on sensitive species and habitats, however, with the implementation of mitigation measures, impacts to biological resources would not be cumulatively considerable. Additionally, future development on the Prielipp-Yamas Drive Property could require pre-construction mitigation measures in order to comply with the MSHCP, however, until a detailed biological

## 5. Environmental Analysis

### BIOLOGICAL RESOURCES

analysis is complete, it would be speculative to determine the level of mitigation, and therefore, biological resources on the Property would not be cumulatively considerable.

#### 5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.3-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** Development of the proposed project could impact the MSHCP-covered species.
- **Impact 5.3-2** Development of the proposed project would result in the loss of riparian/riverine areas.
- **Impact 5.3-3** The proposed project could impact jurisdictional waters, but that has not been confirmed by regulatory agencies.
- **Impact 5.3-5** The proposed project would require compliance with the MSHCP.

#### 5.3.7 Mitigation Measures

##### Impact 5.3-1

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

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

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

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- BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceum*), pampas grass (*Cortaderia selloana*), giant reed (*Arundo donax*), and tree of heaven (*Ailanthus altissima*), in accordance with the *Invasive Plants List* referenced by the MSHCP.
- BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

### Impact 5.3-2 and Impact 5.3-3

- BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

### Impact 5.3-4

- BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

## 5.3.8 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts to biological resources to a level that is less than significant. No significant unavoidable adverse impacts to biological resources have been identified.

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### BIOLOGICAL RESOURCES

#### 5.3.9 References

TERACOR. 2021a, March 22. MSHCP Consistency Analysis for the Wildomar Trail Town Center. (Appendix 5.3-1).

\_\_\_\_\_. 2021b, March 16. Step II, Part A Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Surveys for a 25.8-acre Property. (Appendix 5.3-2).

\_\_\_\_\_. 2021c, March 25. Determination of Biologically Equivalent or Superior Preservation for the 25.8-acre Property. (Appendix 5.3-3).

Wetlands Mapper. 2020. <https://www.fws.gov/wetlands/data/mapper.html>.

## 5. Environmental Analysis

### 5.4 ENERGY

This section evaluates the potential for energy-related impacts with the project and ways in which the project would reduce unnecessary energy consumption, consistent with the suggestions in Appendix F of the CEQA Guidelines. Energy service providers to the site include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas.

#### 5.4.1 Environmental Setting

Section 21100(b)(3) of CEQA requires that an EIR include a detailed statement with mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project description, environmental setting, and impact analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with Appendices F and G of the State CEQA Guidelines, this EIR includes relevant information and analyses that address the energy implications of the proposed project. This section summarizes the proposed project's anticipated energy needs, impacts, and conservation measures. The information in this section and other aspects of the proposed project's energy implications are also discussed in Chapter 3, *Project Description*, and Sections 5.2, *Air Quality*, 5.5, *Greenhouses Gas Emissions*, and Chapter 5.11, *Transportation*.

##### 5.4.1.1 REGULATORY BACKGROUND

###### Federal

###### *Energy Independence and Security Act of 2007*

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of federal government. The Act sets increased Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2019).



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### ENERGY

#### State

##### *Renewables Portfolio Standard*

The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. The California Public Utilities Commission is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the State. California's three large investor-owned utilities met or surpassed the 2019 annual RPS percentage target of 31 percent. Since 2003, 8,248 megawatts (MW) of renewable energy projects have started operations (CPUC 2016). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in 2018 puts California on the path to 100 percent fossil-fuel-free electricity by the year 2045.

##### *State Alternative Fuels Plan*

AB 1007 requires the California Energy Commission (CEC) to prepare a plan to increase the use of alternative fuels in California. The State Alternative fuels plan was prepared by the CEC with the California Air Resources Board and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce greenhouse gas (GHG) emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan (CEC 2007).

##### *Appliance Efficiency Regulations*

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

##### *Title 24, Part 6, Energy Efficiency Standards*

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resource Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2016 (California Code of Regulations Title 24, Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow

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for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2019 Building Energy Efficiency Standards on May 9, 2018, which went into effect on January 1, 2020.

The 2019 Standards improve upon the previous 2016 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; and 4) nonresidential lighting requirements (CEC 2018a). Under the 2019 Standards, nonresidential buildings would be 30 percent more energy efficient compared to the 2016 Standards, and single-family homes would be 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by solar photovoltaic system, single-family homes would use 53 percent less energy compared homes built to the 2016 Standards (CEC 2018b).

#### *Title 24, Part 11, Green Building Standards*

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to: 1) reduce GHG emissions from buildings; 2) promote environmentally responsible, cost-effective, healthier places to live and work; 3) reduce energy and water consumption; and 4) respond to the directives by the Governor. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2016. On October 3, 2018, the CEC adopted the voluntary standards of the 2019 CALGreen which became effective on January 1, 2020.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; construction waste reduction; indoor water use reduction; materials selection; natural resource conservation; site irrigation conservation; and more. The Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The Code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2019).

#### *Assembly Bill 1493*

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I Standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG

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emissions standards for model year 2017 through 2025 light-duty vehicles. In January 2012, the California Air Resources Board approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

#### Local

##### *City of Wildomar Municipal Code*

According to Chapter 15.20, Green Building Code, the City has adopted the 2019 Green Building Standards Code, and according to Chapter 15.22, the City has adopted the 2019 California Energy Code.

#### 5.4.1.2 EXISTING CONDITIONS

##### Electricity

The City of Wildomar is in SCE's service area which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area in gigawatt-hours (GWh) was 105,162 GWh in 2019 (CEC 2020a).<sup>1</sup> Sources of electricity sold by SCE in 2018, the latest year for which data are available, were:

- 36 percent renewable sources
- 4 percent large hydroelectric
- 17 percent natural gas
- 6 percent nuclear
- 37 percent unspecified sources of power—that is, not traceable to specific generation sources (CEC 2020b).

##### Gas

SoCalGas provides gas service in the City of Wildomar and has facilities throughout the City. The service area of SoCalGas spans much of the southern half of California, from Imperial County to the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north, to Riverside County, and most of San Bernardino County on the east (CEC 2015b). Total natural gas supplies available to SoCalGas for 2020 is 3,175 million cubic feet per day (MMcf/day) (CGEU 2020). Total natural gas consumption in SoCalGas's service area was 7,498 million therms which is equivalent to 2,054 MMcf/day (CEC 2020b).

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<sup>1</sup> One GWh is equivalent to one million kilowatt-hours.

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#### Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not consume electricity or gas.

#### Prielipp-Yamas Property Rezone

The property is currently vacant, and does not consume electricity or gas.

### 5.4.2 Thresholds of Significance

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

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

### 5.4.3 Plans, Programs, and Policies

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

- PPP E-1 New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building Energy Efficiency Standards became effective on January 1, 2020. The Building Energy Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030.
- PPP E-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).
- PPP E-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal of recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

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- PPP E-4 Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP E-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.
- PPP E-6 The California Air Resources Board's Renewable Portfolio Standard (RPS) is a foundational element of the State's emissions reduction plan. These mandates apply directly to investor-owned utilities, which in the case of the proposed project is Southern California Edison. On September 10, 2018, Senate Bill 100 was signed into law and established the following RPS targets: 50 percent renewable resources target by December 31, 2026, and 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.
- PPP E-7 The 2007 Energy Bill creates new federal requirements for increases in fleetwide fuel economy for passenger vehicles and light trucks under the Federal Corporate Average Fuel Economy Standards. The federal legislation requires a fleetwide average of 35 miles per gallon (mpg) to be achieved by 2020. The National Highway Traffic Safety Administration is directed to phase in requirements to achieve this goal. Analysis by the California Air Resources Board suggests that this will require an annual improvement of approximately 3.4 percent between 2008 and 2020.
- PPP E-8 SB 375 requires the reduction of GHG emissions from light trucks and automobiles through land use and transportation efforts that will reduce vehicle miles traveled. In essence, SB 375's goal is to control GHGs by curbing urban sprawl and through better land use planning. SB 375 essentially becomes the land use contribution to the GHG reduction requirements of AB 32, California's global warming bill enacted in 2006, and SB 32.

### 5.4.4 Environmental Impacts

#### 5.4.4.1 METHODOLOGY

Based on CEQA Guidelines Appendix F, Energy Conservation, in order to ensure energy implications are considered in project decisions, EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the proposed project on peak- and base-period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing standards; the effects of the proposed project on energy resources; and the proposed

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project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

#### 5.4.4.2 IMPACT ANALYSIS

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

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**Impact 5.4-1:** Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

##### *Electrical Energy*

Electricity use during construction would vary during different phases of construction: the majority of construction equipment during grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary during construction and would fluctuate according to the phase of construction. Additionally, it is anticipated that electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Electrical equipment would draw energy from the grid that follows the state requirements for renewable energy. The equipment itself is commercially available and subject to energy requirements of the state and federal government. Because the electrical construction equipment is commercially available, and the power grid must comply with state renewable energy requirements, construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

##### *Natural Gas Energy*

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, there would be no impact on natural gas.

##### *Transportation Energy*

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

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would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that off-road construction equipment, such as those used during grading (e.g. graders, bulldozers, backhoes, trenching equipment, pickup trucks), would be gas- or diesel-powered. In addition, all the use of construction-equipment would cease upon completion of project construction. Therefore, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Because it is in the contractor's economic interest to minimize fuel and maintenance costs, is anticipated that the construction equipment would be well maintained and meet the appropriate tier ratings per CALGreen or EPA emissions standards, so that adequate energy efficiency level is achieved. Construction trips would not result in unnecessary use of energy since the project area is served by I-15 which would provide the most direct route from various areas of the region. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less-efficient electrical generators. Therefore, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impact would be less than significant.

#### Long-Term Operational Impacts

Operation of the proposed project would create additional demands for electricity and natural gas compared to existing conditions and would result in increased transportation energy use. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting.

#### *Electrical Energy*

Operation of the existing facility consumes electricity for various purposes, including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; security and control center functions; lighting; and use of onsite equipment and appliances. The proposed project would be consistent with the requirements of the current Building Energy Efficiency Standards and CALGreen and, therefore, would not result in wasteful or unnecessary electricity demands. Therefore, the proposed project would not result in a significant impact related to electricity.

#### *Natural Gas Energy*

The proposed natural gas consumption for the proposed project would be increased compared to existing conditions. Because the proposed project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

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### *Transportation Energy*

The proposed project would consume transportation energy during operations from the use of motor vehicles. The efficiency of motor vehicles in use, such as the average miles per gallon for motor vehicles involved with the proposed project, are unknown. Therefore, estimates of transportation energy use is assessed based on the overall vehicle miles traveled (VMT) and related transportation energy use. Since the proposed project would involve development of commercial, office, and residential uses, its implementation would provide more opportunities for employment for residents in the City and opportunities to reside within an urbanized area with nearby amenities and public transit options. In addition, in compliance with CALGreen, the proposed project would include short- and long-term bicycle parking for employees of the office buildings. These features of the proposed project would contribute to minimizing per capita VMT and transportation-related fuel usage. Therefore, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

### **PRIELIPP-YAMAS PROPERTY REZONE**

#### **Short-Term Construction Impacts**

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

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

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

Future construction contractors would minimize idling of construction equipment during construction as required by state law and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption. Therefore, the future short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.



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#### *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 future construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is expected that construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during future construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would not be significant.

#### **Long-Term Operational Impacts**

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

#### *Electricity*

Prior to final building plan submittal, the future project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the property and establish estimated electricity demand. Additionally, because future development would be subject to the most recently adopted Green Buildings Standards Code and California Energy Code, the future project's electricity demand would not result in significant impacts. Therefore, impacts are less than significant.

#### *Natural Gas*

Future development would construct new facilities on the property that would result in an increase in gas demands. The use of natural gas would be limited to building heating. Because future development would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of future development would result in less than significant impacts.

#### *Transportation Energy*

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the site would come from delivery, employee, and visitor vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the future development. Therefore, it is expected that operation-related fuel usage associated with the future development would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

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### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impacts 5.4-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impacts 5.4-1 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impacts 5.4-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impacts 5.4-1 would be less than significant.

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**Impact 5.4-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. [Threshold E-2]**

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance.

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

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#### PRIELIPP-YAMAS PROPERTY REZONE

Future development on the site would be subject to the latest energy and building standards. Additionally, future contractors and waste haulers would be required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, future development on the property would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impacts 5.4-2 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impacts 5.4-2 would be less than significant.

##### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impacts 5.4-2 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impacts 5.4-2 would be less than significant.

### 5.4.5 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively. Other projects would generate increased electricity and natural gas demands. However, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute in minimizing wasteful energy consumption. Therefore, cumulative impacts would be less than significant, and projects impacts would not be cumulatively considerable.

### 5.4.6 Level of Significance Before Mitigation

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

### 5.4.7 Mitigation Measures

No mitigation measures are required.

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### 5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

### 5.4.9 References

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### 5.5 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the Wildomar Trail Town Center Mixed-use Project (Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Transportation-sector impacts are based on trip generation and vehicle miles traveled, as provided by IEG (see Appendix 5.11-2) for trips generated in the City of Wildomar. GHG emissions modeling for the project is included in Appendix 5.2-1 of this DEIR.

#### Terminology

The following are definitions for terms used throughout this section.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO<sub>2</sub>) over a given period of time (20, 100, and 500 years). CO<sub>2</sub> has a GWP of 1.
- **Carbon dioxide-equivalent (CO<sub>2</sub>e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO<sub>2</sub> that would cause the same amount of warming. CO<sub>2</sub>e is based on the GWP ratios between the various GHGs relative to CO<sub>2</sub>.
- **MTCO<sub>2</sub>e.** Metric ton of CO<sub>2</sub>e.
- **MMTCO<sub>2</sub>e.** Million metric tons of CO<sub>2</sub>e.

#### 5.5.1 Environmental Setting

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The “greenhouse effect” is the natural process that retains heat in the troposphere, which is the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would escape into space, resulting in a much colder and inhospitable planet. GHGs are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change.

The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st

## 5. Environmental Analysis

### GREENHOUSE GAS EMISSIONS

centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).<sup>1,2</sup> The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO<sub>2</sub>)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH<sub>4</sub>)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.
- **Nitrous oxide (N<sub>2</sub>O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.5-1. The GWP is used to convert GHGs to CO<sub>2</sub>-equivalence (CO<sub>2</sub>e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fourth Assessment Report (AR4), GWP values for CH<sub>4</sub>, 10 MT of CH<sub>4</sub> would be equivalent to 250 MT of CO<sub>2</sub>.

**Table 5.5-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO<sub>2</sub>**

| GHGs                                    | Second Assessment Report Atmospheric Lifetime (Years) | Fourth Assessment Report Atmospheric Lifetime (Years) | Second Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup> | Fourth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>1</sup> |
|---|---|---|--|--|
| Carbon Dioxide (CO <sub>2</sub> )       | 50 to 200   | 50 to 200   | 1  | 1  |
| Methane <sup>2</sup> (CH <sub>4</sub> ) | 12 (±3)   | 12  | 21   | 25   |
| Nitrous Oxide (N <sub>2</sub> O)        | 120   | 114   | 310  | 298  |

Source: IPCC 1995, 2007.

Notes: The IPCC published updated GWP values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO<sub>2</sub>. However, GWP values identified in AR4 are used to maintain consistency in statewide GHG emissions modeling. In addition, the 2014 Scoping Plan Update was based on the GWP values in AR4.

<sup>1</sup> Based on 100-year time horizon of the GWP of the air pollutant compared to CO<sub>2</sub>.

<sup>2</sup> The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO<sub>2</sub> is not included.

<sup>1</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

<sup>2</sup> Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

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### California's GHG Sources and Relative Contribution

In 2019, the statewide GHG emissions inventory was updated for 2000 to 2017 emissions using the GWPs in IPCC's AR4.<sup>3</sup> Based on these GWPs, California produced 424.10 MMTCO<sub>2e</sub> GHG emissions in 2017. The California Air Resources Board (CARB) categorizes GHG generation into the following seven sectors (CARB 2019b).

- **Transportation.** Consists of direct tailpipe emissions from on-road vehicle and direct emissions from off-road transportation mobile sources, intrastate aviation, rail, and watercraft. Emissions are generated from the combustion of fuels in on- and off-road vehicles in addition to aviation, rail, and ships.
- **Electric.** Includes emissions from instate power generation (including the portion of cogeneration emissions attributed to electricity generation) and emissions from imported electricity.
- **Industrial.** Includes emissions primarily driven by fuel combustion from sources that include refineries, oil and gas extraction, cement plants, and the portion of cogeneration emissions attribute to thermal energy output.
- **Commercial and Residential.** Accounts for emissions generated from combustion of natural gas and other fuels for household and commercial business use, such as space heating, cooking, and hot water or steam generation. Emissions associated with electricity usage are accounted for in the Electric Sector.
- **Recycling and Waste.** Consists of emissions generated at landfills and from commercial-scale composting.
- **Agriculture.** Primarily includes methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) emissions generated from enteric fermentation and manure management from livestock. Also accounts for emissions associated with crop production (fertilizer use, soil preparation and disturbance, and crop residue burning) and fuel combustion associated with stationary agricultural activities (e.g., water pumping, cooling or heating buildings).
- **High Global Warming Potential Gases.** Associated with substitutes for ozone-depleting substances, emissions from electricity transmission and distribution system, and gases emitted in the semiconductor manufacturing process. Substitutes for ozone-depleting substances are used in refrigeration and air conditioning equipment, solvent cleaning, foam production, fire retardants, and aerosols.

California's transportation sector was the single largest generator of GHG emissions, producing 40.1 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.7 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture and forestry (7.6 percent), high GWP (4.7 percent), and recycling and waste (2.1 percent) (CARB 2019a).

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<sup>3</sup> Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).



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California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG-emitting activities statewide were 424 MMTCO<sub>2e</sub>, 5 MMTCO<sub>2e</sub> lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004 and 7 MMTCO<sub>2e</sub> below the 1990 level and the state's 2020 GHG target. During the 2000 to 2017 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 MTCO<sub>2e</sub> per capita to 10.7 MTCO<sub>2e</sub> per capita in 2017, a 24 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) has declined 41 percent since the 2001 peak, while the state's gross domestic product has grown 52 percent during the same period. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (hydro, solar, wind, and nuclear energy) (CARB 2019b).

#### Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO<sub>2</sub> in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.

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- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

### Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide, average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada (CCCC 2012). The years from 2014 through 2016 have shown unprecedented temperatures with 2014 being the warmest (OEHHA 2018). By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, with unprecedented dry years occurring in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.5-1), and the inertia of the Earth’s climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.5-2 and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

**Table 5.5-2 Summary of GHG Emissions Risks to California**

| Impact Category         | Potential Risk   |
|-------------------------|--|
| Public Health Impacts   | Heat waves will be more frequent, hotter, and longer<br>Fewer extremely cold nights<br>Poor air quality made worse<br>Higher temperatures increase ground-level ozone levels |
| Water Resources Impacts | Decreasing Sierra Nevada snowpack<br>Challenges in securing adequate water supply<br>Potential reduction in hydropower<br>Loss of winter recreation                          |

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**Table 5.5-2 Summary of GHG Emissions Risks to California**

| Impact Category                        | Potential Risk  |
|--|---|
| Agricultural Impacts                   | <ul style="list-style-type: none"> <li>Increasing temperature</li> <li>Increasing threats from pests and pathogens</li> <li>Expanded ranges of agricultural weeds</li> <li>Declining productivity</li> <li>Irregular blooms and harvests</li> </ul>   |
| Coastal Sea Level Impacts              | <ul style="list-style-type: none"> <li>Accelerated sea level rise</li> <li>Increasing coastal floods</li> <li>Shrinking beaches</li> <li>Worsened impacts on infrastructure</li> </ul>  |
| Forest and Biological Resource Impacts | <ul style="list-style-type: none"> <li>Increased risk and severity of wildfires</li> <li>Lengthening of the wildfire season</li> <li>Movement of forest areas</li> <li>Conversion of forest to grassland</li> <li>Declining forest productivity</li> <li>Increasing threats from pest and pathogens</li> <li>Shifting vegetation and species distribution</li> <li>Altered timing of migration and mating habits</li> <li>Loss of sensitive or slow-moving species</li> </ul> |
| Energy Demand Impacts                  | <ul style="list-style-type: none"> <li>Potential reduction in hydropower</li> <li>Increased energy demand</li> </ul>  |

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.

#### 5.5.1.1 REGULATORY BACKGROUND

This section describes the federal, state, and local regulations applicable to GHG emissions.

##### Federal

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and SF<sub>6</sub>—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

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### *US Mandatory Reporting Rule for GHGs (2009)*

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MTCO<sub>2e</sub> or more per year are required to submit an annual report.

### *Update to Corporate Average Fuel Economy Standards (2021 to 2026)*

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon in 2025. However, on March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards, covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. However, consortium of automakers and California have agreed on a voluntary framework to reduce emissions that can serve as an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda, BMW of North America, and Volkswagen Group of America. The framework supports continued annual reductions of vehicle greenhouse gas emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and provides industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards (CARB 2019c).

### *EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)*

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new, large stationary sources of emissions such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy (ACE) rule which became effective on August 19, 2019. The ACE rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the Obama Administration and sets emissions guidelines for states in developing plans to limit CO<sub>2</sub> emissions from coal-fired power plants.

## **State**

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Orders S-03-05 and B-30-15, Assembly Bill (AB) 32, Senate Bill (SB) 32, and SB 375.

### *Executive Order S-03-05*

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

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

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#### *Assembly Bill 32, the Global Warming Solutions Act (2006)*

State of California guidance and targets for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act, adopted with passage of AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 emissions reduction goal established in Executive Order S-03-05.

#### *CARB 2008 Scoping Plan*

The first Scoping Plan was adopted by CARB on December 11, 2008. The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be 596 MMTCO<sub>2e</sub> in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMTCO<sub>2e</sub> (471 million tons) for the state (CARB 2008). To effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MTCO<sub>2e</sub> per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

#### *First Update to the Scoping Plan*

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan, adopted May 22, 2014, highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, and the 427 MMTCO<sub>2e</sub> 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, are slightly higher at 431 MMTCO<sub>2e</sub> (CARB 2014).

As identified in the Update to the Scoping Plan, California is on track to meet the goals of AB 32. The update also addresses the state's longer-term GHG goals in a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goal, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014). CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

#### *Executive Order B-30-15*

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy,

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Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

### *Senate Bill 32 and Assembly Bill 197*

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

### *2017 Climate Change Scoping Plan*

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO<sub>2e</sub> for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017b).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero emission vehicle technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten emissions limits for criteria air pollutants and toxic air contaminants on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission (ZE) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency by 25 percent by 2030 and utilizes near-zero emissions technology and deployment of ZE trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.

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- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

In addition to these statewide strategies, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state’s long-term GHG reduction goals and recommended local actions to reduce GHG emissions—for example, statewide targets of no more than 6 MTCO<sub>2e</sub> or less per capita by 2030 and 2 MTCO<sub>2e</sub> or less per capita by 2050. CARB recommends that local governments evaluate and adopt quantitative, locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the state’s 1990 emissions limit established under AB 32. For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state’s long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from vehicle miles traveled (VMT), and direct investments in GHG reductions within the project’s region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the “business as usual” yardstick—that is, what would the GHG emissions look like if the state did nothing at all beyond the policies that are already required and in place to achieve the 2020 limit, as shown in Table 5.5-3. It includes the existing renewables requirements, advanced clean cars, the “10 percent” LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 60 MMTCO<sub>2e</sub> above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

**Table 5.5-3 2017 Climate Change Scoping Plan Emissions Reductions Gap**

| Modeling Scenario                      | 2030 GHG Emissions<br>MMTCO <sub>2e</sub> |
|--|---|
| Reference Scenario (Business-as-Usual) | 389                                       |
| With Known Commitments                 | 320                                       |
| 2030 GHG Target                        | 260                                       |
| Gap to 2030 Target                     | 60  |

Source: CARB 2017b.

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Table 5.5-4 provides estimated GHG emissions compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

**Table 5.5-4 2017 Climate Change Scoping Plan Emissions Change by Sector**

| Scoping Plan Sector            | 1990<br>MMTCO <sub>2e</sub> | 2030 Proposed Plan Ranges<br>MMTCO <sub>2e</sub> | % Change from 1990 |
|--------------------------------|-----------------------------|--|--------------------|
| Agricultural                   | 26                          | 24 to 25   | -8% to -4%         |
| Residential and Commercial     | 44                          | 38 to 40   | -14% to -9%        |
| Electric Power                 | 108                         | 30 to 53   | -72% to -51%       |
| High GWP                       | 3                           | 8 to 11  | 267% to 367%       |
| Industrial                     | 98                          | 83 to 90   | -15% to -8%        |
| Recycling and Waste            | 7                           | 8 to 9   | 14% to 29%         |
| Transportation (including TCU) | 152                         | 103 to 111                                       | -32% to -27%       |
| Net Sink <sup>1</sup>          | -7                          | TBD  | TBD                |
| Sub Total                      | 431                         | 294 to 339                                       | -32% to -21%       |
| Cap-and-Trade Program          | NA                          | 34 to 79   | NA                 |
| Total                          | 431                         | 260  | -40%               |

Source: CARB 2017b.

Notes: TCU = Transportation, Communications, and Utilities; TBD = To Be Determined.

<sup>1</sup> Work underway through 2017 was used to estimate the range of potential sequestration benefits from the natural and working lands sector.

### Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 MMTCO<sub>2e</sub> of reductions by 2020 and 15 MMTCO<sub>2e</sub> of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).



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#### *2017 Update to the SB 375 Targets*

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted sustainable communities strategies (SCS). As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 MMTCO<sub>2e</sub> in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018, are subject to these new targets.

#### *SCAG's Regional Transportation Plan / Sustainable Communities Strategy*

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS (SCAG 2016). SCAG approved and adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. In general, the SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land uses strategies in development of the SCAG region through horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. Additionally, Connect SoCal also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2020).

#### *Transportation Sector Specific Regulations*

##### *Assembly Bill 1493*

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles)

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from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of ZE vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

### ***Executive Order S-01-07***

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in CO<sub>2e</sub> gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

### ***Executive Order B-16-2012***

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directed the number of ZE vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions 80 percent below 1990 levels.

### ***Renewables Portfolio: Carbon Neutrality Regulations***

#### ***Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08***

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

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#### ***Senate Bill 350***

Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

#### ***Senate Bill 100***

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

#### ***Executive Order B-55-18***

Executive Order B-55-18, signed September 10, 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO<sub>2</sub>e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

#### ***Energy Efficiency Regulations***

##### ***California Building Code: Building Energy Efficiency Standards***

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2019 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are 30 percent more energy efficient compared to the 2016 standards, and single-family homes are 7 percent more energy efficient (CEC 2018b). When

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accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

### ***California Building Code: CALGreen***

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.<sup>4</sup> The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2019. The 2019 CALGreen standards became effective January 1, 2020.

### ***2006 Appliance Efficiency Regulations***

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006 and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

### ***Solid Waste Diversion Regulations***

#### ***AB 939: Integrated Waste Management Act of 1989***

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

#### ***AB 341***

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.508 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

#### ***AB 1327***

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

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<sup>4</sup> The green building standards became mandatory in the 2010 edition of the code.

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#### ***AB 1826***

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.

#### *Water Efficiency Regulations*

#### ***SBX7-7***

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

#### ***AB 1881, Water Conservation in Landscaping Act***

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

#### *Short-Lived Climate Pollutant Reduction Strategy*

#### ***Senate Bill 1383***

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH<sub>4</sub>. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state’s approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB

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2017a). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

### 5.5.1.2 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not produce GHGs.

#### Prielipp-Yamas Property Rezone

The project site is currently vacant, and does not produce GHGs.

### 5.5.2 Thresholds of Significance

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

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

#### 5.5.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

South Coast AQMD has adopted a significance threshold of 10,000 MTCO<sub>2</sub>e per year for permitted (stationary) sources of GHG emissions for which South Coast AQMD is the designated lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). The Working Group identified GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold – that could be applied by lead agencies. Although the SCAQMD Board has not approved the thresholds, in 2010, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold.

Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency (South Coast AQMD 2010a). If the proposed project exceeds the Tier 3 screening GHG threshold, then the City and project applicant would proceed to Tier 4, which is the efficiency metric thresholds subject to Year 2035 GHG reduction targets.

This following tiered approach has not been formally adopted by South Coast AQMD.

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- **Tier 1.** If a project is exempt from CEQA, project-level and contribution to significant cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (e.g., city or county), project-level and contribution to significant cumulative GHG emissions are less than significant.
- **Tier 3.** If GHG emissions are less than the screening-level criterion, project-level and contribution to significant cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the South Coast AQMD methodology calls for an assessment of GHG emissions. Project-related GHG emissions include on-road transportation, energy use, water use, wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The South Coast AQMD Working Group identified that because construction activities would result in a “one-time” net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation. South Coast AQMD identified a screening-level threshold of 3,000 MTCO<sub>2e</sub> annually for all land use types. The bright-line screening-level criteria are based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions. South Coast AQMD recommends use of the 3,000 MTCO<sub>2e</sub> interim bright-line screening-level criterion for all project types (South Coast AQMD 2010b).

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.<sup>5</sup>

The South Coast AQMD Working Group has identified an efficiency target for projects that exceed the screening threshold of 4.8 MTCO<sub>2e</sub> per year per service population (MTCO<sub>2e</sub>/year/SP) for project-level analyses and 6.6 MTCO<sub>2e</sub>/year/SP for plan level projects (e.g., program-level projects such as general plans) for the year 2020.<sup>6</sup> The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.<sup>7</sup>

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<sup>5</sup> South Coast AQMD had identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 MTCO<sub>2e</sub> per year per service population (MTCO<sub>2e</sub>/year/SP) for project-level analyses and 6.6 MTCO<sub>2e</sub>/year/SP for plan-level projects (e.g., general plans). Service population is generally defined as the sum of residential and employment population of a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.<sup>5</sup>

<sup>6</sup> It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

<sup>7</sup> South Coast AQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

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The buildout year of the proposed project is 2026, and GHG efficiency targets were calculated based on statewide GHG reduction goals and the statewide service population. The SCAQMD proposed a draft threshold of 3,000 MT CO<sub>2</sub>e/year for mixed-use developments such as the proposed project. If the proposed project would exceed this Tier 3 screening threshold, the project shall then be compared to the SCAQMD-recommended Tier 4 efficiency-based thresholds of 4.8 MT CO<sub>2</sub>e/year per service population in 2020 and 3.8 MT CO<sub>2</sub>e/year per service population in 2026.

#### Summary

For purposes of this analysis, because the City has not developed its own numeric GHG significance threshold, the South Coast AQMD Working Group's bright-line screening-level criterion of 3,000 MTCO<sub>2</sub>e per year is used as the significance threshold for this project. If the project operation-phase emissions exceed this criterion, GHG emissions would be considered potentially significant in the absence of mitigation measures.

#### 5.5.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and elevated ozone levels. The effects of climate change are identified in Table 5.5-2. While effects such as sea level rise and extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change. Yet the state's GHG reduction goals and strategies are based on the state's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and Executive Order S-03-05. As described further below, the two significance thresholds that the City uses to analyze GHG impacts are based on achieving those statewide GHG reduction goals (Impact 5.5-1, relying on the South Coast AQMD's recommended bright-line screening-level criterion; and Impact 5.5-2 relying on consistency with policies or plans adopted to reduce GHG emissions). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of



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GHG emissions and the City's significance thresholds that are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emission to the potential health impacts of climate change.

#### 5.5.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP) are identified below, including applicable regulatory requirements and conditions of approval for GHG emissions.

- PPP GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building and Energy Efficiency Standards were effective on January 1, 2020. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.
- PPP GHG-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new nonresidential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen §§ 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Development within the Plan Area would be required to provide anchored bicycle racks and long-term secured bicycle parking.
- PPP GHG-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen §§ 4.408 and 5.508). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).
- PPP GHG-4 Construction activities are required to adhere to California Code of Regulations, Title 13, Section 2449, which requires that nonessential idling of construction equipment be restricted to five minutes or less.
- PPP GHG-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

#### 5.5.4 Environmental Impacts

##### 5.5.4.1 METHODOLOGY

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG emissions impacts are likely in conjunction with the type and scale of development

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associated with the proposed project. Air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2.25. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions) and area sources and indirect emissions from energy use, mobile sources, waste disposal (annual only), and water/wastewater (annual only).

The following provides a summary of the assumptions used for the proposed project. GHG emissions modeling datasheets are in Appendix 5.2-1.

### Construction Phase

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

The 25.8-acre property will be divided into four phases: 1) 22-pump gas station and 4,000-square foot (sf) convenience store along with a car wash, access roads, and parking lot for the Phase 2 construction project and a 1.57-acre storm water basin; 2) a regional shopping center and remainder of the surface roads and associated parking lot for Phase 2; 3) medical office buildings with an associated parking lot; and 4) multifamily midrise apartments and surface roads. Because construction emissions are one-time emissions, construction emissions are amortized over a 30-year building lifetime in accordance with the South Coast AQMD Working Group recommendations (South Coast AQMD 2010).

### Operational Phase

- **Transportation.** Daily vehicle miles traveled (VMT) and average daily trip (ADT) generation was provided by LSA Associates, Inc. for the proposed Wildomar Trail Town Center Mixed-Use Project. The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). Additionally, for criteria air pollutants, brake and tire wear and fugitive dust from vehicles traveling roadways also generate particulate matter.
- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints are based on CalEEMod default values and the square footage of the proposed buildings and surface parking lot areas.
- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for residential and nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.
- **Solid Waste Disposal:** Indirect emissions from waste generation are based on CalEEMod default values.
- **Water/Wastewater:** Emissions from this sector are based on CalEEMod default values. Emissions of GHG are associated with the embodied energy used to supply, treat, and distribute water.

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### 5.5.4.2 IMPACT ANALYSIS

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

**Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions. [Threshold GHG-1]**

### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### Construction Phase

Table 5.5-5 lists the annual CO<sub>2</sub>e emissions for each of the planned construction phases based on the results from CalEEMod.

**Table 5.5-5 Construction Greenhouse Gas Emissions**

| Construction Activities          | Emissions (MT)  |                 |                  |                   | Total Emissions (MT/CO <sub>2</sub> e) |
|----------------------------------|-----------------|-----------------|------------------|-------------------|--|
|                                  | CO <sub>2</sub> | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e |  |
| <b>Construction Phase 1</b>      |                 |                 |                  |                   |  |
| Site Preparation                 | 3.34            | <0.01           | 0                | 3.37              | 338.33                                 |
| Grading                          | 5.72            | <0.01           | 0                | 5.76              |  |
| Building Construction            | 317.80          | 0.05            | 0                | 319.0             |  |
| Paving                           | 8.45            | <0.01           | 0                | 8.51              |  |
| Architectural Coating            | 1.69            | <0.01           | 0                | 1.69              |  |
| <b>Construction Phase 2</b>      |                 |                 |                  |                   |  |
| Site Preparation                 | 3.34            | <0.01           | 0                | 3.37              | 328.93                                 |
| Grading                          | 5.71            | <0.01           | 0                | 5.75              |  |
| Building Construction            | 308.53          | 0.04            | 0                | 309.70            |  |
| Paving                           | 8.42            | <0.01           | 0                | 8.48              |  |
| Architectural Coating            | 1.63            | <0.01           | 0                | 1.63              |  |
| <b>Construction Phase 3</b>      |                 |                 |                  |                   |  |
| Site Preparation                 | 8.76            | <0.01           | 0                | 8.83              | 485.96                                 |
| Grading                          | 10.96           | <0.01           | 0                | 11.04             |  |
| Building Construction            | 444.33          | 0.07            | 0                | 446.08            |  |
| Paving                           | 16.29           | <0.01           | 0                | 16.40             |  |
| Architectural Coating            | 3.61            | <0.01           | 0                | 3.61              |  |
| <b>Construction Phase 4</b>      |                 |                 |                  |                   |  |
| Site Preparation                 | 8.75            | <0.01           | 0                | 8.82              | 457.79                                 |
| Grading                          | 10.94           | <0.01           | 0                | 11.02             |  |
| Building Construction            | 413.81          | 0.07            | 0                | 415.59            |  |
| Paving                           | 16.22           | <0.01           | 0                | 16.34             |  |
| Architectural Coating            | 6.11            | <0.01           | 0                | 6.12              |  |
| <b>Construction Phase Totals</b> |                 |                 |                  |                   |  |
| Site Preparation                 | 24.19           | <0.01           | 0                | 24.39             | 1,611.01                               |
| Grading                          | 33.33           | 0.01            | 0                | 33.57             |  |
| Building Construction            | 1,484.24        | 0.23            | 0                | 1,490.27          |  |

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**Table 5.5-5 Construction Greenhouse Gas Emissions**

| Construction Activities                                     | Emissions (MT)  |                 |                  |                   | Total Emissions (MT/CO <sub>2</sub> e) |
|---|-----------------|-----------------|------------------|-------------------|--|
|   | CO <sub>2</sub> | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e |  |
| Paving  | 49.38           | <0.01           | 0                | 49.73             |  |
| Architectural Coating                                       | 13.04           | <0.01           | 0                | 13.05             |  |
| <b>Total Construction Emissions Amortized over 30 Years</b> |                 |                 |                  |                   | <b>53.70</b>                           |

Source: Compiled by LSA (February 2021)

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

MT = metric tons

MT/ CO<sub>2</sub>e = metric tons of carbon dioxide equivalent

N<sub>2</sub>O = nitrous oxide

**Operational Phase**

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities including landscaping and maintenance of the proposed project, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed project.

The GHG emission estimates presented in Table 5.5-6 shows the emissions associated with the level of development envisioned by the proposed project at opening. Appendix 5.2-1 includes the worksheets for the GHG emissions. Area sources include consumer products and landscaping.

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**Table 5.5-6 Operational Greenhouse Gas Emissions**

| Source   | Pollutant Emissions (MT/yr) |                      |                       |                 |                  |                   |
|--|-----------------------------|----------------------|-----------------------|-----------------|------------------|-------------------|
|  | Bio-CO <sub>2</sub>         | NBio-CO <sub>2</sub> | Total CO <sub>2</sub> | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e |
| Construction Emissions Amortized over 30 Years   | 0                           | 53.47                | 53.47                 | 0.01            | 0                | 53.70             |
| Operational Emissions  |                             |                      |                       |                 |                  |                   |
| Area   | 0                           | 2.58                 | 2.58                  | <0.01           | 0                | 2.64              |
| Energy   | 0                           | 635.80               | 635.80                | 0.03            | <0.01            | 638.98            |
| Mobile   | 0                           | 4,940.25             | 4,940.25              | 0.23            | 0                | 4,945.95          |
| Waste  | 186.07                      | 0                    | 186.07                | 11.00           | 0                | 460.99            |
| Water  | 5.67                        | 81.82                | 87.49                 | 0.59            | 0.01             | 106.54            |
| <b>Total Project Emissions</b>   | <b>191.75</b>               | <b>5,713.92</b>      | <b>5,905.66</b>       | <b>11.85</b>    | <b>0.01</b>      | <b>6,208.80</b>   |
| <b>SCAQMD Tier 3 Threshold</b>   |                             |                      |                       |                 |                  | <b>3,000</b>      |
| <b>Significant?</b>  |                             |                      |                       |                 |                  | <b>Yes</b>        |
| <small>Source: Compiled by LSA (February 2021)<br/>           Bio-CO<sub>2</sub> = biologically generated CO<sub>2</sub><br/>           CH<sub>4</sub> = methane<br/>           CO<sub>2</sub> = carbon dioxide<br/>           CO<sub>2</sub>e = carbon dioxide equivalent<br/>           MT/yr = metric tons per year<br/>           N<sub>2</sub>O = nitrous oxide<br/>           Nbio-CO<sub>2</sub> = non-biologically generated CO<sub>2</sub><br/>           MT/CO<sub>2</sub>e = metric tons of carbon dioxide equivalent</small> |                             |                      |                       |                 |                  |                   |

As shown in Table 5.5-6, the project would result in GHG emissions of 6,208.80 MT CO<sub>2</sub>e/year, which is 0.00621 MMT CO<sub>2</sub>e per year (MMT CO<sub>2</sub>e/year). Table 5.5-6 shows that the project operational emissions of CO<sub>2</sub> would exceed the corresponding SCAQMD yearly emission thresholds. Thus, project-related emissions would have a potentially significant impact related to generation of GHG emissions.

Therefore, the project is compared with the efficiency-based threshold of 4.8 MT CO<sub>2</sub>e/year per project service population (project employees + residents) by the year 2020, and 3.4 MT CO<sub>2</sub>e/year per project service population in 2026. The SCAQMD’s approach is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. The SCAQMD efficiency-based threshold describes an efficiency limit using “per service population.” An advantage of the service population approach is its application to both residential land uses and employment-oriented land uses. The per capita or per service population metrics represent the rates of emissions needed to achieve a fair share of the State’s emission reduction mandate. The use of “fair share” in this instance indicates the GHG efficiency level that, if applied statewide or to a defined geographic area, would meet the year 2020 and post-2020 emissions targets. The intent of AB 32 and SB 32 is to accommodate population and economic growth in California but do so in a way that achieves a lower rate of GHG emissions, as evidenced in the statement from ARB’s Scoping Plan. If projects can achieve targeted rates of emissions per the sum of residents plus jobs (i.e., service population), California can accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32’s emissions target and future post-2020 targets.

The proposed project includes several uses and is distinguished by four separate components that include retail stores, medical office buildings, gas service station, and multifamily residential development. According to the CalEEMod output files, the number of residences is estimated at 435 residents. The apartment

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employees are assumed to include two groundskeepers, one maintenance worker, and six sales/office staff. The number of retail, medical office buildings, and gas service station employees is not currently known, yet according to the U.S. Green Building Council (2008), retail use can be expected to employ one person per 588 sf of building space. Thus, based on the estimated total building square footage of 113,609 square feet, the total number of employees for the proposed project is estimated at 193.

As demonstrated, the project is estimated to have approximately 435 residents and employ 193 employees daily per generic employee generation rates identified by the U.S. Green Building Council. Therefore, the project service population is 628 (435 residents + 193 employees = 628).

For analysis purposes herein, the service population threshold for the project's buildout year of 2026 was calculated by linear interpolation of the 2020 target of 4.8 MT CO<sub>2e</sub>/year and the 2030 target of 2.88 MT CO<sub>2e</sub>/year. As such, the target for the project's buildout year of 2026 is 3.4 MT CO<sub>2e</sub>/year.

As shown in Table 5.5-7, the service population with residents and employees would yield a metric ton per service population ratio of 9.9.

**Table 5.5-7 Greenhouse Gas Emissions per Service Population**

| Per Capita Emissions       | Project Emissions | Service Population Increase (Residents Employees) | Metric Tons of CO <sub>2e</sub> /SP/Year | SCAQMD Threshold for Buildout Year 2026 | Exceed Threshold? |
|----------------------------|-------------------|---|--|---|-------------------|
| Year 2026 Project Buildout | 6,208.80          | 628   | 9.9                                      | 3.4                                     | Yes               |

Source: Compiled by LSA with CalEEMod Version 2016.3.2 (February 2021)  
CO<sub>2e</sub>/SP/Year = carbon dioxide equivalent per service population per year

As shown in Table 5.5-7, the proposed project would surpass the SCAQMD efficiency-based significance thresholds. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, ARB, the Attorney General's Office, a variety of city and county planning departments in the Southern California Air Basin, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem rather than a hindrance to the State's ability to meet its goals of reduced statewide GHG emissions.

Therefore, the proposed project's impacts related to GHG emissions would be considered significant, and mitigation measures are required.

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#### PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction. Construction-related GHG emissions would occur during site preparation, grading, building construction, paving, and architectural coating. Long-term operation of the residential uses would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities including landscaping and maintenance of the residential uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the residential uses. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds. As indicated in Section 5.2, *Air Quality*, of this DEIR, development under the existing I-P zoning designation for the site would result in a higher development intensity than the proposed R-3 zoning designation, due to the larger minimum lot size allowed under the I-P zoning designation. Additionally, the Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Therefore, future GHG emissions as a result of the Prielipp-Yamas Property Rezone would be less than the existing zoning designation of the site.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.5-1 would be potentially significant.

##### *Mitigation Measures*

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1      **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

- i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.
- ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of

## 5. Environmental Analysis GREENHOUSE GAS EMISSIONS

Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

- iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

***Level of Significance After Mitigation:*** Impact 5.5-1 would be significant and unavoidable.

### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.5-1 would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.5-1 would be less than significant.

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**Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2]**

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## **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

As shown in Table 5.5-6, the proposed project would generate 6,208.80 MT CO<sub>2</sub>e/year. As shown in Table 5.5-7, the proposed project's 9.9 MT CO<sub>2</sub>e/SP/year is greater than the SCAQMD SP threshold of 3.4 MT CO<sub>2</sub>e/SP/year for Buildout year 2026. While these exceed the SCAQMD GHG thresholds, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In June 2014, the City adopted the WRCOG CAP, which qualifies as a plan for the reduction of GHG emissions pursuant to the State CEQA Guidelines. The WRCOG CAP identifies local GHG reduction measures by sector and the GHG reduction potential associated with each measure.

The proposed project incorporates certain measures as design features. Table 5.5-8 details the project design features that are necessary to ensure consistency with applicable local reduction measures of the WRCOG CAP. With implementation of these project design features, the project would be consistent with the WRCOG CAP.



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**Table 5.5-8 Western Riverside Council of Governments Climate Action Plan (WRCOG CAP) Consistency Analysis**

| Measures by Sector  | WRCOG CAP Consistency Analysis   |
|---|--|
| <b>State and Regional Measures</b>  |  |
| <i>Energy</i>   |  |
| <p><b>Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6).</b> Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. = Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).</p>   | <p><b>Consistent.</b> The proposed project would comply with the requirements of the 2019 California Building Energy Efficiency Standards (Title 24, Part 6), including measures to incorporate energy-efficient building design features detailed in Subchapter 3 (Nonresidential Mandatory Requirements), Subchapter 4 (Residential Mandatory Requirements), Section 120.7 (Mandatory Insulation Requirements), and Section 120.8 (Nonresidential Building Commissioning).</p>                                       |
| <p><b>Measure SR-4: HERO Commercial Program.</b> A public-private partnership administered by WRCOG, offering financing to business owners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements.</p>  | <p><b>Consistent.</b> The proposed project would work with WRCOG to determine any project features that are eligible and to add any new features, as appropriate.</p>  |
| <p><b>Measure SR-5: Utility Programs.</b> Southern California Edison (SCE) and Southern California Gas Company (SCG) each offer rebate programs to reduce energy consumption.</p>   | <p><b>Consistent.</b> The proposed project would work with SCE and SCG to determine any project features that are eligible and to add any new features, as appropriate.</p>  |
| <i>Water</i>  |  |
| <p><b>Measure SR-14: Water Conservation and Efficiency.</b> Reduce per capita water use by 20 percent by 2020. SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10 percent from a baseline level by 2015, and to reduce per capita water use by 20% by 2020. Green accountability performance (GAP) Goal 16 directly aligns with SB X7-7. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While this is considered a State measure, it is up to the local water retailers, jurisdictions, and water users to meet these targets.</p> | <p><b>Consistent.</b> The proposed project would install water-efficient irrigation systems and devices and drought -tolerant landscaping.</p>   |
| <i>Solid Waste</i>  |  |
| <p><b>Measure SR-13: Construction and Demolition Waste Diversion.</b> Meet mandatory requirement to divert 50 percent of C&amp;D waste from landfills by 2020 and exceed requirement by diverting 90 percent of C&amp;D waste from landfills by 2035.</p>   | <p><b>Consistent.</b> The proposed project would comply with California Green Building Standards Code requirements. At least 50 percent of all nonhazardous construction waste generated by the proposed project (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) will be recycled and/or salvaged.</p>   |
| <i>Transportation</i>   |  |
| <p><b>Measure SR-6: Pavley and Low Carbon Fuel Standard (LCFS).</b> CARB identified this measure as a "Discrete Early Action Measure." This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.</p>  | <p><b>Consistent.</b> The proposed project does not involve the manufacture, sale, or purchase of vehicles. However, vehicles that operate within and access the project site will comply with Pavley and the Low Carbon Fuel Standard. Passenger cars and medium- and heavy-duty trucks and trailers making deliveries will be subject to aerodynamic and hybridization requirements as established by the CARB; no feature of the project will interfere with implementation of these requirements and programs.</p> |
| <p><b>Measure SR-10: Telecommuting.</b> Telecommuting would reduce GHG emissions associated with vehicles no longer on the road.</p>  | <p><b>Consistent.</b> The proposed project would provide telecommuting materials to encourage future tenants to telecommute.</p>   |
| <p><b>Measure SR-11: Goods Movement</b> Efficient movement of goods through inland Southern California.</p>   | <p><b>Consistent.</b> The proposed project would provide efficient movement of goods through inland Southern by optimizing business practices.</p>   |

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GREENHOUSE GAS EMISSIONS

Table 5.5-8 Western Riverside Council of Governments Climate Action Plan (WRCOG CAP) Consistency Analysis

| Measures by Sector   | WRCOG CAP Consistency Analysis   |
|--|--|
| <b>Local Reduction Measures</b>  |  |
| <i>Energy</i>  |  |
| <p><b>Measure E-1: Energy Action Plans</b> Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).</p>   | <p><b>Consistent.</b> Building energy efficiency elements shall include, at a minimum, 2019 Title 24 Energy Code standards, as amended. The installation and use of on-site renewable energy systems shall be investigated to reduce demand on existing energy grid infrastructure and to support the City of Wildomar energy efficiency goals. Buildings will be designed to maximize daylight access for interior occupied spaces. Top lighting and side lighting strategies shall be combined to optimize daylight access for building occupants. Daylighting strategies to be investigated for feasibility include, but are not limited to, exterior/interior light shelves, skylights and monitors, clerestory windows, tubular skylights, and light wells. Nonessential exterior lighting shall be turned off by automatic controllers from 11:00 p.m. until the following evening at dusk. Lighting shall be ramped up to full power (based on zones) when motion is detected in the vicinity.</p>    |
| <p><b>Measure E-3, Shade Trees:</b> Strategically plant trees at new nonresidential developments to reduce the urban heat island effect.</p>   | <p><b>Consistent.</b> As established by the landscape plan and/or determined by the owner/tenants, shade trees would be provided on site. Shade trees in new landscape designs would be provided to reduce heat island impacts (when shading paved/developed surfaces) and to support the City of Wildomar goals.</p>  |
| <i>Transportation</i>  |  |
| <p><b>Measure T-3, End of Trip Facilities:</b> Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.</p> <p><b>Measure T-4, Promotional Transportation Demand Management:</b> Encourage transportation demand management strategies.</p> <p><b>Measure T-5: Transit Service Expansion;</b> Collaborate with local and regional transit providers to increase transit service provided in the subregion.</p> <p><b>Measure T-6: Transit Frequency Expansion;</b> Collaborate with local and regional transit providers to provide more frequent transit in the subregion.</p> <p><b>Measure T-7, Traffic Signal Coordination:</b> Incorporate technology to synchronize and coordinate traffic signals along local arterials.</p> <p><b>Measure T-8, Density:</b> Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.</p> <p><b>Measure T-10: Design/Site Planning:</b> Design neighborhoods and sites to reduce VMT.</p> | <p><b>Consistent.</b> Project development will be within already urbanized parts of Wildomar, utilizing existing facilities and infrastructure to promote pedestrian, bicycle, and transit-oriented mobility. The Riverside Transit Agency currently provides bus service to the City of Wildomar, Route 8; the Lake Elsinore – Wildomar Loop route runs along Mission Trail and Malgana Road near the project site and connects to other bus routes in Wildomar and the surrounding communities. Two bus stops facilitate bus service to the project site, supporting the City of Wildomar’s General Plan objectives and policies related to alternative modes of transportation. Because the project site is located in close proximity to an existing bus route, the proposed project would be accessible to existing transit systems. The project site is in a rapidly developing area, it is expected that existing bus service will be expanded to provide more convenient service to the project.</p> |
| <p>Source: Western Riverside Council of Governments Subregional Climate Action Plan. Adopted June 2014; and LSA (2020).</p>  |  |
| <p>CARB = California Air Resources Board</p>   |  |
| <p>C&amp;D = Construction and Demolition</p>   | <p>SB = Senate Bill</p>  |
| <p>VMT = vehicle miles traveled</p>  |  |

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Although the proposed project would comply with most of the applicable provisions of the WRCOG CAP, which was prepared to achieve the AB 32 GHG reduction target to achieve 1990 emission levels by 2020, in the absence of mitigation it cannot be ensured that the project would implement certain applicable measures from the WRCOG CAP that are not already a requirement of the City's Municipal Code and/or the 2019 Green Building Standards Code. The city did not adopt the WRCOG regional CAP but does consider the measures in the CAP when reviewing development projects. However, the CAP does not adequately address the GHG reduction target established by SB 32 to reduce emission levels to 40 percent below 1990 levels by 2030. As such, prior to mitigation, the project would result in a cumulatively considerable impact due to GHG emissions that may have a significant impact on the environment.

Because the City of Wildomar considers the exceedance of the SCAQMD guideline threshold of 3,000 MT CO<sub>2e</sub> annually to be a significant greenhouse gas emissions impact, the proposed project is not consistent with the WRCOG CAP. Therefore, the proposed project is considered to result in a significant impact related to the consistency with the WRCOG CAP.

#### PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction and long-term operation via area and mobile sources and indirect emissions from stationary sources. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds and the City of Wildomar's exceedance threshold of 3,000 MT CO<sub>2e</sub> for consistency with the WRCOG CAP. If applicable, future development would implement mitigation measures to reduce impacts to the extent feasible. While impacts from future residential development would be similar to other multi-family residential development in the local area, it would be speculative to determine whether future development exceeds the City's threshold of 3,000 MT CO<sub>2e</sub>. Therefore, future development of the Prielipp-Yamas property is considered to be less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.5-2 would be potentially significant.

##### *Mitigation Measures*

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1      **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

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

***Level of Significance After Mitigation:*** Impact 5.5-2 would be significant and unavoidable.

### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.5-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.5-2 would be less than significant.

### 5.5.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, Impact 5.5-1 is not project-specific impacts, but the project's contribution to a cumulative impact. Implementation of the project would result in annual emissions that would exceed South Coast AQMD's numeric threshold and service population thresholds. Therefore, project-related GHG emissions and their contribution to global climate change are cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

### 5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, none of the impacts would be less than significant.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Implementation of the project would generate a substantial increase in magnitude of GHG emissions and would have a significant impact on the environment.

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- **Impact 5.5-2** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

#### 5.5.7 Mitigation Measures

##### Impact 5.5-1 and Impact 5.5-2

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

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

#### 5.5.8 Level of Significance After Mitigation

GHG emissions generated by the project would be considered to cumulatively contribute to statewide GHG emissions. Implementation of Mitigation Measures AQ-1 and GHG-1 would reduce GHG emissions to the extent feasible. However, Impact 5.5-1 and 5.5-2 would remain **significant and unavoidable**.

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## 5. Environmental Analysis

### 5.6 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- *All Appropriate Inquiry (AAI)*, eScreenLogic, September 6, 2017

A complete copy of this study is included in Appendix 5.6-1.

#### 5.6.1 Environmental Setting

##### 5.6.1.1 AGENCIES THAT REGULATE HAZARDOUS MATERIALS

Hazardous materials are substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paints, pesticides, etc.) and manufacturing (e.g., of electronics, newspapers, plastic products, etc.) Examples of hazardous materials are petroleum, natural and synthetic gas, and other toxic chemicals that may be used in agriculture or commercial and industrial uses, businesses, hospitals, and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term “hazardous materials,” as used in this section, includes all materials defined in the California Health and Safety Code:

A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (§§ 25411, 25501)

Federal and state hazardous waste definitions are similar, but different enough that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes.

#### Federal Agencies

Several federal agencies regulate hazardous materials.

- **US Environmental Protection Agency.** The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA develops and enforces regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility



## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, and underground storage tank program, and a solid waste program, which includes development of waste reduction strategies such as recycling. The USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

- **Occupational Safety and Health Administration.** OSHA oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.
- **US Department of Transportation.** The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

### State Agencies

Responsible state agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **California Environmental Protection Agency.** CalEPA was created in 1991 by Governor's Executive Order. Six boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:
  - Hazardous Materials Release Response Plans and Inventories (Business Plans)
  - Underground Storage Tank Program
  - Aboveground Petroleum Storage Tank Act
  - Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
  - California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
  - California Accidental Release Prevention Program.

## 5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

- **California Department of Toxic Substances Control.** DTSC is the department of CalEPA that carries out the RCRA and CERCLA programs in California to protect people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.
- **California Department of Forestry and Fire Protection.** CAL FIRE is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports CAL FIRE's mission to protect life and property through fire prevention engineering programs, law and code enforcements, and education. OSFM provides for fire prevention by enforcing fire-related laws in state- owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

### Regional Agencies

Responsible regional agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **Riverside County Department of Environmental Health.** The Certified Unified Program Agency (CUPA) for the City of Wildomar is the Riverside County Department of Environmental Health (DEH), which is responsible for regulating hazardous waste and tiered permitting; underground storage tanks; Regulatory Background.

#### 5.6.1.2 REGULATORY BACKGROUND

Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations. Hazardous materials and wastes can pose significant actual or potential hazards to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, and local programs regulate the use, storage, and transportation of hazardous materials and hazardous waste. These programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal, daily conditions and as a result of emergencies.

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### HAZARDS AND HAZARDOUS MATERIALS

#### Federal

##### *Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984*

The RCRA of 1976 is the principal federal law enacted by Congress that regulates the generation, management, and transportation of waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes the responsibility of issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the USEPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active future facilities and does not address abandoned or historical sites.

##### *Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986*

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in site cleanup decisions, and increased the size of the trust fund to \$8.5 billion. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of Superfund sites.

##### *Emergency Planning and Community Right-to-Know Act*

The Emergency Planning and Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies.

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Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals, report offsite transfers of waste for treatment or disposal at separate facilities, develop pollution prevention measures and activities, and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. EPCRA Sections 301 through 312 are administered by the USEPA's Office of Emergency Management. The USEPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory and was expanded by the Pollution Prevention Act of 1990.

### *Disaster Mitigation Act of 2000*

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

### *Toxic Substances Control Act*

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced by or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The Act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

### *Hazardous Materials Transportation Act*

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations (CFR). State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as January 2, 2006.

### *Federal Response Plan*

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provide the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

#### State

##### *California Health and Safety Code and Code of Regulations*

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729 describe the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials, or mixtures containing them, in certain quantities must establish and implement a business plan.

##### *Tanner Act (Assembly Bill 2948)*

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

##### *California Building Code*

The state of California provided a minimum standard for building design through California Building Code (CBC), which is in Part of 2 Title 24 of the CCR. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan checked by city and county building official for compliance with the CBC.

##### *State Hazardous Waste Management Programs*

Numerous state programs regulate hazardous waste management.

##### *Underground Storage Tank Program*

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment

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### HAZARDS AND HAZARDOUS MATERIALS

from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

#### ***Hazardous Materials Disclosure Programs***

Both the federal government (CFR, USEPA, SARA, and Title III) and the state (Health and Safety Code, Division 20, Chapter 6.95, §§ 2500-25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729-2734) require all businesses that handle more than specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA. The responsible CUPA in Riverside County is the Riverside County Environmental Health Division, which is responsible for conducting compliance inspections of regulated facilities in Wildomar.

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the Wildomar Fire Department, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident.

#### ***Hazardous Materials Incident Response***

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State

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### HAZARDS AND HAZARDOUS MATERIALS

Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

#### ***Hazardous Materials Spill/Release Notification Guidance***

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification are required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. The following state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes, Sections 25270.7, 25270.8, and 25507
- Vehicle Code, Section 23112.5
- Public Utilities Code, Section 7673 (PUC General Orders #22-b, 161)
- Government Code, Sections 51018, 8670.25.5(a)
- Water Code, Sections 13271, 13272
- California Labor Code, Section 6409.1(b)10.

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California OSHA (California Labor Code, Section 6409.1[b]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of the California Labor Code.

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### *California Accidental Release Prevention Program*

The CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the USEPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the migration measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The Riverside County Environmental Health Division is the CUPA designated as the administering agency for CalARP.

### Regional

#### *Local Hazard Mitigation Plan*

The purpose of the City of Wildomar Local Hazard Mitigation Plan (September 2012) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards.

### Local

#### *City of Wildomar General Plan*

The City of Wildomar General Plan Chapter 6, Public Safety, includes goals and policies aimed at protecting the community from hazards such as hazardous materials and wildland fires. Applicable policies include:

- **Policy S-1.1:** Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.
- **Policy S-5.1:** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:
  - All proposed construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
  - In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural element of the building will not:
    - Impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor
    - Hinder evacuation from fire, including potential blockage of stairway or fire doors.



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- Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief.
- Proposed development in Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.
- **Policy S-5.2:** Reduce fire threat and strengthen fire-fighting capability so that the County could successfully respond to multiple fires (AI 88).
- **Policy S-5.3:** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.
- **Policy S-5.5:** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved mutual aid agreements with the private and public sector.
- **Policy S-5.6:** Ensure coordination between the Fire Department and the Transportation Land Management Agency, Environmental Health Department and private and public water purveyors to improve fire fighting infrastructure, during implementation of the County's capital improvement programs, by obtaining:
  - Replacement and/or relocation of old cast-iron pipelines and inadequate water mains when street improvements are planned;
  - Assessment of impact fees as a condition of development; and
  - Redundant emergency distribution pipelines in areas of potential ground failure or where determined to be necessary.
- **Policy S-5.10:** Continue to utilize the Riverside County Fire Protection Master Plan as the base document to implement the goals and objectives of the Safety Element.
- **Policy S-6.1:** Enforce the policies and siting criteria and implement the programs identified in the County of Riverside Hazardous Waste Management plan, which includes the following: (AI 98)
  - Comply with federal and state laws pertaining to the management of hazardous wastes and materials.
  - Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County.
  - Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).
  - Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

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- **Policy S-7.3:** Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:
  - Install automatic fire and hazardous materials detection, reporting, and shut-off devices; and
  - Install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.
- **Policy S-7.4:** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:
  - Maintaining a fire control plan, including an onsite fire fighting capability and volunteer fire response teams to respond to and extinguish small fires; and
  - Identifying medical personnel or local residents who are capable and certified in first aid and CPR.

### *City of Wildomar Municipal Code*

- **Chapter 2.32, Disaster Relief:** The purpose of this Chapter is to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency.
- **Chapter 8.52, Hazardous Waste Control:** The intent of this Chapter is to administer a program for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled, and to regulate by the issuance of permits, the activities of establishments where hazardous waste is generated.

### 5.6.1.3 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

The project site is vacant and includes ruderal vegetation. The AAI Report (Appendix 5.6-1) conducted a regulatory database records search and identified the following on federal and state databases:

- **Federal:**
  - One site listed on RCRA Non-Gen was identified within 0.25-mile of the project site.
- **State:**
  - Two sites listed on EnviroStor were identified within 1-mile of the project site.
  - One site listed on Historical Hazardous Substance Storage Information Database was found within 0.25-mile of the project site.
  - One site listed on Aboveground Storage Tanks (AST) was identified within 0.25-mile of the project site.

An additional screen of these summarized sites was performed specific to the project site, adjacent properties, and identified Recognized Environmental Condition (REC) sites within 500 feet of the project

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### HAZARDS AND HAZARDOUS MATERIALS

site. No environmental concerns were identified on the project site, however, 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site (eScreenLogic 2017).

#### Prielipp-Yamas Property Rezone

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006 (EnviroStor 2020; GeoTracker 2020).

### 5.6.2 Thresholds of Significance

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

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.
- H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

### 5.6.3 Plans, Programs, and Policies

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

- PPP HAZ-1 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the project site in compliance with any applicable state and federal requirements,

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including the US Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

- PPP HAZ-2 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed project will be designed and constructed in accordance with the regulations of the Riverside County Environmental Health Department, which is the designated Certified Unified Program Agency and which implements state and federal regulations for the following programs: 1) Hazardous Waste Generator Program, 2) Hazardous Materials Release Response Plans and Inventory Program, 3) California Accidental Release Prevention, 4) Aboveground Storage Tank Program, and 5) Underground Storage Tank Program.
- PPP HAZ-3 Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).
- PPP HAZ-4 The project applicant shall incorporate the recommendations of the Geotechnical Report into the project plans related to the project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.
- PPP HAZ-5 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

#### 5.6.4 Environmental Impacts

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

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**IMPACT 5.6-1:** Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized. [Thresholds H-1, H-2, and H-3]

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Project construction would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during the construction phase of the project would comply with existing regulations of several agencies—the USEPA, the Riverside County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and USDOT.

The proposed project would include residential and non-residential uses, including a gas station. Project maintenance and operation may require the use of cleaners, solvents, paints, other custodial products, and gasoline/diesel that are potentially hazardous. These custodial products and paints would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. Similarly, the gasoline and diesel used for the proposed gas station would be stored in compliance with state and federal requirements. However, with the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

Additionally, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Moreover, according to the AAI Report, the project site does not contain any RECs or other hazardous materials.

Operation of the office, retail, and residential uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, the operation of the proposed gas station could result in hazardous impacts due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas station would require a permit. All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials. Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While, the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and

## 5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction of new developments in accordance with the proposed project would be properly managed, and impacts would be less than significant.

Additionally, the California Lutheran High School is located 0.25-mile southwest of the project site. Operation of the proposed office, retail, and residential uses would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. However, the proposed gas station would release gasoline and diesel vapors which would be hazardous. Although project operations would include the use of potentially hazardous materials, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity. Therefore, the proposed project would result in less than significant impacts.

### **PRIELIPP-YAMAS PROPERTY REZONE**

Future development of residential uses on the Property would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during construction activities would comply with existing regulation of USEPA, the Riverside County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and USDOT.

Future development on the Property would include residential uses, and maintenance and operational activities may require the use of cleaners, solvents, paints, and other custodial products that are potentially hazardous. These materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. With the exercise of normal safety practices, the future development on the Property would not create substantial hazards to the public. Therefore, impacts would be less than significant. Furthermore, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, future construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Operation of future residential uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. Future construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While, the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction of future development on the Property would be properly managed, and impacts would be less than significant.

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

There are no schools located within 0.25-mile of the Property, however, Ronald Reagan Elementary is approximately 1.05 miles northwest of the Property. Future operation of residential uses on the Property would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. Future project operations would include the use of potentially hazardous materials, however, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity. Therefore, impacts would be less than significant.

#### LEVEL OF SIGNIFICANCE

##### **Wildomar Trail Town Center Mixed-Use Project**

*Level of Significance Before Mitigation:* Impact 5.6-1 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.6-1 would be less than significant.

##### **Prielipp-Yamas Property Rezone**

*Level of Significance Before Mitigation:* Impact 5.6-1 would be less than significant.

##### *Mitigation Measures*

No mitigation measures would be required.

*Level of Significance After Mitigation:* Impact 5.6-1 would be less than significant.

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**IMPACT 5.6-2: The project site is not on a list of hazardous materials sites. [Threshold H-4]**

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As identified in the AAI Report, there are not RECs on the project site and the site is not listed on a hazardous materials database. Although no environmental concerns were identified on the project site, the property located on 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site (eScreenLogic 2017). Construction activities would occur within the boundaries of the project site, and would not impact properties within the project area that are listed as hazardous sites. Therefore, impacts would be less than significant.

#### PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006

## 5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

(EnviroStor 2020; GeoTracker 2020). Future construction activities would occur within the boundaries of the Property, and would not impact adjacent properties, including those on a hazardous materials list. Therefore, impacts would be less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.6-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.6-2 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.6-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.6-2 would be less than significant.

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Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 8 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

### PRIELIPP-YAMAS PROPERTY REZONE

The Property is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 6 miles southeast of the Property. Given the distance of the Property to the French Valley Airport, no impact would occur.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.6-3 would not be significant.



## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.6-3 would not be significant.

#### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.6-3 would not be significant.

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.6-3 would not be significant.

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**Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]**

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### **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

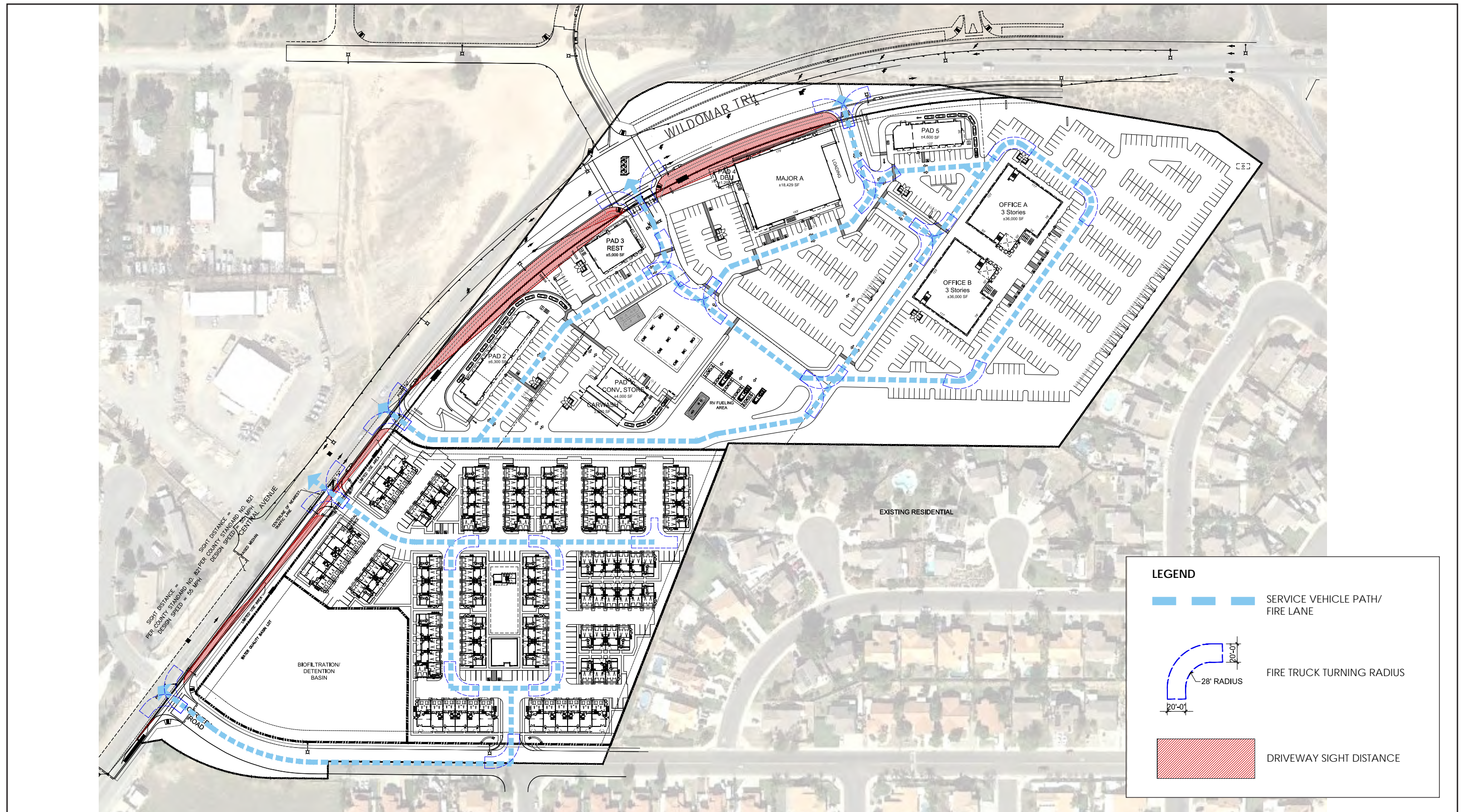
The addition of project residents, visitors, and employees would be expected to increase the volume of vehicles leaving the project area in the event of an emergency, which could impede emergency vehicles from attempting to get into the project site; this issue is discussed in Section 5.11, *Transportation*.

The proposed project would not conflict with adopted emergency response or evacuation plans. As shown in Figure 5.6-1, *Emergency Vehicle Path*, the curve of Wildomar Trail would be “flattened,” and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.


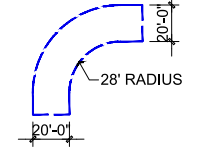
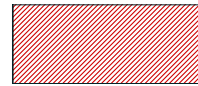
### **PRIELIPP-YAMAS PROPERTY REZONE**

The surrounding roadways would continue to provide emergency access to the Property and surrounding properties during construction and operation. A traffic control plan would be required to ensure access to the Property and adjacent properties. The traffic control plan would need to ensure that access to the residential uses that bound the western boundary of the Property. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

Figure 5.6-1 - Emergency Vehicle Path



**LEGEND**

-  SERVICE VEHICLE PATH/  
FIRE LANE
-  FIRE TRUCK TURNING RADIUS  
28' RADIUS
-  DRIVEWAY SIGHT DISTANCE

0 160  
Scale (Feet)



## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

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## 5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.6-4 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.6-4 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.6-4 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.6-4 would be less than significant.

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**Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger. [Threshold H-7]**

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is in a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety, and Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

#### PRIELIPP-YAMAS PROPERTY REZONE

The Property is not in a VHFHSZ in the LRA. Future development on the Property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all future construction would be required to meet minimum standards for fire safety, and Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.6-5 would be potentially significant.

##### *Mitigation Measures*

- HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.
- HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the

## 5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

***Level of Significance After Mitigation:*** Impact 5.6-5 would be less than significant with mitigation incorporated.

### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.6-5 would be potentially significant.

#### *Mitigation Measures*

Mitigation Measures HAZ-1 and HAZ-2.

***Level of Significance After Mitigation:*** Impact 5.6-5 would be less than significant with mitigation incorporated.

### 5.6.5 Cumulative Impacts

Past, existing, and planned development in the City could pose risks to public health and safety as they relate to the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. The proposed project, future development on the Prielipp-Yamas Property, and other development in the project vicinity could increase the risks if they are not remediated and/or managed properly in accordance with applicable regulations. Compliance with applicable regulations related to public health and safety and hazardous materials would ensure that impacts are reduced to a less than significant level, individually and cumulatively.

Other projects in the City of Wildomar would require assessments for hazardous materials, such as assessments of structures on-site (over certain ages) for lead-based paint, asbestos-containing materials, and other contamination from past uses and/or releases. Cleanup of hazardous materials in soil, soil vapor, and/or groundwater to regulatory cleanup levels for relevant types of land uses would be required in compliance with applicable federal, state, and regional regulations. Therefore, the use, storage, transport, and disposal of hazardous materials by construction and operation of other projects would result in site-specific impacts and would be reduced to a less than significant level. Combined with the proposed project and future development on the Prielipp-Yamas Property, impacts would not be cumulatively considerable.

### 5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.6-1 through 5.6-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.6-5** The project site is in a very high fire hazard severity zone and could impact people and/or structures.

## 5. Environmental Analysis

### HAZARDS AND HAZARDOUS MATERIALS

#### 5.6.7 Mitigation Measures

##### Impact 5.6-5

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

#### 5.6.8 Level of Significance After Mitigation

##### Impact 5.6-5

Mitigation Measure HAZ-1 would ensure that the project complies with the 2019 Building and Fire Codes, and Mitigation Measure HAZ-2 would ensure compliance with vegetation management requirements. Therefore, impacts would be reduced to less than significant.

#### 5.6.9 References

eScreenLogic. 2017, September 6. All Appropriate Inquiry (AAI). Appendix 5.6-1.

Department of Toxic Substances Control. EnviroStor. 2020. <https://www.envirostor.dtsc.ca.gov/public/>

State Water Resources Control Board. GeoTracker. 2020. <https://geotracker.waterboards.ca.gov/>

## 5. Environmental Analysis

### 5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the proposed project to hydrology and water quality conditions in the City of Wildomar. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

- *Technical Drainage Study*, Michael Baker International, February 26, 2021
- *Project Specific Water Quality Management Plan (WQMP)*, Michael Baker International, March 4, 2021

Complete copies of these studies are included as Appendix 5.7-1 and Appendix 5.7-2 to this DEIR.

#### 5.7.1 Environmental Setting

##### 5.7.1.1 REGULATORY BACKGROUND

###### Federal

###### *Clean Water Act*

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the United States.

###### *National Pollutant Discharge Elimination System*

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities the discharge pollutants from any point into water of the United States must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. (The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation). Direct sources discharge directly



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### HYDROLOGY AND WATER QUALITY

to receiving waters, and indirect sources discharges to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect discharges. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., Best Management Practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre.

#### *Safe Drinking Water Act*

The federal Safe Drinking Water Act (SDWA) regulates drinking water quality nationwide and gives the U.S. Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water by limiting the levels of specific contaminants that can adversely affect public health. All public water systems that provide service to 25 or more individuals must meet these standards. Water purveyors must monitor for contaminants on fixed schedules and report to the EPA when a maximum contaminant level (MCL) is exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any use of a public water system. Contaminants include organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g. uranium and radon), and microbial contaminants (e.g., coliform and E. coli). The MCL list typically changes every three years as the EPA adds new contaminants or revises MCLs. The California Department of Public Health's Division of Drinking Water and Environmental Management is responsible for implementation of the SDWA in California.

#### *Federal Urban Flooding Awareness Act*

In recent years, communities have become concerned with localized flooding. In 2015, Congress passed the Urban Flooding Awareness Act of 2015. Under this bill, the National Academy of Sciences will conduct a

## 5. Environmental Analysis HYDROLOGY AND WATER QUALITY

study on urban flooding. It defines “urban flooding” as the inundation of property in a built environment, particularly in more densely populated areas, caused by rain falling on increased amounts of impervious surface and overwhelming the capacity of drainage systems. The bill directs the National Academy of Sciences to evaluate the latest research, laws, regulations, policies, best practices, procedures, and institutional knowledge regarding urban flooding. The findings from this assessment will direct future federal policies on identifying, preventing, and mitigating urban flooding.

### *National Flood Insurance Program*

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their flood plains, as well as managing erosion hazards.

### **State**

#### *Porter-Cologne Water Quality Act*

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB.

#### *Storm Water Pollution Prevention Plans*

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for storm water discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each

## 5. Environmental Analysis

### HYDROLOGY AND WATER QUALITY

applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect storm water runoff, and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

#### Regional

##### *San Diego Regional Water Quality Control Board*

The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. The project site is under the jurisdiction of the San Diego RWQCB.

##### *County of Riverside MS4 Permit*

The City is a co-permittee under the NPDES MS4 Permit No. CAS 0108766 (Order RA-2010-0016), adopted in 2010. The County of Riverside is the principal permittee. The NPDES MS4 permit is intended to regulate the discharge of urban runoff the MS4 within the Santa Margarita Region. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction. Cities are required to implement management programs, monitoring programs, implementation plans, and all applicable Best Management Practices (BMPs) outlined in the Riverside County Water Quality Management Plan (WQMP), which covers the Santa Ana and Santa Margarita Watersheds.

##### *San Diego Basin Plan*

Each RWQCB is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The project site is located in the San Diego Basin, Region 9. The Water Quality Control Plan for the San Diego Basin (Region 9) was adopted in 1994. This Basin Plan gives direction on the beneficial uses of the state waters within Region 9, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

##### *Santa Margarita Watershed Water Quality Improvement Plan*

Agencies involved in the development of the Santa Margarita Water Quality Improvement Plan (WQIP) include the California Department of Transportation, the County of Riverside, the Riverside County Flood Control and Water Conservation District, the County of San Diego, and Cities in Riverside County, including the City of Wildomar. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board according to Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will be accomplished through an

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adaptive planning and management process that identifies the highest priority water quality within the watershed and implements strategies to address them.

### Local

#### *City of Wildomar Municipal Code, Section 13.12.060 Reduction of Pollutants in Stormwater*

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

### 5.7.1.2 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant and accepts flows from the north in two locations (Michael Baker 2020a, see Appendix 5.7-1). Both flows enter the northern portion of the site and meander southeasterly to an existing storm drain system. These flows are approximately 144 cubic feet per second (cfs) and 158 cfs. Surface runoff from the existing site is split and outflows in two locations. Approximately, half of the site conjoins the flows reaching this site and outflows to an existing storm drain system; while the other half flows onto Cervera Road, continues south on Wildomar Trail, and enters a storm drain inlet on Wildomar Trail just south of California Lutheran High School.

#### Prielipp-Yamas Property Rezone

The property is currently vacant and covered in ruderal vegetation. Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site. Therefore, onsite drainage flows from the northern portion of the site to the southern portion of the site.

### 5.7.2 Thresholds of Significance

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

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

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- i) Result in a substantial erosion or siltation on- or off-site.
  - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
  - iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
  - iv) Impede or redirect flood flows.
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

#### 5.7.3 Plans, Programs, and Policies

- PPP HYD-1 The proposed project would be required to comply with City of Wildomar Municipal Code, Section 13.12.060, Reduction of Pollutants in Stormwater.

#### 5.7.4 Environmental Impacts

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

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**Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]**

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash soil, and animal waste. This runoff can flow directly into local streams or lakes or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

#### Construction Activities

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by

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water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

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

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

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

### **Operational Activities**

The primary constituents of concern during the project operational phase would be solids, oils, and grease from parking areas and driveways that could be carried offsite. The proposed project would be graded to closely mimic the direction of flow of the existing conditions. These flows would continue in the southern direction but would be directed to a proposed bioretention basin before exiting the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drain pipe and would only conjoin with cleaned runoff from onsite. This project is located within the Santa Margarita Hydrologic Unit, Murrieta HA, and Wildomar HAS, outlets to Murrieta Creek and eventually the ocean (Michael Baker 2020a).

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Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking “only rain down the storm drain” on storm drain inlets, maintaining landscaping using minimum or no pesticides, and dry sweeping the fueling area routinely, as stated in the WQMP (Michael Baker 2020b). The mix of BMPs have been determined as part of the WQMP. The proposed project would include a bioretention basin that would treat the required water quality volume for the project site. Moreover, the proposed gas station would be required to have impermeable floors (i.e., Portland cement concrete or equivalent smooth impervious surface) that are a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents runoff of stormwater to the maximum extent practicable. Additionally, the fueling areas shall be covered by a canopy that extends a minimum of 10 feet in each direction from each pump, or the fueling area must be covered and the cover’s minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area. Other BMPs for the gas station includes dry sweeping the fueling area routinely, and installing and maintaining oil and water separators.

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

### **PRIELIPP-YAMAS PROPERTY REZONE**

#### **Construction Activities**

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the NPDES program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.

Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB’s Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a SWPPP during construction. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from future construction activities to less than significant levels.

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### Operational Activities

The primary constituents of concern during a residential project's operational phase would be solids, oils, and greases from parking areas and driveways that could be carried offsite. Future project design features would be identified in the WQMP for future development on the property. Future development on the site would implement BMPs and the requirements of the municipal NPDES permit, which would reduce impacts to less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.7-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-1 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.7-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-1 would be less than significant.

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**Impact 5.7-2:** The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the WQMP, field work included 10 excavating deep geotechnical borings and seven percolation borings; groundwater was not encountered in the percolation test holes or in the borings during the geotechnical investigation (Michael Baker 2020b). Groundwater was encountered at an elevation of 1,339 and 1,334 feet above mean sea level (Michael Baker 2020a).

The project site, which is located in the Santa Margarita River Watershed, is adjudicated (DWR 2020). The Elsinore Basin Groundwater Management Plan (GWMP) summarizes inflows to the Elsinore Basin that include infiltration of local precipitation, runoff from the surrounding watershed, infiltration from the San Jacinto River prior to reaching Lake Elsinore, and return flows from either irrigation or domestic use. Since adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water



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demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs in the WMQP such as including landscaping to promote surface infiltration would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the proposed project would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

#### **PRIELIPP-YAMAS PROPERTY REZONE**

The property, which is located in the Santa Margarita River Watershed, is adjudicated (DWR 2020). As indicated above, since adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs from the WMQP which would be prepared for future development on the property, would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through future LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the future development on the property would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

#### **LEVEL OF SIGNIFICANCE**

##### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.7-2 would be less than significant.

##### ***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.7-2 would be less than significant.

##### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.7-2 would be less than significant.

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### Mitigation Measures

No mitigation measures are required.

**Level of Significance After Mitigation:** Impact 5.7-2 would be less than significant.

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**Impact 5.7-3:** The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. [Thresholds HYD-3i, ii, iii, iv]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Development of the proposed project would result in an increase in impervious surfaces compared to existing conditions. As indicated above, the proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to a proposed bioretention basin before existing the site.

Table 5.7-1, *Pre-Development (Existing) Condition Hydrology Summary Table*, shows the existing hydrological conditions.

**Table 5.7-1 Pre-Development (Existing) Condition Hydrology Summary Table**

| Watershed Area                     | Node Number | Location   | Area (acres)  | 100-Year Discharge (cfs) | 10-Year Discharge (cfs) |
|------------------------------------|-------------|--|---------------|--------------------------|-------------------------|
| <b>Offsite Flows Entering Site</b> |             |  |               |                          |                         |
| -                                  | 30          | Flows cross under Baxter Road through an existing culvert and discharges to DMA B-5A | 49.13         | 144.31 <sup>1</sup>      | -                       |
| -                                  | 31          | Flows cross under Baxter Road through an existing culvert and discharges to DMA B-2  | 67.72         | 157.56 <sup>1</sup>      | -                       |
| <b>Onsite Flows</b>                |             |  |               |                          |                         |
| A                                  | 12          | Flow is conveyed to Cervera Road as surface flow                                     | 9.94          | 21.99                    | 11.89                   |
| B <sup>2</sup>                     | 26          | Flow is conveyed to an existing storm drain system                                   | 15.87         | 337.34                   | 318.82                  |
| <b>Total</b>                       |             |  | <b>27.87</b>  | <b>57.46</b>             | <b>-</b>                |
| <b>Total Offsite and Onsite</b>    |             |  | <b>144.72</b> | <b>359.34</b>            | <b>330.71</b>           |

Source: Michael Baker 2021 (Appendix 5.7-1)

<sup>1</sup> Flows are included in DMA-B Total.

<sup>2</sup> DMA-B onsite only has Q<sub>100</sub> = 35.47 cfs (3337.34 cfs – (157.56 cfs + 144.31 cfs) = 35.47 cfs)

Table 5.7-2, *Post-Developed (Proposed) Condition Hydrology Summary Table*, shows the proposed project's hydrological conditions and on- and off-site flows.

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**Table 5.7-2 Post-Developed (Proposed) Condition Hydrology Summary Table**

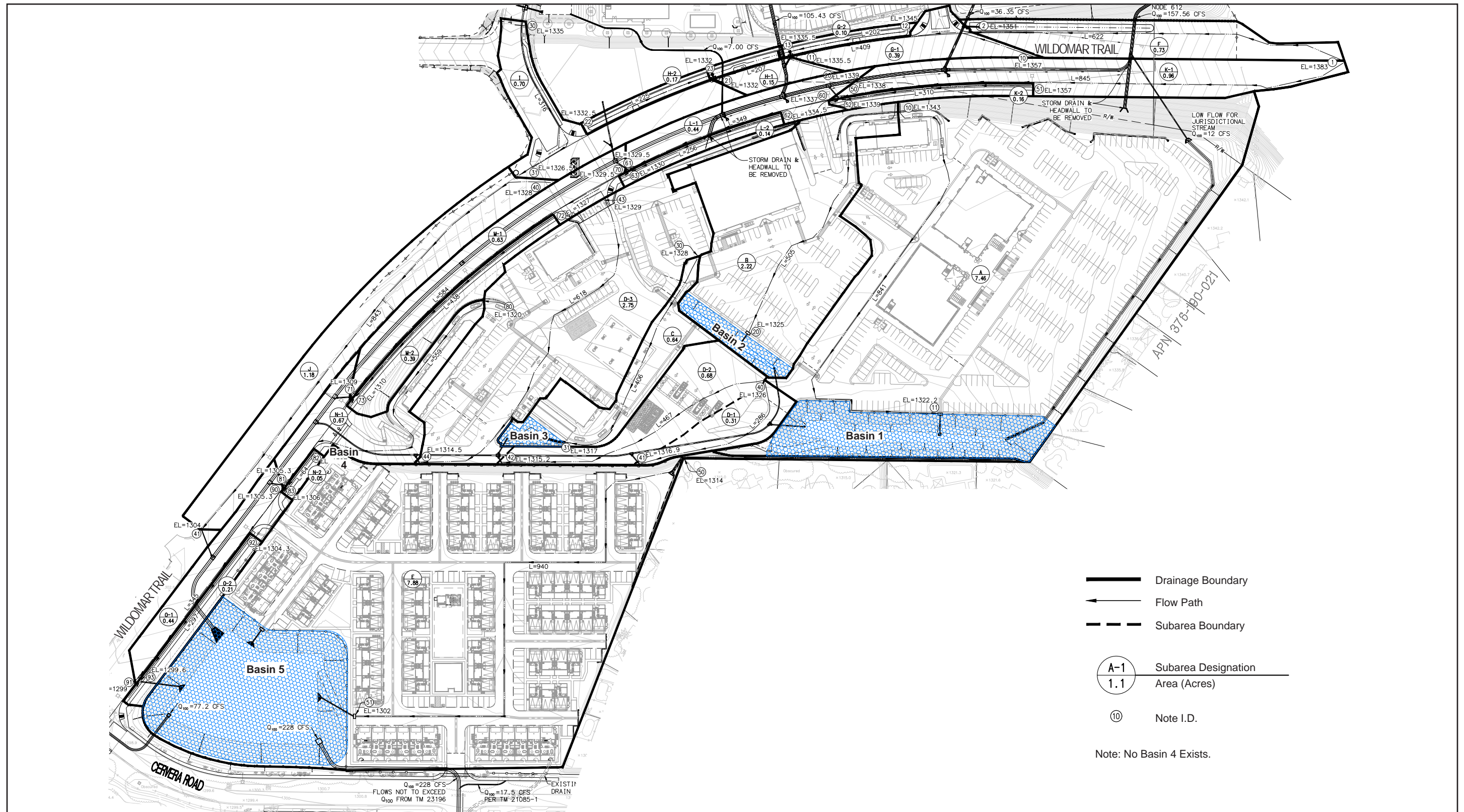
| Watershed Area        | Node Number | Location   | Area (acres) | 100-Year Discharge (cfs) | 10-Year Discharge (cfs) |
|-----------------------|-------------|--|--------------|--------------------------|-------------------------|
| <b>On-site Flows</b>  |             |  |              |                          |                         |
| A                     | 11          | Flow is conveyed to Basin 1 as surface flow                                  | 7.46         | 24.49                    | 15.78                   |
| B                     | 20          | Flow is conveyed to Basin 2 as surface flow                                  | 2.22         | 8.33                     | 5.38                    |
| C                     | 31          | Flow is conveyed to Basin 3 as surface flow                                  | 0.64         | 2.44                     | 1.57                    |
| D                     | 44          | Flow is conveyed to Basin 4 as surface flow                                  | 3.74         | 12.97                    | 8.36                    |
| E                     | 51          | Flow is conveyed to Basin 5 via onsite storm drain system and surface flow   | 7.88         | 23.75                    | 15.29                   |
| <b>Total</b>          |             |  | <b>21.94</b> | <b>71.98</b>             | <b>46.38</b>            |
| <b>Off-Site Flows</b> |             |  |              |                          |                         |
| F                     | 2           | Flow is conveyed to a WQ Trench through curb openings                        | 0.73         | 2.73                     | 1.76                    |
| G                     | 13          | Flow is conveyed to a WQ Trench through curb openings                        | 0.49         | 1.99                     | 1.28                    |
| H                     | 23          | Flow is conveyed to a WQ Trench through curb openings                        | 0.32         | 1.42                     | 0.92                    |
| I                     | 31          | Flow is conveyed, as sheet flow, to a tree well                              | 0.70         | 2.80                     | 1.81                    |
| J                     | 41          | Flow is conveyed, as sheet flow, to a curb inlet that will outlet to Basin 5 | 1.18         | 3.93                     | 2.53                    |
| K                     | 52          | Flow is conveyed to a WQ Trench through curb openings                        | 1.12         | 3.96                     | 2.55                    |
| L                     | 63          | Flow is conveyed to a WQ Trench through curb openings                        | 0.58         | 2.23                     | 1.42                    |
| M                     | 73          | Flow is conveyed to a WQ Trench through curb openings                        | 1.02         | 3.72                     | 2.40                    |
| N                     | 83          | Flow is conveyed to a WQ Trench through curb openings                        | 0.72         | 2.57                     | 1.66                    |
| O                     | 93          | Flow is conveyed to a WQ Trench through curb openings                        | 0.65         | 2.46                     | 1.59                    |
| <b>Total</b>          |             |  | <b>7.51</b>  | <b>27.80</b>             | <b>110.68</b>           |

Source: Michael Baker 2021 (Appendix 5.7-1)

Onsite existing flows are 57.46 cfs and proposed onsite flows would be 71.98 cfs. The proposed project would increase onsite flows by 14.52 cfs.

Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system around the project and separate from the onsite project storm drain. All onsite runoff would be diverted to Basin 5 through a separate storm drain system, so as not to converge with offsite runoff (see Figure 5.7-1, *Proposed Hydrological Conditions*).

Figure 5.7-1 - Proposed Hydrological Conditions



- Drainage Boundary
  - Flow Path
  - Subarea Boundary
  - Subarea Designation  
Area (Acres)
  - Note I.D.
- Note: No Basin 4 Exists.



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Although there is an increase in flow for the 100-year storm event for the post-development conditions, this is due to the increase in impervious surfaces. However, there would be no negative impact anticipated downstream due to the proposed development (Michael Baker 2020a). The 100-year storm event flows are mitigated onsite and do not exceed the pre-developed conditions.

Moreover, the proposed project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the project applicant must submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during construction. Furthermore, the project applicant is required to prepare and submit a detailed erosion control plan for the City's approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with the proposed grading and site preparation. Furthermore, the proposed project would result in opportunities for landscaped areas which are integrated into the stormwater collection and treatment system. The landscape areas would be used to treat stormwater runoff.

Additionally, the WQMP for the proposed project includes BMPs to prevent erosion during construction and post-construction. The proposed project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

The project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding (FEMA 2008a). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed bioretention basin would reduce impacts from on- or off-site flooding. Therefore, impacts would be less than significant.

### **PRIELIPP-YAMAS PROPERTY REZONE**

The property is currently vacant; future development on the property would increase impervious surfaces. Surface water drainage would be controlled by building regulations, with water directed toward existing streets, flood control channels, storm drains, catch basins, etc. as applicable. Future development on the property would be subject to NPDES requirements and the countywide MS4 permit. Additionally, the future project applicant would be required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Furthermore, the future project applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with future grading and site preparation. Furthermore, the future WQMP for development on the property would include BMPs designed to prevent erosion during construction. Therefore, impacts would be less than significant.

Moreover, future development would be required to comply with the Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 permit from the San Diego Regional Water Quality Control Board. The property is designated by the FEMA as being within Zone X, indicating minimal risk of flooding (FEMA 2008b). Although future development on the site would increase impervious surfaces, the property is not located within an area of flood risk. Therefore, impacts would be less than significant.

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### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.7-3 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-3 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.7-3 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-3 would be less than significant.

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**Impact 5.7-4:** The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

### PRIELIPP-YAMAS PROPERTY REZONE

The property is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. As shown in Figure S-10, the property is not in any dam inundation hazard zones (Wildomar 2003). In addition, the property is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, future development would not be exposed to seiches, mudflows, or tsunami hazards, and no significant impact would occur.

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### LEVEL OF SIGNIFICANCE

#### **Wildomar Trail Town Center Mixed-Use Project**

*Level of Significance Before Mitigation:* Impact 5.7-4 would not be significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-4 would not be significant.

#### **Prielipp-Yamas Property Rezone**

*Level of Significance Before Mitigation:* Impact 5.7-4 would not be significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-4 would not be significant.

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**Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]**

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Impact 5.7-1, the proposed project would implement BMPs to ensure that the proposed project has a less than significant impact on surface and ground water quality. These measures also ensure that the proposed project would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, the proposed project would not conflict with the EVMWD UWMP. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, the proposed project would not impede sustainable groundwater management of the basin and impacts would be less than significant.

### PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Impact 5.7-1, future development on the property would implement BMPs to ensure that the future development has a less than significant impact on surface and ground water quality. These measures would also ensure that future development would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, future development would not conflict with the EVMWD UWMP as future development would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar



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### HYDROLOGY AND WATER QUALITY

Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, future development would not impede sustainable groundwater management of the basin and impacts would be less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.7-5 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-5 would be less than significant.

##### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.7-5 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.7-5 would be less than significant.

### 5.7.5 Cumulative Impacts

Construction and operation of the proposed project as well as future development on the Prielipp-Yamas Property, in conjunction with related projects in the EVMWD and could result in increased flows that would eventually discharge into waterways. Other projects would comply with their respective SWPPP and regulations for water quality standards established by the UWMP and the City. Although the areas around the project site and the Prielipp-Yamas Property are built out, new projects in the areas, both individually and cumulatively, could potentially increase the volume of stormwater runoff and contribute to pollutant loading in the storm drain system with eventual discharge to waterways. However, as with the proposed project and future development on the Prielipp-Yamas Property, future projects in the City would be required to comply with drainage and grading regulations and ordinances, such as with water quality requirements set forth in the Statewide General Permit, the NPDES, and the City of Wildomar Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). New projects would also be required to comply with the City's standard conditions of approval, regulations, ordinances regarding water quality, and NPDES permitting requirements. In consideration of preceding factors, cumulative water impacts would be rendered less than cumulatively considerable.

## 5. Environmental Analysis HYDROLOGY AND WATER QUALITY

### 5.7.6 Level of Significance Before Mitigation

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

### 5.7.7 Mitigation Measures

No mitigation measures are required.

### 5.7.8 Level of Significance After Mitigation

Impacts would be less than significant.

### 5.7.9 References

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## 5. Environmental Analysis

### HYDROLOGY AND WATER QUALITY

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## 5. Environmental Analysis

### 5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Wildomar from implementation of the proposed Wildomar Trail Town Center Mixed-Use Project.

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.8.1 Environmental Setting

##### 5.8.1.1 REGULATORY BACKGROUND

###### Regional

###### *Southern California Association of Governments*

SCAG is a council of governments representing Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

###### ***Regional Transportation Plan/Sustainable Communities Strategy***

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS which encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region.

###### Local

###### *City of Wildomar General Plan*

The Land Use Element of the General Plan provides goals and policies that are used to guide the implementation of land use objectives that provide for the present and future population:

## 5. Environmental Analysis

### LAND USE AND PLANNING

- **Policy LU-2.1:** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)
  - Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.
  - Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.
  - Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.
  - Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.
  - Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.
  - Site Development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.
  - Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.
  
- **Policy LU-3.1:** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10)
  - Accommodate communities that provide a balance mix of land uses, including employment, recreation, shopping, and housing.
  - Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.
  - Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
  - Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
  - Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
  - In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
  - Provide the opportunity to link communities through access to multi-modal transportation systems.

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- **Policy LU-3.3:** Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)
- **Policy LU-3.4:** Allow techniques, such as incentives or transfer of development credit programs or other mechanisms, to achieve more efficient use of land. (AI 9, 30)
- **Policy LU-4.1:** Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)
  - Compliance with the design standards of the appropriate area plan land use category.
  - Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.
  - Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
  - Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
  - Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.
  - Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
  - Encourage innovative and creative design concepts.
  - Encourage the provision of public art.
  - Include consistent and well-designed signage that is integrated with the building's architectural character.
  - Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
  - Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
  - Mitigate noise, odor, lighting, and other impacts on surrounding properties.
  - Provide and maintain landscaping in open spaces and parking lots.
  - Include extensive landscaping.

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### LAND USE AND PLANNING

- Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.
- Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- Design parking lots and structures to be functionally and visually integrated and connected.
- Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Establish safe and frequent pedestrian crossings.
- Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.
- **Policy LU-4.2:** Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)
  - Provide proactive code enforcement activities.
  - Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.
- **Policy LU-26.10:** Require that mixed-use development be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access. (AI 3)
- **Policy LU-26.11:** Require that mixed-use developments be located and designed to visually enhance, not degrade the character of the surrounding area. (AI 3)

Moreover, the 2013-2021 Housing Element strategies and programs that focus on the provisions of housing, and to meet or exceed the regional housing needs allocation.

- **Policy H-1:** Ensure there is sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).
- **Policy H-2:** Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

## 5. Environmental Analysis LAND USE AND PLANNING

The Housing Element states that to facilitate the development of affordable housing on parcels 50 to 150 units in size, the City will routinely give high priority to processing subdivision maps that include affordable housing units.

### *City of Wildomar Municipal Code*

The Wildomar Zoning Code is designed to encourage the most appropriate use of land and to facilitate adequate provision for community facilities and utilities. Chapter 17.76, C-P-S Scenic Highway Commercial Zone, and Chapter 17.88, Industrial Park Zone, indicate the allowable uses and development standards for these zones. Chapter 17.305, Mixed Use Overlay District, provides a procedure to implement the Mixed Use Planning Area (MUPA) land use designation of the City of Wildomar General Plan. The intent of the Mixed Use Overlay District is to allow and encourage commercial and professional office uses to be located with multifamily residential development.

### 5.8.1.2 EXISTING CONDITIONS

#### **Wildomar Trail Town Center Mixed-Use Project**

As shown in Figure 1-2a, *Mixed-Use Site Aerial Photograph*, the project site is vacant and covered with ruderal vegetation. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Uses surrounding the site include vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The project site is currently zoned C-P-S (Scenic Highway Commercial) and includes a Mixed-Use Overlay Zone for the entire site. The General Plan land use designation for the project site is Mixed Use Planning Area (MUPA) which is designated to create a mix of residential, commercial, office, entertainment, and/or recreational uses.

#### **Prielipp-Yamas Drive Property Rezone**

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph*, shows the vacant, that the site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west. The Prielipp-Yamas Property is currently zoned I-P (Industrial Park). The land use designation for the Property is BP (Business Park). Figure 3-7 and Figure 3-8 show the land use and zoning designations for the Property, respectively.

### 5.8.2 Thresholds of Significance

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

- LU-1      Physically divide an established community.
- LU-2      Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.



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#### 5.8.3 Plans, Programs, and Policies

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

PPP LU-1 The proposed project would be required to comply with Section 3.42.090 of the Wildomar Municipal Code which requires the payment of MSHCP fees at the time of issuance of a building permit.

PPP LU-2 The project applicant would be required to pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project, in compliance with Section 3.44.060 of the Wildomar Municipal Code.

PPP LU-3 As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

#### 5.8.4 Environmental Impacts

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

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**Impact 5.8-1: Project implementation would not divide an established community. [Threshold LU-1]**

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#### **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

The project site is vacant and is surrounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The proposed project would not divide an established residential community. The proposed project would result in the construction of 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Therefore, the introduction of a mix of uses, including residential uses, on the project site, which is surrounded by residential and non-residential uses, would not divide an established community.

#### **PRIELIPP-YAMAS PROPERTY REZONE**

The Property is vacant and is surrounded by vacant land to the north and east, and residential uses to the south and west. Future development on the site would include residential uses. Therefore, future residential development on the site would be similar to the adjacent residential development and would not divide an established community.

## 5. Environmental Analysis LAND USE AND PLANNING

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.8-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.8-1 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.8-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.8-1 would be less than significant.

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Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### City of Wildomar General Plan

The proposed project would be consistent with the Wildomar General Plan policies pertaining to land use and mixed-use development. For example, Policies LU-2.1 and LU-3.1 call for development to include a range of uses, include employment, shopping, and housing, and to promote development of infill and underutilized parcels located in Community Development areas, such as the project site. Moreover, Policies LU-26.10 and LU-26.11 require that mixed-use developments be designed to mitigate their potential conflicts as well as to visually enhance the surrounding areas.

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park). Therefore, the proposed project would comply with the City of Wildomar General Plan.

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### LAND USE AND PLANNING

#### City of Wildomar Zoning

The project site is zoned C-P-S (Scenic Highway Commercial) with a Mixed-Use Zone Overlay. The proposed project would remove the Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential). In accordance with the CEQA Guidelines, this analysis focuses on whether there would be any adverse physical environmental impacts that might result from conflict with the existing zoning.

The maximum height of buildings in the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone is 50 feet. The maximum height of the proposed residential structures would be 39 feet and 11 inches, and the tallest nonresidential structure would be 49 feet and 6 inches. Therefore, proposed uses on the site would be within the height restrictions of the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone.

#### SCAG 2020-2045 RTP/SCS Consistency

The proposed project is considered a project of regionwide significance under the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines because the project would require a general plan amendment. The general plan amendment would be required to change 10-acres of the existing land use designation of the Prielipp-Yamas Drive Property from Business Park (BP) to Highest Density Residential (HHDR), in order to ensure no-net loss in residential units as a result of the reduction in dwelling units on the project site.<sup>1</sup> A consistency analysis with SCAG's 2020-2045 RTP/SCS goals is warranted by SCAG. As described in Table 5.8-1, *SCAG's 2020-2045 RTP/SCS Consistency Analysis*, the proposed project is generally consistent with the overarching goals of the RTP/SCS. The proposed project would result in a mix of uses within a half mile of transit. Therefore, the proposed project is consistent with SCAG's RTP/SCS.

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<sup>1</sup> According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

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LAND USE AND PLANNING

**Table 5.8-1 SCAG's 2020–2045 RTP/SCS Consistency Analysis**

| Goals  | Consistency Analysis   |
|--|--|
| RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.   | <b>Consistent.</b> The proposed project would develop a new, high-quality mixed-use project which would result in additional employment and residential uses in Riverside County. Therefore, the proposed project would be consistent with the RTP/SCS goals go improving regional economic development and competitiveness.   |
| RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.                          | <b>Consistent.</b> This goal is not directly applicable to the proposed project. However, the proposed project would include a mix of uses on the project site, which is within a half mile of transit stops, and is approximately 425 feet east of I-15.  |
| RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.                      | <b>Consistent.</b> See response to RTP/SCS G-2.  |
| RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.                        | <b>Consistent.</b> See response to RTP/SCS G-2.  |
| RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.   | <b>Consistent.</b> Long-term emissions generated by the proposed project would not produce criteria air pollutants that exceed the South Coast Air Quality Management District's significance thresholds for project operations or construction activities. The proposed project is a mixed-use development which would encourage limited vehicle trips by emphasizing the integration of a variety of uses onsite. Transit stops within a half-mile of the site would give residents, visitors, and employees the opportunity to use public transportation. |
| RTP/SCS G6: Support healthy and equitable communities.   | <b>Consistent.</b> See response to RTP/SCS G-5.  |
| RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network. | <b>Consistent.</b> See response to G-5. The new uses would be constructed to achieve the 2019 Building and Energy Efficiency Standards.  |
| RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.     | <b>Consistent.</b> This goal is not directly applicable to the proposed project. The proposed project is a mixed-use development which would encourage limited vehicle trips by emphasizing the integration of a variety of uses onsite. Transit stops within a half-mile of the site would give residents, visitors, and employees the opportunity to use public transportation.  |
| RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options. | <b>Consistent.</b> The proposed project would develop townhome and condominiums onsite, which would be supported by transit in the area.   |
| RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.                           | <b>Consistent.</b> The proposed project would be developed on an unused parcel of land within an urbanized portion of the City of Wildomar, and therefore, would preserve natural and agricultural lands.  |

Source: SCAG 2020.

**PRIELIPP-YAMAS PROPERTY REZONE**

Because the Wildomar Trail Town Center Mixed-Use project would reduce the designated dwelling units for the project site by 75 dwelling units, as identified in Table HNA-25 of the 2013-2021 Housing Element, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the City has initiated

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### LAND USE AND PLANNING

the General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive. Future residential development on the Property would be required to comply with the City's zoning standards, Municipal Code, and General Plan goals and policies. Therefore, impacts would be less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.8-2 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.8-2 would be less than significant.

##### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.8-2 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.8-2 would be less than significant.

### 5.8.5 Cumulative Impacts

Implementation of the proposed project and future development on the Prielipp-Yamas Property, in conjunction with other cumulative development in accordance with the City's General Plan could cause citywide land use and general planning impacts. Cumulative development projects in accordance with the General Plan would be subject to compliance with regional and local plans reviewed in this section. The development of the proposed project would take place within the footprint of the project site, and the reduction of dwelling units assigned for the project site would be accommodated by the rezone of the Prielipp-Yamas Drive Property. Therefore, the proposed project and future development on the Prielipp-Yamas Property would not result in citywide land use and planning impacts. The proposed project would introduce residential, commercial, and office uses onsite which is within a half-mile of transit stops southwest of the site, and other residential uses. Directly north of the Wildomar Trail Town Center site is the Baxter Village project which will include residential, medical office, and hotel uses. The proposed project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

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### 5.8.6 Level of Significance Before Mitigation

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

### 5.8.7 Mitigation Measures

No mitigation measures are required.

### 5.8.8 Level of Significance After Mitigation

Impacts would be less than significant.

### 5.8.9 References

Southern California Association of Governments (SCAG). 2020, May 7, 20120–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).  
<https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-Plan.pdf>

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### LAND USE AND PLANNING

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## 5. Environmental Analysis

### 5.9 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Wildomar Trail Town Center to result in noise impacts in the City of Wildomar. This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise and vibration impacts associated with the proposed plan; and provides mitigation to reduce noise impacts at sensitive receptor locations. This evaluation uses procedures and methodologies as specified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The analysis in this section is based in part on the following technical report:

- *Noise and Vibration Impact Analysis*, LSA, February 2020

A complete copy of this study is included as Appendix 5.9-1.

#### 5.9.1 Environmental Setting

##### 5.9.1.1 REGULATORY BACKGROUND

###### Federal

###### *US Department of Housing and Urban Development*

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA  $L_{dn}$  as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides an excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior  $L_{dn}$  should not exceed 45 dBA.

###### State

###### *California Building Code*

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level ( $L_{dn}$ ) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

Residential structures within the noise contours identified above require an acoustical analysis showing that the structure has been designed to limit intruding noise in the prescribed allowable levels. To comply with these regulations, applicants of new the residential projects are required to submit an acoustical report in areas where noise and land use compatibility is a concern. The report is required to analyze exterior noise sources affecting the proposed dwelling site, predicted noise spectra at the exterior of the proposed dwelling



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### NOISE

structure considering present and future land usage, basis for the prediction (measure or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be inoperable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling, if necessary, to provide a habitable interior environment.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the perspective method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA  $L_{eq}(1 \text{ hr})$ .

#### *General Plan Guidelines*

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at difference noise levels expressed in CNEL or  $L_{dn}$ . A conditionally acceptable analysis designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their General Plan and modify them as appropriate for their local environmental setting.

#### **Local**

##### *City of Wildomar General Plan*

The Noise Element of the City of Wildomar General Plan includes goals and policies that aim to minimize the impact of noise sources found in the City.

- **Policy N-1.1:** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used. (AI 107)
- **Policy N-1.2:** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)

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- **Policy N-1.3:** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:
  - Schools;
  - Hospitals;
  - Rest Homes;
  - Long Term Care Facilities;
  - Mental Care Facilities
  - Residential Uses;
  - Libraries;
  - Passive Recreation Uses; and
  - Places of Worship

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels of higher than 65 CNEL will require noise attenuation measures.

Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L and summarized in the Policy Area section of the affected Area Plan. (AI 105)

- **Policy N-1.4:** Determine if existing land uses will present noise compatibility issues with proposed by undertaking site surveys. (AI 106, 109)
- **Policy N-1.5:** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)
- **Policy N-1.6:** Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)
- **Policy N-1.7:** Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. (AI 106, 107)
- **Policy N-1.8:** Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines. Please see the Wind Energy Conversion Systems section for more information. (AI 108)
- **Policy N-2.2:** Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise. (AI 105, 107)

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- **Policy N-2.3:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources: (AI 105)

**Table N-2: Stationary Source Land Use Noise Standards<sup>1</sup>**

| Land Use                | Interior Standards             | Exterior Standards             |
|-------------------------|--------------------------------|--------------------------------|
| <b>Residential</b>      |                                |                                |
| 10:00 p.m. to 7:00 a.m. | 40 L <sub>eq</sub> (10 minute) | 45 L <sub>eq</sub> (10 minute) |
| 7:00 a.m. to 10:00 p.m. | 55 L <sub>eq</sub> (10 minute) | 65 L <sub>eq</sub> (10 minute) |

<sup>1</sup> These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

- **Policy N-4.1:** Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: (AI 105)
  - 45 dBA-10-minute L<sub>eq</sub> between 10:00 p.m. and 7:00 a.m.
  - 65 dBA-10-minute L<sub>eq</sub> between 7:00 a.m. and 10:00 p.m.
- **Policy N-4.2:** Develop measures to control non-transportation noise impacts. (AI 105)
- **Policy N-4.3:** Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed, and ensure that the recommended mitigation measures are implemented. (AI 105, 106, 109)
- **Policy N-4.4:** Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources. (AI 105)
- **Policy N-4.5:** Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of Conditional Use Permits or business licenses or prior to the approval and/or issuance of new Conditional Use Permits for said facilities. (AI 105, 107)
- **Policy N-4.6:** Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos, and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (AI 105)
- **Policy N-4.7:** Evaluate noise producers for the possibility of pure-tone producing noises. Mitigate any pure tones that may be emitted from a noise source. (AI 106, 107)
- **Policy N-4.8:** Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses. (AI 106, 107)

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- **Policy N-6.3:** Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits. (AI 105, 107)
- **Policy N-8.2:** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County. (AI 105)
- **Policy N-8.3:** Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)
- **Policy N-8.4:** Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)
- **Policy N-8.7:** Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)
- **Policy N-12.1:** Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)
- **Policy N-12.2:** Ensure that construction activities are regulated to establish house of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)
- **Policy N-12.4:** Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)
- **Policy N-13.1:** Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.
- **Policy N-13.2:** Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies. (AI 108)
- **Policy N-13.3:** Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include:

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- Separation of noise-sensitive buildings from noise-generating sources;
  - Use of natural topography and intervening structure to shield noise-sensitive land uses; and
  - Adequate sound proofing within the receiving structure. (AI 106)
- **Policy N-13.5:** Consider the issue of adjacent residential land uses when designing and configuring all new, non-residential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)
  - **Policy N-13.8:** Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.
  - **Policy N-13.9:** Mitigate 600 square feet of exterior space to 65 dB CNEL when new development is proposed on residential parcels of 1 acre or greater.
  - **Policy N-14.1:** Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses. (AI 106, 107, 108)
  - **Policy N-14.2:** Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)
  - **Policy N-15.1:** Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 150)
  - **Policy N-15.2:** Consider the following land uses sensitive to vibration:
    - Hospitals;
    - Residential Areas;
    - Concert Halls;
    - Libraries;
    - Sensitive Research Operations;
    - Schools; and
    - Offices

#### *City of Wildomar Municipal Code*

Chapter 9.48, Noise Regulation, of the Wildomar Municipal Code, establishing Citywide standards to regulate noise, so that noise does not jeopardize the health, safety, or general welfare of the City of Wildomar residents and degrade their quality of life.

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### 5.9.1.2 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

The project site is approximately 425 feet west of I-15. The project site is bound by Wildomar Trail to the north and Central Avenue to the west. The noise environment is predominantly characterized by traffic noise.

#### *Sensitive Receptors*

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

The project site is surrounded by vacant land to the north, residential uses (sensitive receptors) to the east and south, and residential and industrial uses to the west of the site.

To assess existing noise levels, two long-term noise measurements and two short-term noise measurements in the vicinity of the project site. The long-term noise measurements captured hourly  $L_{eq}$  data as well as CNEL data, which incorporate the nighttime hours. Sources that dominate the existing noise environment include traffic on Central Avenue, Wildomar Trail, and I-15, and occasional distant aircraft (LSA 2020). The short-term measurements captured traffic noise from Central Avenue, Wildomar Trail, and I-15 at various locations. Table 5.9-1, *Long-Term Noise Level Measurements*, and Table 5.9-2, *Short-Term Noise Level Measurements*, show the data collected during the long-term and short-term noise monitoring.

**Table 5.9-1 Long-Term Noise Level Measurements**

| Location  | Daytime Noise Levels <sup>1</sup> (dBA $L_{eq}$ ) | Evening Noise Levels <sup>2</sup> (dBA $L_{eq}$ ) | Nighttime Noise Levels <sup>3</sup> (dBA $L_{eq}$ ) | Average Daily Noise Levels (dBA CNEL) |
|---|---|---|---|---------------------------------------|
| LT-1 West of the rear yard of 35091 Pashal Place                                      | 46.5–48.9   | 45.8–47.9   | 43.2–47.9   | 52.6                                  |
| LT-2 Approximately 150 feet east of Central Avenue and 400 feet north of Cervera Road | 48.3–53.0   | 48.5–50.8   | 43.4–52.5   | 55.2                                  |

Source: LSA 2020

<sup>1</sup> Daytime noise levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.

<sup>2</sup> Evening noise levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.

<sup>3</sup> Nighttime noise levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels  $L_{eq}$ =equivalent continuous sound level

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**Table 5.9-2 Short-Term Noise Level Measurements<sup>1</sup>**

| Location Number | Location Description  | Measured Noise Level (dBA L <sub>eq</sub> ) | Daytime Noise Levels <sup>2</sup> (dBA L <sub>eq</sub> ) | Evening Noise Levels <sup>3</sup> (dBA L <sub>eq</sub> ) | Nighttime Noise Levels <sup>4</sup> (dBA L <sub>eq</sub> ) | Average Daily Noise Levels (dBA CNEL) |
|-----------------|---|---|--|--|--|---------------------------------------|
| ST-1            | Southeast corner of the project site near 22556-22608 Cervera Road                          | 55.3  | 46.6–51.3  | 48.8–50.8  | 41.7–48.4  | 53.4                                  |
| ST-2            | Northwest corner of the project area near intersection of Wildomar Trail and Central Avenue | 56.7  | 54.5–59.2  | 56.7–58.7  | 49.6–56.3  | 61.3                                  |
| ST-3            | Lot north of Cal Lutheran High School at 31970 Central Avenue                               | 53.0  | 55.3–60.0  | 57.6–59.5  | 50.4–57.2  | 62.2                                  |

Source: LSA 2020

<sup>1</sup> Hourly and daily noise levels were calculated based on a 15-minute short-term measurement and then adjusting it to the pattern of the nearest long-term measurement.

<sup>2</sup> Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.

<sup>3</sup> Evening Noise Levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.

<sup>4</sup> Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels L<sub>eq</sub>=equivalent continuous sound level

Existing roadway traffic noise levels in the project vicinity were assessed using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) and data from the Traffic Impact Analysis for the proposed project (see Appendix 5.11-1). Table 5.9-3, *Existing Traffic Noise Levels Without Proposed Project*, shows the noise levels from nearby roadway segments.

**Table 5.9-3 Existing Traffic Noise Levels Without Proposed Project**

| Roadway Segment                                    | ADT    | Centerline to 70 dBA CNEL (feet) | Centerline to 65 dBA CNEL (feet) | Centerline to 60 dBA CNEL (feet) | CNEL (dBA) 50 feet from Centerline of Outermost Lane |
|--|--------|----------------------------------|----------------------------------|----------------------------------|--|
| Central Avenue south of Palomar Street             | 8,600  | <50                              | 97                               | 300                              | 66.6   |
| Central Avenue from Palomar Street to Cervera Road | 12,300 | 137                              | 426                              | 1,345                            | 72.8   |
| Central Avenue from Cervera Road to Wildomar Trail | 14,300 | 158                              | 495                              | 1,563                            | 73.5   |
| Wildomar Trail from Central Avenue to I-15         | 14,300 | 158                              | 495                              | 1,563                            | 73.5   |
| Wildomar Trail from I-15 to Monte Vista Drive      | 5,300  | <50                              | 61                               | 186                              | 64.5   |
| Monte Vista Drive south of Bundy Canyon Road       | 1,800  | <50                              | <50                              | 65                               | 59.8   |
| Palomar Street west of Central Avenue              | 8,400  | 95                               | 291                              | 919                              | 71.2   |

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**Table 5.9-3 Existing Traffic Noise Levels Without Proposed Project**

| Roadway Segment                             | ADT    | Centerline to 70 dBA<br>CNEL (feet) | Centerline to 65 dBA<br>CNEL (feet) | Centerline to 60 dBA<br>CNEL (feet) | CNEL (dBA) 50 feet<br>from Centerline of<br>Outermost Lane |
|---|--------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| Palomar Street east of Central Avenue       | 12,000 | 133                                 | 416                                 | 1,312                               | 72.7   |
| Bundy Canyon Road west of Monte Vista Drive | 19,300 | 214                                 | 667                                 | 2,107                               | 74.3   |
| Bundy Canyon Road east of Monte Vista Drive | 20,200 | 223                                 | 698                                 | 2,205                               | 74.5   |

Source: LSA 2020

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

ADT=average daily traffic

CNEL= community noise equivalent level

dBA = A-weighted decibels

**Prielipp-Yamas Drive Property Rezone**

The Property is approximately 0.4-mile west of I-15, and is bound by Prielipp Road to the south and Yamas Drive to the west.

*Sensitive Receptors*

The Property is surrounded by vacant land to the north and east, and residential uses (sensitive receptors) to the south and west.

**5.9.2 Thresholds of Significance**

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

- N-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- N-2 Generation of excessive groundborne vibration or groundborne noise levels.
- N-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

**5.9.2.1 CONSTRUCTION NOISE THRESHOLDS**

A potentially significant noise impact could occur if construction activities do not comply with the stated construction hours in the City’s Municipal Code (no construction between 6:00 p.m. and 6:00 a.m. during June through September, and between 6:00 p.m. and 7:00 a.m. during October through May) or if they exceed the 90 dBA L<sub>eq</sub> FTA daytime standard for residential uses.



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#### 5.9.2.2 CONSTRUCTION-RELATED VIBRATION THRESHOLDS

A potentially significant impact could occur if vibration levels exceed the FTA impact criteria listed in Table 5.9-4, *Groundborne Vibration Impact Criteria for Assessing Human Annoyance*, and Table 5.9-5, *Construction Vibration Damage Criteria*.

**Table 5.9-4 Groundborne Vibration Impact Criteria for Assessing Human Annoyance**

| Land Use Category  | Groundborne Vibration Impact Levels (VdB re 1 $\mu\text{in}/\text{sec}$ ) |                                |                                |
|--|---|--------------------------------|--------------------------------|
|  | Frequent Events <sup>1</sup>  | Occasional Events <sup>2</sup> | Infrequent Events <sup>3</sup> |
| <b>Category 1:</b> Buildings where vibration would interfere with interior operations. | 65 VdB <sup>4</sup>   | 65 VdB <sup>4</sup>            | 65 VdB <sup>4</sup>            |
| <b>Category 2:</b> Residences and buildings where people normally sleep.               | 72 VdB  | 75 VdB                         | 80 VdB                         |
| <b>Category 3:</b> Institutional land uses where primarily daytime use.                | 75 VdB  | 78 VdB                         | 83 VdB                         |

Source: LSA 2020

<sup>1</sup> Frequent events are defined as more than 70 vibration events of the same source per day.

<sup>2</sup> Occasional events are defined as between 30 and 70 vibration events of the same source per day.

<sup>3</sup> Infrequent events are defined as fewer than 30 vibration events of the same kind per day.

<sup>4</sup> This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

$\mu\text{in}/\text{sec}$  = microinches per second

$\mu\text{Pa}$  = micropascals

dB = decibels

dBA = A-weighted decibels

FTA = Federal Transit Administration

HVAC = heating, ventilation, and air-conditioning

VdB = vibration velocity decibels

**Table 5.9-5 Construction Vibration Damage Criteria**

| Building Category                                  | PPV (in/sec) | Approximate L <sub>v</sub> (VdB) <sup>1</sup> |
|--|--------------|---|
| Reinforced concrete, steel, or timber (no plaster) | 0.50         | 102   |
| Engineered concrete and masonry (no plaster)       | 0.30         | 98  |
| Non-engineered timber and masonry                  | 0.20         | 94  |
| Building extremely susceptible to vibration damage | 0.12         | 90  |

Source: LSA 2020

<sup>1</sup> RMS VdB re 1  $\mu\text{in}/\text{sec}$ .

$\mu\text{in}/\text{sec}$  = microinches per second

FTA = Federal Transit Administration

in/sec = inches per second

LV = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity in decibels

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### 5.9.2.3 LONG-TERM OPERATIONAL OFF-SITE TRANSPORTATION THRESHOLDS

A significant increase of existing ambient noise levels affecting existing sensitive land uses that would require the adoption of practical and feasible mitigation is deemed to occur where a project will cause:

- The ambient noise level is less than 65 dBA CNEL and the project increases noise levels by 5 dBA or more; or
- The ambient noise level is greater than 65 dBA CNEL and the project increases noise levels by 3 dB or more.

### 5.9.2.4 NON-TRANSPORTATION-RELATED STATIONARY SOURCE AND OPERATIONS THRESHOLDS

Limits on the level of a stationary noise source that may affect a residential area are defined as part of the City's Noise Element. The project would normally have a significant noise impact if it would exceed the noise level performance standards of 55 dBA  $L_{eq}$  during daytime hours (7:00 a.m. to 10 p.m.) and 45 dBA  $L_{eq}$  during the nighttime hours (10:00 p.m. to 7:00 a.m.). Should it occur that existing ambient levels exceed the performance standards, an increase of 3 dBA over existing noise levels would normally be considered perceptible and therefore, potentially significant.

## 5.9.3 Plans, Programs, and Policies

- PPP NOI-1 Project-related construction activity will not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and 6:00 p.m. and 7:00 a.m. during the months of October through May.
- PPP NOI-2 Any construction located within one-fourth mile from occupied residences shall be permitted Monday through Saturday, 6:30 a.m. to 7:00 p.m.
- PPP NOI-3 The residential development will comply with the California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels. Non-residential development will comply with the CBC, Title 24, Building Standards Administrative Code, Part 11, CALGreen.

## 5.9.4 Environmental Impacts

### 5.9.4.1 METHODOLOGY

The noise evaluation was prepared in accordance with the requirements of CEQA to determine if the proposed project would result in significant construction and operational impacts at nearby sensitive receptors. Per *CBLA v. BAAQMD*, noise compatibility for onsite sensitive receptors is generally no longer the purview of CEQA. However, the City requires projects to be designed to achieve the interior noise standards of the noise insulation requirements of the California Green Building Standards Code for nonresidential uses and the California Building Code for residential uses, which require exterior-interior noise insulation sufficient

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to achieve interior noise levels of 45 dBA CNEL from sources such as traffic noise affecting the residential portion of the proposed project. Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM).

#### 5.9.4.2 IMPACT ANALYSIS

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

---

**Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]**

---

Two types of short-term noise impacts could occur during construction: 1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul, and 2) stationary-source noise from use of construction equipment.

### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### Construction Noise

The first type of short-term construction noise is mobile-source noise which would result from the transport of construction equipment and materials to the project site and construction worker commute. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-even noise from equipment trucks passing at a distance of 50 feet from a sensitive noise receptor would reach a maximum level of 84 dBA  $L_{max}$  (LSA 2020). However, heavy equipment for grading and construction activities would be moved on site once, and would remain onsite for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on- and off-site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets and the long-term noise level change associated with these trips would not be perceptible. Therefore, noise associated with the transportation of equipment and construction-related worker commute impacts would be short-term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase (LSA 2020).

Noise impacts associated with construction activities are regulated by the City's noise ordinance. The proposed project would be required to comply with the construction hours specified in the City's Noise

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Ordinance, which exempts construction activities located one-quarter of a mile from inhabited dwellings between the hours of 6:00 a.m. and 6:00 p.m. Monday through Friday during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. and Monday through Friday during the months of October through May, and from 8:30 a.m. to 4:30 p.m. on Saturdays; no construction is permitted outside of these hours or on Sundays and federal holidays. In addition, construction-related noise impacts would remain below the 90 dBA  $L_{eq}$  1-hour construction noise level criteria as established by the FTA and therefore would be less than significant. The proposed project would also include best management practices (BMPs) to reduce noise during construction, such as equipping all construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards and should utilize the best available noise control techniques, placing all stationary construction equipment so that emitted noise is directed away from sensitive receptors, prohibiting extended idling time of internal combustion engines, and locating equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction (LSA 2020). Therefore, with the compliance of the City's noise ordinance and implementation of BMPs, impacts would be less than significant.

### **PRIELIPP-YAMAS PROPERTY REZONE**

Future development on the Property would result in short-term construction noise from mobile-sources and stationary-sources. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential uses near the Property. The nearest sensitive receptors to the Property are residences to the west and south of the Property. However, it is acknowledged that construction activities could occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Future construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Future development on the Property would be required to comply with the City's noise ordinance, which would ensure that short-term noise impacts would have a less than significant impact on sensitive receptors.

### **LEVEL OF SIGNIFICANCE**

#### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.9-1 would be less than significant.

#### ***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.9-1 would be less than significant.

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#### Prielipp-Yamas Property Rezone

**Level of Significance Before Mitigation:** Impact 5.9-1 would be less than significant.

#### Mitigation Measures

No mitigation measures are required.

**Level of Significance After Mitigation:** Impact 5.9-1 would be less than significant.

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**Impact 5.9-2** Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-1]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional vehicle trips that would result from the proposed project. Stationary source noise includes noise generated by the proposed project, such as parking lot and loading activities, HVAC equipment, drive-through speakers, and a car wash.

#### Mobile Sources

Table 5.9-6, *Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project*, shows the modeled 24-hour CNEL levels for traffic noise during Existing, Opening Year, and Buildout Conditions, both without and with the proposed project. The noise levels in Table 5.9-6 represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn. As shown in Table 5.9-6, the project-related traffic would have less than perceptible (1.0 dBA or less) noise level increases along roadway segments in the project vicinity during Opening Year and Buildout Conditions.

#### Stationary Sources

Noise impacts associated with the long-term operation of the proposed project must comply with the hourly daytime and nighttime noise standards of 55 dBA  $L_{eq}$  during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA  $L_{eq}$  during the nighttime hours (10:00 p.m. to 7:00 a.m.) per the City's Municipal Code. Noise associated with the proposed project includes HVAC equipment, loading activities, car wash operations, parking lot activities, and drive-through speaker during normal operations (LSA 2020).

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Table 5.9-6 Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project

| Roadway Segment                           | Existing   |  |              |  |                                   | Opening Year (2023) |  |              |  |                                   | Buildout (Post-2035) |  |              |  |                                   |
|---|------------|--|--------------|--|-----------------------------------|---------------------|--|--------------|--|-----------------------------------|----------------------|--|--------------|--|-----------------------------------|
|   | No Project |  | With Project |  |                                   | No Project          |  | With Project |  |                                   | No Project           |  | With Project |  |                                   |
|   | ADT        | CNEL (dBA) 50 feet from Centerline of Outermost Lane | ADT          | CNEL (dBA) 50 feet from Centerline of Outermost Lane | Increase from Baseline Conditions | ADT                 | CNEL (dBA) 50 feet from Centerline of Outermost Lane | ADT          | CNEL (dBA) 50 feet from Centerline of Outermost Lane | Increase from Baseline Conditions | ADT                  | CNEL (dBA) 50 feet from Centerline of Outermost Lane | ADT          | CNEL (dBA) 50 feet from Centerline of Outermost Lane | Increase from Baseline Conditions |
| Central Ave south of Palomar St           | 8,600      | 66.6   | 9,300        | 66.7   | 0.1                               | 13,900              | 68.4   | 14,600       | 68.6   | 0.2                               | 26,200               | 71.2   | 26,900       | 71.3   | 0.1                               |
| Central Ave from Palomar St to Cervera Rd | 12,300     | 72.8   | 15,300       | 73.8   | 1.0                               | 17,000              | 74.2   | 20,000       | 74.9   | 0.7                               | 25,400               | 76.0   | 28,400       | 76.5   | 0.5                               |
| Central Ave from Cervera Rd to Baxter Rd  | 14,300     | 73.5   | 18,000       | 74.5   | 1.0                               | 22,800              | 75.5   | 26,500       | 76.2   | 0.7                               | 23,200               | 75.6   | 26,900       | 76.2   | 0.6                               |
| Baxter Rd from Central Ave to I-15        | 14,300     | 73.5   | 18,700       | 74.7   | 1.2                               | 22,700              | 75.5   | 27,100       | 76.3   | 0.8                               | 28,400               | 76.5   | 32,800       | 77.1   | 0.6                               |
| Baxter Rd from I-15 to Monte Vista Dr     | 5,300      | 64.5   | 8,700        | 66.7   | 2.2                               | 14,100              | 68.8   | 17,500       | 69.7   | 0.9                               | 20,400               | 70.1   | 23,800       | 70.7   | 0.6                               |
| Monte Vista Dr south of Bundy Canyon Rd   | 1,800      | 59.8   | 3,300        | 62.4   | 2.6                               | 7,800               | 66.2   | 9,300        | 66.9   | 0.7                               | 17,800               | 69.5   | 19,300       | 69.8   | 0.3                               |
| Palomar St west of Central Ave            | 8,400      | 71.2   | 9,500        | 71.7   | 0.5                               | 11,900              | 72.7   | 13,000       | 73.1   | 0.4                               | 12,300               | 72.8   | 13,400       | 73.2   | 0.4                               |
| Palomar St east of Central Ave            | 12,000     | 72.7   | 13,100       | 73.1   | 0.4                               | 15,900              | 74.0   | 17,000       | 74.2   | 0.2                               | 19,900               | 74.9   | 21,000       | 75.2   | 0.3                               |
| Bundy Canyon Rd west of Monte Vista Dr    | 19,300     | 74.3   | 20,000       | 74.5   | 0.2                               | 30,600              | 76.3   | 31,300       | 76.4   | 0.1                               | 45,100               | 78.0   | 45,800       | 78.1   | 0.1                               |
| Bundy Canyon Rd east of Monte Vista Dr    | 20,200     | 74.5   | 21,000       | 74.7   | 0.2                               | 31,400              | 76.4   | 32,200       | 76.5   | 0.1                               | 47,400               | 78.2   | 48,200       | 78.3   | 0.1                               |

Source: LSA 2020

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

## 5. Environmental Analysis

### NOISE

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CNEL = community noise equivalent level  
dBA = A-weighted decibels

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## 5. Environmental Analysis NOISE

Based on the Noise Analysis, the noise levels at the proposed residential site south of the carwash would experience noise level impacts that would exceed both the daytime and nighttime hourly noise level standards of 55 dBA  $L_{eq}$  and 45 dBA  $L_{eq}$ , respectively. In order to determine feasible noise reduction measures to reduce noise impacts at the proposed residences, a 10-foot high wall extending from the exit of the carwash along the driveway to the parking lot is proposed (**Mitigation Measures NOI-1**). With the incorporation of the 10-foot high carwash exit wall, operation of the carwash would result in noise levels of up to 53 dBA  $L_{eq}$  at the nearest residence. The results of the analysis show that noise levels would achieve the 55 dBA  $L_{eq}$  daytime noise standard, but would continue to exceed the nighttime standard of 45 dBA  $L_{eq}$ . In order to achieve noise levels of less than 45dBA  $L_{eq}$ , carwash operations would be restricted from 10:00 p.m. to 7:00 a.m. (**Mitigation NOI-2**). Moreover, the final residential site design would be prepared to include noise reduction measures to ensure that exterior noise levels would comply with the City's standard of 65 CNEL. With the implementation of **Mitigation Measure NOI-1** and **Mitigation Measure NOI-2**, as well as compliance with the City's noise ordinance, the proposed project would not result in an exceedance of the City's noise standards at the existing nearby sensitive receptors, resulting in a less than significant impact.

### PRIELIPP-YAMAS PROPERTY REZONE

Implementation of future residential uses on the Property would create new sources of noise at the Property. The major noise source associated with future development that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise. Future development would be required to comply with the City's noise ordinance, which would ensure that long-term operational noise impacts would be less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.9-2 would be potentially significant.

#### *Mitigation Measures*

- NOI-1      A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.
- NOI-2      In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

*Level of Significance After Mitigation:* Impact 5.9-2 would be less than significant with mitigation incorporated.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.9-2 would be less than significant.



## 5. Environmental Analysis

### NOISE

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.9-2 would be less than significant.

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**Impact 5.9-3:** The project would not create excessive short-term or long-term groundborne vibration.  
[Threshold N-2]

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## WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

### Construction Vibration

#### *Building Damage*

Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during the grading phases of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment. Construction equipment generates vibration that spreads through the ground diminishes with distance from the source. The effect on buildings in the vicinity of a construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Groundborne noise and vibration from construction activity of the proposed project would be low to moderate. Table 5.9-7, *Vibration Source Amplitudes for Construction Equipment*, shows the expected vibration levels for the proposed project. As shown in Table 5.9-5, it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage. Table 5.9-7 further shows the PPV values and vibration levels (in terms of VdB) from other construction vibration sources at 25 feet from construction vibration sources for comparison purposes.

5. Environmental Analysis  
NOISE

**Table 5.9-7 Vibration Source Amplitudes for Construction Equipment**

| Equipment        | Reference PPV/L <sub>v</sub> at 25 feet |                                   |
|------------------|---|-----------------------------------|
|                  | PPV (in/sec)                            | L <sub>v</sub> (VdB) <sup>1</sup> |
| Hoe Ram          | 0.089                                   | 87                                |
| Large Bulldozer  | 0.089                                   | 87                                |
| Caisson Drilling | 0.089                                   | 87                                |
| Loaded Trucks    | 0.076                                   | 86                                |
| Jachammer        | 0.035                                   | 79                                |
| Small Bulldozer  | 0.003                                   | 58                                |

Source: LSA 2020  
<sup>1</sup> RMS VdB re 1 μin/sec.  
 μin/sec = microinches per second  
 FTA = Federal Transit Administration  
 in/sec = inches per second  
 LV = velocity in decibels  
 PPV = peak particle velocity  
 RMS = root-mean-square  
 VdB = vibration velocity in decibels

The closest structures to the project site are the residential uses surrounding the project site approximately 35 feet from construction activity. Given these structures are greater than 25 feet from the project construction area limits, the estimated vibration impacts are propagated for distance. A vibration level at 50 feet is 9 VdB lower than at 25 feet, a vibration level at 100 feet is 18 VdB lower than at 25 feet, and a vibration level at 400 feet is 36 VdB lower than at 25 feet (LSA 2020). Using the information in Table 5.9-7, the operation of typical construction equipment would generate groundborne vibration levels of up to 83 VdB, which would not exceed the 90 VdB guideline that is considered safe for fragile buildings. Therefore, construction would not result in any vibration damage and impacts would be less than significant.

*Human Annoyance*

As stated above, the existing single-family residences east of the project site are the nearest sensitive receptors, and would be located approximately 35 feet from construction activity, and therefore, would experience vibration levels approaching 83 VdB. Based on Table 5.9-4, this level of groundborne vibration has the potential to exceed the level of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep, when activities occur within 80 feet of the residential uses. However, construction activities would not occur during nighttime sensitive hours and therefore, would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

**Operational Vibration**

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur during project operations and, therefore, no vibration impact analysis of on-road vehicles is necessary. Additionally, once constructed, the proposed project would

## 5. Environmental Analysis

### NOISE

not contain uses that would generate groundborne vibration (LSA 2020). Therefore, impacts would be less than significant.

#### **PRIELIPP-YAMAS PROPERTY REZONE**

Once future development on the Property is operational, the site would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to future development on the Property would be primarily associated with short-term construction-related activities. Construction on the Property would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) would be conservative. The types of construction vibration impacts are human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment, as shown in Table 5.9-5.

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

#### **LEVEL OF SIGNIFICANCE**

##### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.9-3 would be less than significant.

##### ***Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.9-3 would be less than significant.

##### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.9-3 would be less than significant.

##### ***Mitigation Measures***

No mitigation measures are required.

## 5. Environmental Analysis NOISE

*Level of Significance After Mitigation:* Impact 5.9-3 would be less than significant.

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**Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise. [Threshold N-3]**

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is approximately 2.2 miles southeast of the nearest public airport, Skylark Field Airport. Aircraft noise is rarely audible at the project site and no portion of the site lies within the 60 dBA CNEL noise contours of the Airport, nor does any portion lie within 2 miles of any private airfield or heliport (LSA 2020). No impact would occur.

### PRIELIPP-YAMAS PROPERTY REZONE

The Property is approximately 4.65 miles southeast of the Skylark Field Airport and no private airstrips are within 2 miles of the site. Therefore, future residents would not be subject to excessive aircraft noise. No impact would occur.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.9-4 would not be significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.9-4 would not be significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.9-4 would not be significant.

#### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.9-4 would not be significant.

## 5.9.5 Cumulative Impacts

### Operational Noise and Vibration

The project's contribution to a significant cumulative traffic noise increase would be cumulatively considerable if it is calculated to be 1 dBA or more. As shown in Table 5.9-6, cumulative traffic noise

## 5. Environmental Analysis

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increases would be less than 1 dBA. Therefore, the propose project's cumulative impact would be considered less than significant.

#### Construction Noise and Vibration

If construction of the proposed project were to overlap with cumulative projects in the project vicinity, noise could combine to result in significant cumulative impacts. Future development could occur on the parcel of land directly north of the project site, which contribute to cumulative construction noise impact, however, the proposed project as well as future projects in the vicinity would be required to comply with the City's noise ordinance and BMPs. Similarly, future development on the Prielipp-Yamas Drive Property would be required to comply with the City's noise ordinance to ensure construction noise and vibration impacts are less than significant.

#### 5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1, 5.9-3, and 5.9-4.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.9-2** Project implementation would result in long-term operation-related noise that would exceed local standards.

#### 5.9.7 Mitigation Measures

##### Impact 5.9-2

NOI-1 A 10-foot-high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

#### 5.9.8 Level of Significance After Mitigation

With the implementation of Mitigation Measures NOI-1 and NOI-2, daytime and nighttime operational noise from the carwash would be reduced to acceptable levels, and therefore, would not impact nearby residents. Impacts would be less than significant with mitigation incorporated.

#### 5.9.9 References

LSA. 2020, February. Noise and Vibration Impact Analysis. Appendix 5.9-1.

## 5. Environmental Analysis

### 5.10 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed Wildomar Trail Town Center Mixed-Use Project in the City of Wildomar, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as “affordable.” According to Section 15382 of the CEQA Guidelines, “An economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create impacts on the physical environment.

#### 5.10.1 Environmental Setting

##### 5.10.1.1 REGULATORY BACKGROUND

###### State

###### *California Housing Element Law*

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This Plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California’s projected population growth that would occur in each county based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state’s projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

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### POPULATION AND HOUSING

- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code §§ 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. The City of Wildomar General Plan Housing Element was updated in 2013 for the 2013–2021 cycle.

#### *Housing Accountability Act*

The Housing Accountability Act (HAA) requires that cities approve applications for residential development that are consistent with a city’s general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement. Under the HAA, an applicant is entitled to the full density allowed by the zoning and/or general plan provided the project complies with all objective general plan, zoning, and subdivision standards and provided that the full density proposed does not result in a specific, adverse impact on public health and safety and cannot be mitigated in any other way.

Assembly Bill (AB) 648 amends the HAA by increasing the documentation and standard of proof required for a local agency to legally defend its denial of low-to-moderate-income housing development projects. If the local agency considers the housing development project to be inconsistent, not in compliance, or not in conformity, this Bill requires the local agency to give the applicant, within specified time periods, written documentation identifying the provision or provisions and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity. If the local agency fails to provide this documentation, the housing development project is deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

#### *AB 1515: Reasonable Person Standard*

AB 1515 specifies that a housing development project is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. This Bill added additional findings related to the Housing Accountability Act in this regard.

#### *Senate Bill 330 (SB 330)*

SB 330 Housing Crisis Act of 2019 states that until January 1, 2025, an application would be deemed complete if a preliminary application was submitted and it complied with the applicable objective general plan and zoning standards in effect at the time. The Planning and Zoning Law requires a public hearing be held on an application for a variance from the requirements of a zoning ordinance or an application for a conditional

## 5. Environmental Analysis POPULATION AND HOUSING

use permit. However, this Bill would prohibit any City or County from conducting more than five hearings held pursuant to these provisions if a housing development project complies with the applicable objective general plan and zoning standards in effect at the time an application is deemed complete. Additionally, this Bill would reduce the time for which a lead agency can approve or disapprove a project from 120 days to 90 days.

### Regional

#### *Southern California Association of Governments*

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Wildomar is within the Western Riverside Council of Governments (WRCOG) subregion of SCAG.

#### *Regional Transportation Plan/Sustainable Community Strategy*

SCAG develops regional plans to achieve specific regional objectives. On September 3, 2020, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with mobility, economy, healthy/complete communities, and the environment (SCAG 2020a). This long-range plan, which is a requirement of the state of California and the federal government is updated by SCAG every four years as demographic, economic, and policy circumstances change. A component of the RTP/SCS is a set of growth forecasts that estimates employment, population, and housing growth. These estimates are used by SCAG, transportation agencies, and local agencies to anticipate and plan for growth. The most recent jurisdictional growth forecasts are from the 2016–2040 RTP/SCS; the 2020–2045 RTP/SCS lists the 2045 growth forecasts.

### Local

#### *The City of Wildomar General Plan*

Development of housing in the City is guided by goals, objectives, and policies of the General Plan and Housing Element. The Housing Element includes the following policies on population and land use:

- **Policy H-1:** Ensure there is a sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).



## 5. Environmental Analysis

### POPULATION AND HOUSING

- **Policy H-2:** Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

#### 5.10.1.2 EXISTING CONDITIONS

##### Population

Table 5.10-1, *Population Trends in Wildomar*, shows the population trends and percent change in the City from 2010 through 2020.

**Table 5.10-1 Population Trends in Wildomar**

| Year | Population | Percent Change |
|------|------------|----------------|
| 2010 | 30,637     | N/A            |
| 2011 | 31,452     | 2.60%          |
| 2012 | 32,101     | 2.02%          |
| 2013 | 32,744     | 1.96%          |
| 2014 | 33,601     | 2.55%          |
| 2015 | 34,220     | 1.80%          |
| 2016 | 34,775     | 1.60%          |
| 2017 | 35,492     | 2.02%          |
| 2018 | 36,162     | 1.85%          |
| 2019 | 37,126     | 2.67%          |
| 2020 | 37,183     | 0.15%          |

Source: US Census Bureau 2020a., California DOF, E-5 Report

##### Housing

###### *Housing Growth Trends*

Table 5.10-2, *Housing Growth Trends in Wildomar*, shows the rate of housing growth from 2010 to 2020 and how it has varied over the years.

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POPULATION AND HOUSING

**Table 5.10-2 Housing Growth Trends in Wildomar**

| Year | Housing Units | Percent Change |
|------|---------------|----------------|
| 2010 | 10,509        | N/A            |
| 2011 | 10,640        | 1.23%          |
| 2012 | 10,819        | 1.65%          |
| 2013 | 10,873        | 0.50%          |
| 2014 | 10,626        | -2.32          |
| 2015 | 10,456        | -1.63%         |
| 2016 | 10,322        | -1.30%         |
| 2017 | 10,422        | 0.96%          |
| 2018 | 10,583        | 1.52%          |
| 2019 | 11,554        | 9.18%          |
| 2020 | 11,584        | 0.26%          |

Source: US Census Bureau 2020b., California DOF, E-5 Report

*Regional Housing Needs Assessment*

As shown in Table 5.10-3, *City of Wildomar 2013–2021 RHNA*, Wildomar’s RHNA allocation for the 2013–2021 planning period is 2,535 units. This number was calculated by SCAG based on the City’s share of the region’s employment growth, migration and immigration trends, and birth rates.

**Table 5.10-3 City of Wildomar 2013–2021 RHNA**

| Income Category (% of County AMI) <sup>1</sup> | Income Range <sup>2</sup> | Number of Units |
|--|---------------------------|-----------------|
| Extremely Low Income                           | \$0–\$20,100              | 310             |
| Very Low                                       | \$20,101–\$33,500         | 311             |
| Low  | \$33,501–\$53,600         | 415             |
| Moderate                                       | \$53,601–\$78,000         | 461             |
| Above Moderate                                 | \$78,001 or more          | 1,038           |
| <b>Total</b>                                   | -                         | <b>2,535</b>    |

Source: Wildomar 2013.

<sup>1</sup> AMI = area median income

<sup>2</sup> Based on a four-person household

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### POPULATION AND HOUSING

#### Employment

##### *Employment Trends*

According to the California Employment Development Department, the average employment rate in Wildomar increased from 2010 to 2019. The average annual employment rate and percent changes are shown in Table 5.10-4, *Average Employment Trends in Wildomar*.

**Table 5.10-4 Average Employment Trends in Wildomar**

| Year | Employment (persons) | Percent Change |
|------|----------------------|----------------|
| 2010 | 13,200               | N/A            |
| 2011 | 13,300               | 0.75%          |
| 2012 | 13,600               | 2.21%          |
| 2013 | 14,000               | 2.86%          |
| 2014 | 15,000               | 6.67%          |
| 2015 | 15,400               | 2.60%          |
| 2016 | 15,800               | 2.53%          |
| 2017 | 16,400               | 3.66%          |
| 2018 | 16,800               | 2.38%          |
| 2019 | 17,100               | 1.75%          |

Source: EDD 2020.

##### *Existing Employment*

Table 5.10-5, *Wildomar's Industry by Occupation (2010 and 2018)*, shows the City's total workforce by occupation and industry from 2010 to 2018. According to the estimates of the US Census Bureau, Wildomar had an employed civilian labor force (16 years and older) of 13,823 in 2010 and 16,073 in 2018. The three largest occupational categories during 2010 were Educational Services, and Health Care and Social Assistance; Construction; and Manufacturing; and in 2018 were Educational Services, and Health Care and Social Assistance; Arts, Entertainment, and Recreation, and Accommodation and Food Services; and Professional, Scientific, and Management, and Administrative and Waste Management Services.

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POPULATION AND HOUSING

Table 5.10-5 Wildomar’s Industry by Occupation (2010 and 2018)

| Industry/Occupation  | Number of Employees in 2010 | Number of Employees in 2018 | Percentage of Workforce |
|--|-----------------------------|-----------------------------|-------------------------|
| Agriculture, forestry, fishing and hunting, and mining                                     | 113                         | 203                         | 79.6%                   |
| Construction   | 1,874                       | 1,706                       | -8.9%                   |
| Manufacturing  | 1,566                       | 1,733                       | 10.6%                   |
| Wholesale Trade  | 387                         | 325                         | -16.0%                  |
| Retail trade   | 1,436                       | 1,599                       | 11.3%                   |
| Transportation and warehousing, and utilities  | 712                         | 776                         | 8.9%                    |
| Information  | 194                         | 192                         | -1.0%                   |
| Finance and insurance, and real estate and rental and leasing                              | 726                         | 844                         | 16.2%                   |
| Professional, scientific, and management, and administrative and waste management services | 1,716                       | 1,972                       | 14.9%                   |
| Educational services, and health care and social assistance                                | 2,267                       | 3,185                       | 40.4%                   |
| Arts, entertainment, and recreation, and accommodation and food services                   | 1,553                       | 2,033                       | 30.9%                   |
| Other services, except public administration   | 609                         | 847                         | 39.0%                   |
| Public administration  | 670                         | 658                         | 1.7%                    |
| <b>Total</b>   | <b>13,823</b>               | <b>16,073</b>               | <b>-</b>                |

Source: US Census Bureau 2020c.

Note: Numbers of employees were rounded up to the nearest whole number. Employment figures count civilian employees 16 years and older.

**Growth Projections**

*Southern California Association of Governments*

SCAG undertakes comprehensive regional planning with an emphasis on transportation. The 2016–2040 RTP/SCS provides the most current projections of population, households, and total employment for Wildomar; the 2020–2045 RTP/SCS provides the 2045 growth projections. Based on the City’s share of California’s and the region’s employment growth, migration and immigration trends, and birth rates, SCAG projects that population, housing, and employment will grow at an increasing rate in Wildomar until 2040, and in 2045, population and employment would decrease while housing would continue to increase. These projections are summarized in Table 5.10-6, *SCAG Growth Projections for Wildomar*.

## 5. Environmental Analysis

### POPULATION AND HOUSING

**Table 5.10-6 SCAG Growth Projections for Wildomar**

|                            | 2020   | 2035   | 2040   | 2045   |
|----------------------------|--------|--------|--------|--------|
| Population                 | 38,700 | 53,700 | 56,200 | 55,200 |
| Households                 | 12,900 | 17,300 | 18,100 | 19,600 |
| Housing Units <sup>1</sup> | 12,255 | 16,435 | 17,195 | 18,620 |
| Employment                 | 8,800  | 12,900 | 13,500 | 11,200 |
| Jobs-Housing Ratio         | 0.72   | 0.78   | 0.79   | 0.60   |

Source: SCAG 2016 and SCAG 2020b.

<sup>1</sup> Housing units in SCAG projections are estimated based on number of households and a healthy vacancy rate of 5 percent.

### Jobs-Housing Ratio

The jobs-housing ratio is a general measure of the number of jobs versus housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ratio, as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. A project's effect on the jobs-housing ratio is one indicator of how it will affect growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels in order to analyze the fit between jobs, housing, and infrastructure. A main focus of SCAG's regional planning efforts has been to improve this balance; however, jobs-housing goals and ratios are only advisory. There is no ideal jobs-housing ratio adopted in state, regional, or city policies. The American Planning Association is an authoritative resource for community planning best practices, including recommendations for assessing jobs-housing ratios. Although it recognizes that an ideal jobs-housing ratio will vary across jurisdictions, it recommends a target of 1.5 and a range of 1.3 to 1.7 (Weitz 2003).

As shown in Table 5.10-6, based on SCAG's growth projections, Wildomar is projected to be a housing-rich community, with the number of housing increasing at a faster rate than the number of jobs.

### 5.10.2 Thresholds of Significance

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

- P-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

## 5. Environmental Analysis POPULATION AND HOUSING

### 5.10.3 Plans, Programs, and Policies

No existing plans, programs, and policies are applicable to population and housing impacts of the proposed project.

### 5.10.4 Environmental Impacts

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

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**Impact 5.10-1:** The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth. [Threshold P-1]

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The following describes the potential impacts associated with construction and operation of 41,609 square feet of commercial space, 72,000 square feet of office space, 152 townhomes/condominiums.

#### Construction

Construction of the proposed project would require contractors and laborers. Because of the size of the project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The proposed project would not result in a long-term increase in employment from short-term construction activities.

#### Population

Based on the California Department of Finance (DOF) Table E-5, the average household in Wildomar is 3.31 persons per household (DOF 2020a). Once the proposed project is complete, the 152 townhomes/condominiums would be expected to add 503 residents.<sup>1</sup> When compared to the 2020 estimated population of 37,183, the proposed project would result in an approximately 1.35 percent increase in Wildomar's population (DOF 2020b).<sup>2</sup> As shown in Table 5.10-6, SCAG's estimated 2045 population for Wildomar is 55,200, which is an increase of 18,017 residents from the DOF 2020 estimated population of 37,183 residents. The potential 503 new residents of the proposed project would comprise 3.05 percent of the proposed 25-year increase of 15,500 residents for the City based on the SCAG RTP/SCS projections. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the existing DOF population estimate, the resulting population of 37,686 residents<sup>3</sup> remains below the SCAG 2020 projection of 38,700. Therefore, project implementation would not exceed SCAG population projections.

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<sup>1</sup> 152 units x 3.31 = 503.12 = 503 residents

<sup>2</sup> Total 2020 population estimate for Wildomar is as of January 1, 2020 (DOF 2020b).

<sup>3</sup> 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

## 5. Environmental Analysis

### POPULATION AND HOUSING

#### Employment

The proposed project would add 41,609 square feet of commercial space and 72,000 square feet of office space which would generate 305 employees. When compared to the Citywide 2020 estimated employment of 15,857 employees,<sup>4</sup> the proposed project would result in an approximately 1.92 percent increase in employees in the City (EDD 2020).

As shown in Table 5.10-6, SCAG's 2045 estimated employment for the City of Wildomar is 11,200, which is a decrease of 4,657 employees from the EDD's 2020 estimated employment of 15,857 employees. If the project employment is added to the existing employment estimate of 15,857, the resulting estimated employment of 16,162 employees exceeds SCAG's 2020 projection of 8,800. However, because the City is housing-rich, it would benefit from an increase in jobs in order to balance the jobs-housing ratio. Therefore, project implementation would result in beneficial impacts; impacts would be less than significant.

#### Housing

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park) in order to ensure no loss of housing occurs from project implementation.

As shown in Table 5.10-6, the regional SCAG housing unit estimate for 2020 is 12,255 units which is above the current DOF estimate of 11,584 housing units. The new 152 units would increase housing in the City by 1.24 percent and would represent 2.43 percent of the City's forecast housing growth of 6,365 units from 2020 to 2045 (see Table 5.10-6). The proposed project would be within SCAG's projected housing growth. Moreover, the state of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed to address the need for more housing including the Housing Crisis Act of 2019 (Senate Bill 330). The proposed project addresses the need for additional housing to accommodate population growth in the City.

#### Jobs-Housing Balance

A project's effect on the jobs-housing balance is an indicator of how it will affect growth and quality of life in the project area. The jobs-housing ratio for the City is housing-rich (0.72 jobs per dwelling unit; see Table 5.10-6). Although the proposed project would decrease the jobs-housing ratio, by adding 305 additional jobs, the proposed jobs-housing ratio for the proposed project would be 2.01. However, adding the proposed jobs and housing units to the existing 2020 SCAG estimates results in a slightly favorable result, 0.73, from a planning perspective because the proposed project would provide more jobs in a city with a high number of housing units.

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<sup>4</sup> Average number of employees from January 2020 to July 2020 (EDD 2020)

## 5. Environmental Analysis POPULATION AND HOUSING

### Summary

Overall, the project would not induce substantial population growth in the area, but would serve growth already projected to occur. Although the proposed project would increase the number of housing units, population, and employment within the City by 152 units, 503 residents, and 305 employees, the projected increases would help alleviate the state's housing shortage and would improve the City's jobs-housing balance.

### PRIELIPP-YAMAS PROPERTY GENERAL PLAN AMENDMENT

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

### PRIELIPP-YAMAS PROPERTY REZONE

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the Property would be rezoned from I-P (Industrial Park) to R-3 (General Residential) to accommodate the deficiency in housing units. In order to accommodate for the reduction<sup>5</sup> of residential units on the project site, the Property would rezone 10 acres to R-3 (General Residential) to ensure no net loss in housing occurs from the implementation of the proposed project. The 10 acres would allow for up to 200 dwelling units. Future development on the project site would not induce substantial population growth. Therefore, impacts would be less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.10-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.10-1 would be less than significant.

#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.10-1 would be less than significant.

#### *Mitigation Measures*

No mitigation measures are required.

<sup>5</sup> According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.



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### POPULATION AND HOUSING

*Level of Significance After Mitigation:* Impact 5.10-1 would be less than significant.

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**Impact 5.10-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]**

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently vacant. The proposed project would result in a mixed-use development on the 25.8-acre site. According to RHNA for the 2013-2021 Housing Element cycle, the City's share of regional housing needs is 2,535 new units. The project site was designated to construct approximately 227 units, however, the proposed project would be deficient by 75 units. Therefore, the proposed rezone of the Prielipp-Yamas Drive Property would accommodate this deficiency. As the project site is currently vacant, the proposed project would not displace people and/or housing, but would help the City meet its regional housing needs goal by increasing the supply of housing units in the City compared to existing conditions.

#### PRIELIPP-YAMAS PROPERTY REZONE

The project site is currently vacant, and therefore, future construction would not displace people and/or housing.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.10-2 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.10-2 would be less than significant.

##### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.10-2 would be less than significant.

##### *Mitigation Measures*

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.10-2 would be less than significant.

### 5.10.5 Cumulative Impacts

The area considered for cumulative impacts is the City of Wildomar. Impacts are analyzed using the General Plan projections in SCAG's 2016 and 2020 RTP/SCS growth forecasts. Development of the proposed project as well as the Prielipp-Yamas Property, in conjunction with related cumulative projects in the City

## 5. Environmental Analysis POPULATION AND HOUSING

would not result in cumulative citywide population, housing, or employment impacts because new employment opportunities would further improve the jobs-housing balance in the City. Additionally, related projects would be reviewed by the City, and development would be required to be consistent with adopted state and City development standards, regulations, plans, and policies to minimize the effect on the environment of the increase in population. Upon approval, the proposed project would increase the City's existing housing supply and employment opportunities. Therefore, the proposed project and future development on the Prielipp-Yamas Property, combined with related projects would not result in cumulatively considerable impacts to population and housing.

### 5.10.6 Level of Significance Before Mitigation

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

### 5.10.7 Mitigation Measures

No mitigation measures are required.

### 5.10.8 Level of Significance After Mitigation

Impacts would be less than significant.

### 5.10.9 References

- California Department of Finance. (DOF). 2020a. E-5 Population and Housing Estimates for Cities, Counties, and the State 2011–2020 with 2010 Census Benchmark. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>
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[https://www.cityofwildomar.org/UserFiles/Servers/Server\\_9894739/File/Government/Departments/Planning/Adopted%20Housing%20Element%2012-11-13.pdf](https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/Adopted%20Housing%20Element%2012-11-13.pdf)

## 5. Environmental Analysis

### 5.11 TRANSPORTATION

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Wildomar Trail Town Center Mixed-Use Project (proposed project) to result in transportation and traffic impacts in the City of Wildomar. The analysis in this section is based in part on the following technical report:

- *Baxter Town Center Traffic Impact Study (TIA)*, Integrated Engineering Group (IEG), February 2020
- *Wildomar Trail Town Center Vehicle Miles Traveled (VMT) Analysis*, IEG, September 2020

A complete copy of these studies is included as Appendix 5.11-1 and Appendix 5.11-2.

#### 5.11.1 Environmental Setting

##### State

###### *Senate Bill 743*

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. SB 743 generally eliminates auto delay, LOS, and other similar measures vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for land use are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but these metrics may no longer constitute the sole basis for determining transportation impacts under the CEQA. For purposes of this EIR the LOS information has been included to enable the reader to understand the traffic impacts of the proposed project.

##### Regional

###### *2020 Regional Transportation Plan/Sustainable Community Strategy*

The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the

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### TRANSPORTATION

RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

#### *California Department of Transportation*

Interstate 15 (I-15) provides regional access to Wildomar. The freeway mainline and intersections within the City of Wildomar associated with on- and off-ramps are under Caltrans jurisdiction. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities such as I-15. Caltrans uses the Highway Capacity Manual 6 (HCM 6) methodology to evaluate facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. Note that with the change from LOS to vehicle miles travelled; Caltrans does not require that LOS D be maintained.

For the freeway mainline, merge and diverge segment analysis is based on peak hour HCM 6 density analysis for freeway-to-arterial interchanges. According to HCM 6 methodology, the ramp merge and diverge segments focus on an influential area of 1,500 feet, including the acceleration or deceleration lane(s) and adjacent freeway ramps. The LOS for freeway merge and diverge segments is determined by traffic density based on criteria outlined in the HCM 6.

#### *Riverside County Transportation Commission Congestion Management Program*

The Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP) is updated every two years in accordance with Proposition 11. The CMP was established in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. There are no facilities within the study area that are part of the CMP.

### Local Regulations

#### *City of Wildomar General Plan*

The intent of the goals and policies in the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with Land Use Element.

#### *City of Wildomar Municipal Code*

Title 10, Vehicles and Traffic, of the City of Wildomar Municipal Code includes regulations and standards governing parking, transportation demand management program, as well as miscellaneous traffic regulations.

Any modifications to the roadway networks, which includes driveways, curbs, and sidewalks, would be subject to approval by the City of Wildomar, and any construction work within the right-of-way of any public roadway would require the issuance of a permit by the City of Wildomar.

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### *Impact Fees*

The City participates in the Transportation Uniform Mitigation Fee (TUMF), administered by the Western Riverside Council of Governments (WRCOG). Chapter 3.40 of the Wildomar Municipal Code requires payment of TUMF to WRCOG prior to issuance of a certificate of occupancy or final inspection. The City requires written verification of payment of TUMF to WRCOG.

The City has adopted a Development Impact Fee (DIF) that offset development impacts to traffic and parks. Chapter 3.44 requires payment of the DIF prior to issuance of a certificate of occupancy.

### *City of Wildomar Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines*

In June 2020, the City adopted the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) future year VMT projects thresholds, which states that new projects must demonstrate a 3 percent reduction in VMT that currently exists. Projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that would require amendment to the General Plan would need to complete a VMT analysis. Projects that cannot demonstrate a 3 percent reduction in VMT will be required to conduct additional analysis and add mitigation measures as appropriate.

#### 5.11.1.1 EXISTING CONDITIONS

##### **Wildomar Trail Town Center Mixed-Use Project**

###### *Transit System*

The Riverside Transit Agency (RTA) is the main transit agency servicing western Riverside County including the City of Wildomar. RTA provides both local and regional services throughout the region with fixed-routes, CommuterLink routes, and Dial-A-Ride services. RTA bus routes 8 and 23 service the City of Wildomar. The closest RTA bus stop is approximately half a mile southwest of the project site which exceed the comment standard of a quarter mile walking distance (IEG 2020a).

###### *Active Transportation System*

Pedestrian and bicycle facilities within the project area are limited. Pedestrian crosswalks are provided at signalized intersections along Central Avenue. Neither bicycle facilities nor sidewalks currently exist along Wildomar Trail and Central Avenue (IEG 2020a).

###### *Traffic Volumes*

Per the analysis result shown in Table 5.11-1, *Existing Conditions (2018) Intersection Operation Analysis*, all analyzed intersections are operating an acceptable LOS under Existing Conditions, except for Intersection #7, Monte Vista Drive and Bundy Canyon Road. According to the TIA, under Existing Conditions, traffic signals are warranted for Intersections #4, #6, and #7.

## 5. Environmental Analysis TRANSPORTATION

**Table 5.11-1 Existing Conditions (2018) Intersection Operation Analysis**

| Intersection  | Delay <sup>1</sup> | LOS <sup>2</sup> |
|---|--------------------|------------------|
| <b>AM/PM Peak Hour</b>                                  |                    |                  |
| 1. Central Avenue and Palomar Street                    | 25.6 / 21.6        | C / C            |
| 2. Central Avenue and Wild Stallion Lane / Cervera Road | 18.4 / 10.5        | B / B            |
| 3. Central Avenue and Wildomar Trail                    | 20.4 / 23.7        | C / C            |
| 4. I-15 Southbound Ramps and Wildomar Trail             | 25.4 / 24.6        | D / C            |
| 5. I-15 Northbound Ramps and Wildomar Trail             | 13.7 / 19.5        | B / C            |
| 6. Monte Vista Drive and Wildomar Trail                 | 18.9 / 9.2         | C / A            |
| 7. Monte Vista Drive and Bundy Canyon Road              | 79.3 / 46.2        | F / E            |

Source: IEG 2020a

Notes:

**Bold** values indicate intersections operating at LOS E or F.

<sup>1</sup> Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections, delay refers to the worst movement.

<sup>2</sup> Level of Service (LOS) calculations are based on the methodology outlines in the Highway Capacity Manual 6th Edition and performed using Synchro 10.

Table 5.10-2, *Existing Conditions (2018) Freeway Ramp Queue Summary*, shows that there is no excess queue demand as vehicular queuing does not exceed the stacking area.

**Table 5.11-2 Existing Conditions (2018) Freeway Ramp Queue Summary**

| Intersection                     | Movement    | Stacking Distance (ft) | Queue (ft) |     | Excess Demand |    |
|----------------------------------|-------------|------------------------|------------|-----|---------------|----|
|                                  |             |                        | AM         | PM  | AM            | PM |
| I-15 SB Ramps and Wildomar Trail | SBL / T / R | 1,300                  | 74         | 74  | -             | -  |
|                                  | EBT / R     | 800                    | 126        | 76  | -             | -  |
| I-15 NB Ramps and Wildomar Trail | NBL / T / R | 1,650                  | 80         | 145 | -             | -  |

Source: IEG 2020a

The I-15 Freeway is adjacent to the project site and currently provides three lanes in each direction. Table 5.11-3, *Existing Conditions (2018) Freeway Mainline Summary*, shows the results of the peak hour freeway mainline capacity analysis. The study I-15 freeway mainline segments currently operate at LOS C or D.

**Table 5.11-3 Existing Conditions (2018) Freeway Mainline Summary**

| I-15 Freeway Segment     | Direction | Lanes (One Direction) | Existing Conditions |                      |                  |
|--------------------------|-----------|-----------------------|---------------------|----------------------|------------------|
|                          |           |                       | Speed <sup>1</sup>  | Density <sup>2</sup> | LOS <sup>3</sup> |
| North of Wildomar Trail. | NB        | 3                     | 67.5 / 64.2         | 24.7 / 29.7          | C / D            |
|                          | SB        | 3                     | 65.1 / 68.0         | 28.4 / 23.7          | D / C            |
| South of Wildomar Trail. | NB        | 3                     | 67.8 / 62.1         | 24.0 / 32.7          | C / D            |
|                          | SB        | 3                     | 63.5 / 67.6         | 30.7 / 24.5          | D / C            |

Source: IEG 2020a

## 5. Environmental Analysis TRANSPORTATION

Per the analysis results shown in Table 5.11-4, *Existing Conditions (2018) Queue at Project Main Access Points Summary*, there will be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

**Table 5.11-4 Existing Conditions (2018) Queue at Project Main Access Points Summary**

| Intersection                         | Movement | Stacking Distance (ft) | Queue (ft) |     | Excess Demand |    |
|--------------------------------------|----------|------------------------|------------|-----|---------------|----|
|                                      |          |                        | AM         | PM  | AM            | PM |
| 3. Central Avenue and Wildomar Trail | WBL      | 300                    | 164        | 135 | -             | -  |
|                                      | EBL      | 200                    | 13         | 0   | -             | -  |

Source: IEG 2020a

### Prielipp-Yamas Drive Property Rezone

#### *Transit System*

RTA bus stops for route 23 are within a quarter mile walking distance of the Prielipp-Yamas property.

#### *Active Transportation System*

Pedestrian and bicycle facilities within the vicinity of the Prielipp-Yamas property area are limited. Pedestrian sidewalks are provided along Prielipp Road, west of the Property and terminating at the Prielipp-Yamas property. Bicycle facilities do not exist in the vicinity of the Prielipp-Yamas property.

#### *Roadways*

Surrounding roadways include Prielipp Road, Inland Valley Drive, and Clinton Keith Road.

### 5.11.2 Thresholds of Significance

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

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) regarding policies to reduce vehicle miles travelled (VMT).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.



## 5. Environmental Analysis TRANSPORTATION

### 5.11.3 Plans, Programs, and Policies

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

- PPP TRAF-1 Prior to issuance of any building permit on the project site, the project applicant shall pay all development impact fees (DIF) pursuant to Wildomar Municipal Code Section 3.44.
- PPP TRAF-2 Prior to issuance of any building permit on the project site, the project applicant shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (TUMF) pursuant to Wildomar Municipal Code Section 3.40.
- PPP TRAF-3 As required by Municipal Code Section 8.28, Fire Code, review of the project design by the City and CALFIRE/Riverside County Fire Department is required to ensure sufficient emergency access.
- PPP TRAF-4 Project-related impacts at Intersection #3 (Central Avenue and Wildomar Trail) would be signalized at Project Phase 1, and is therefore, a project design feature.

### 5.11.4 Environmental Impacts

#### 5.11.4.1 METHODOLOGY

##### Project Trip Generation

Table 5.11-5, *Project Trip Generation Summary*, summarizes the calculated trip generation based on the floor areas or dwelling units associated with the proposed project. As shown in Table 5.11-5, the proposed development is anticipated to generate approximately 6,663 total daily trips, 659 AM peak hour trips and 661 PM peak hour trips.

**Table 5.11-5 Project Trip Generation Summary**

| Land Use  | Intensity | Units <sup>1</sup> | AM Peak Hour |           |            | PM Peak Hour |           |            | Daily        |
|---|-----------|--------------------|--------------|-----------|------------|--------------|-----------|------------|--------------|
|   |           |                    | In           | Out       | Total      | In           | Out       | Total      |              |
| <b>Residential Component</b>                                    |           |                    |              |           |            |              |           |            |              |
| Multifamily Housing (Mid Rise)                                  | 152       | DU                 | 14           | 40        | 55         | 41           | 26        | 67         | 827          |
| Internal Capture Reduction – Mixed Use Development <sup>2</sup> |           |                    | 0            | 0         | 0          | 21           | 12        | 33         | 406          |
| <i>Residential Subtotal</i>                                     |           |                    | <i>14</i>    | <i>40</i> | <i>55</i>  | <i>20</i>    | <i>14</i> | <i>34</i>  | <i>421</i>   |
| <b>Commercial Component</b>                                     |           |                    |              |           |            |              |           |            |              |
| Shopping Center   | 35,529    | TSF                | 105          | 65        | 170        | 121          | 132       | 253        | 2,977        |
| Internal Capture Reduction – Mixed Use Development <sup>2</sup> |           |                    | 0            | 0         | 0          | 21           | 22        | 43         | 506          |
| Pass-by Reduction (34 % - PM Peak Hour Only) <sup>3</sup>       |           |                    | -            | -         | -          | 34           | 37        | 71         | 840          |
| <i>Commercial Subtotal</i>                                      |           |                    | <i>105</i>   | <i>65</i> | <i>170</i> | <i>67</i>    | <i>72</i> | <i>139</i> | <i>1,631</i> |
| <b>Medical Office Component</b>                                 |           |                    |              |           |            |              |           |            |              |
| Medical-Dental Office Building                                  | 72        | TSF                | 156          | 44        | 200        | 70           | 179       | 249        | 2,506        |
| Internal Capture Reduction – Mixed Use Development <sup>2</sup> |           |                    | 0            | 0         | 0          | 4            | 13        | 13         | 126          |

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**Table 5.11-5 Project Trip Generation Summary**

| Land Use  | Intensity | Units <sup>1</sup> | AM Peak Hour |            |            | PM Peak Hour |            |            | Daily        |
|---|-----------|--------------------|--------------|------------|------------|--------------|------------|------------|--------------|
|   |           |                    | In           | Out        | Total      | In           | Out        | Total      |              |
| <i>Medical Office Subtotal</i>  |           |                    | 156          | 44         | 200        | 66           | 167        | 237        | 2,379        |
| <b>Service Station Component</b>  |           |                    |              |            |            |              |            |            |              |
| Super Convenience Market/Gas Station                                      | 22        | VFP                | 309          | 309        | 618        | 253          | 253        | 505        | 5,017        |
| Pass-by Reduction (62 % AM Peak Hour, 56% PM Peak Hour Only) <sup>3</sup> |           |                    | 192          | 192        | 383        | 141          | 141        | 283        | 2,840        |
| <i>Service Station Subtotal</i>   |           |                    | 117          | 117        | 235        | 111          | 111        | 222        | 2,231        |
| Automated Carwash   | 2.08      | TSF                | 0            | 0          | 0          | 15           | 15         | 30         | 0            |
| <b>TOTAL</b>  |           |                    | <b>393</b>   | <b>266</b> | <b>659</b> | <b>278</b>   | <b>379</b> | <b>661</b> | <b>6,663</b> |

Source: IEG 2020a

<sup>1</sup> DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling positions

<sup>2</sup> Internal capture is based on the ITE methodology per Figure 6.2 of ITE Trip Generation Handbook (3rd Edition, 2017).

<sup>3</sup> Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).

**LOS**

Level of Service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Table 5.11-6, *Vehicular Level of Service Definitions*, describes generalized definitions of auto LOS A through F.

**Table 5.11-6 Vehicular Level of Service Definitions**

| LOS | Characteristics  |
|-----|--|
| A   | Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.  |
| B   | Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.   |
| C   | Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.  |
| D   | Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.  |
| E   | Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.   |
| F   | Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0. |

Source: IEG 2020a

**Intersection Capacity Analysis**

The analysis of peak hour intersection performance was conducted using the Synchro 10 software program, which uses methodologies defined in the 2010 Highway Capacity Manual (HCM) to calculate LOS. LOS for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a

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vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

#### Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the “operational analysis” procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. Table 5.11-7, *Signalized Intersection Level of Service HCM Operational Analysis Method*, summarizes the level of service criteria for signalized intersections.

**Table 5.11-7 Signalized Intersection Level of Service HCM Operational Analysis Method**

| Average Delay per Control Vehicle | Characteristics  |
|-----------------------------------|--|
| ≤ 10.0                            | <i>LOS A</i> occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through. |
| 10.1 – 20.0                       | <i>LOS B</i> occurs when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with <i>LOS A</i> .   |
| 20.1 – 35.0                       | <i>LOS C</i> occurs when progression is favorable, or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.   |
| 35.1 – 55.0                       | <i>LOS D</i> occurs when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures occur.  |
| 55.1 – 80.0                       | <i>LOS E</i> occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.   |
| >80.0                             | <i>LOS F</i> occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.   |

Source: IEG 2020a

#### All-Way Stop-Controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersection is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

#### Two-Way Stop-Controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approached. The critical gap (minimum gap that would be acceptable) is defined as the minimum time interval in the major-street stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the intersection

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as a whole. Table 5.11-8, *Level of Service Criteria for Stop Controlled Unsignalized Intersections*, summarizes the level of service criteria for unsignalized intersections.

**Table 5.11-8 Level of Service Criteria for Stop Controlled Unsignalized Intersections**

| Average Control Delay (sec/veh) | Level of Service (LOS) |
|---------------------------------|------------------------|
| ≤ 10.                           | A                      |
| 10.1 – 15.0                     | B                      |
| 15.1 – 25.0                     | C                      |
| 25.1 – 35.0                     | D                      |
| 35.1 – 50.0                     | E                      |
| >50.0                           | F                      |

Source: IEG 2020a

### Roadway Segments

The existing weekday average daily traffic (ADT) volumes included in the TIA were determined based on the following equation, which utilizes the collected intersection PM peak hour turning movement counts: PM Peak Hour (Approach Volume + Exit Volume) x 12 = ADT Leg Volume.

### Freeway Facilities

The *Caltrans Guide for the Preparation of Traffic Impact Studies (TIS)* (2002) provides the following criterion as a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following area examples that may require a full TIS or some lesser analysis:
  - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
  - b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
  - c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Additionally, based on a Freeway agreement that was executed in October 2013 and updated December 2016 between Los Angeles Department of Transportation (LADOT) and California Department of Transportation (Caltrans) District 7, a development project may be required to conduct a freeway analysis if any of the following criteria is met (as shown in Table 5.11-9, *Project Trip Threshold for Freeway Analysis*):

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1. The project's peak hour trips would result in a 1 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F; or
2. The project's peak hour trips would result in a 2 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D; or
3. The project's peak hour trips would result in a 1 percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F; or
4. The project's peak hour trips would result in a 2 percent or more increase to the capacity of a freeway off-ramp operating at LOS D.

**Table 5.11-9 Project Trip Threshold for Freeway Analysis**

| LOS | Volume Increase | Mainline Lane Capacity | Ramp Lane Capacity | Mainline Lanes |     |     |    |    | Ramp Lanes |    |
|-----|-----------------|------------------------|--------------------|----------------|-----|-----|----|----|------------|----|
|     |                 |                        |                    | 6              | 5   | 4   | 3  | 2  | 2          | 1  |
| D   | 2%              | 1,500                  | 850                | 240            | 180 | 120 | 90 | 60 | 34         | 17 |
| E/F | 1%              | 1,500                  | 850                | 120            | 90  | 60  | 45 | 30 | 17         | 9  |

Source: IEG 2020a

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies outlined in the HCM. The free-flow speed of each freeway segment was calculated based on a base free-flow speed of 75.4 miles per hour. Factors affecting the free-flow speed of each segment include the lane width, lateral clearance, number of lanes, interchange density, and geometric design. Based on each segment's free-flow, the density was calculated, which is the primary factor for determining the segment's LOS. Table 5.11-10, *HCM 2010 Freeway Segment LOS Criteria*, presents the freeway criteria based on density.

**Table 5.11-10 HCM 2010 Freeway Segment LOS Criteria**

| LOS | Density Range (pc/mi/ln) <sup>1</sup> |
|-----|---------------------------------------|
| A   | 0 – 11                                |
| B   | >11 – 18                              |
| C   | >18 – 26                              |
| D   | >26 – 35                              |
| E   | >35 – 45                              |
| F   | >45                                   |

Source: IEG 2020a

<sup>1</sup> Passenger Car per Mile per Lane

### Traffic Signal Warrant Analysis

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), amended with California MUTCD 2014 Edition, presents warrant criteria for justifying the installation of a traffic signal at an unsignalized intersection. The criteria include studying traffic conditions, pedestrian characteristics, and physical characteristics of the intersection location. The criteria include studying traffic

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conditions, pedestrian characteristics, and physical characteristics of the intersection location. The MUTCD indicates that satisfaction of one or more of the traffic signal warrants does not in itself require the installation of a traffic control signal.

### Analysis of Significance

Traffic impacts are identified if the proposed project will result in a significant change in traffic conditions on a roadway or intersection. A significant impact is normally defined when project-related traffic would cause level of service to deteriorate to below the minimum acceptable level of measurable amount. Impacts may also be significant if the location is already below the minimum acceptable level and project-related traffic causes a further decline.

LOS D is frequently identified as the minimum allowable “Standard” service level during peak hours at signalized intersections. Most arriving traffic will clear the intersection on the first allowable green cycle under this level of service. Mitigation measures will be considered by development projects within the City of Wildomar when traffic conditions are forecasted to decline to poorer levels of service. Table 5.11-11, *City of Wildomar Significance Criteria*, shows the City of Wildomar significance criteria thresholds.

**Table 5.11-11 City of Wildomar Significance Criteria**

| Pre-Project LOS | Project-Related Delay Increase | Mitigation Measure                          |
|-----------------|--------------------------------|---|
| E or F          | More than 5.0 seconds          | Reduce delay increase to within 5.0 seconds |

Source: IEG 2020a

The City of Wildomar significance thresholds will be applied at study area intersections for the purposes of determining project-related impacts.

The LOS analysis is provided for informational purposes as LOS may no longer be considered a significant impact under CEQA. The City uses LOS to determine the appropriate size of roadways and the need for intersection improvements. If the proposed project will exceed the City’s LOS standard, conditions of approval may be placed on the project to address the traffic impact. As CEQA must evaluate the whole of the project, physical impacts to the environment as a result of mitigation measures or conditions of approval must also be evaluated.

#### 5.11.4.2 IMPACT ANALYSIS

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

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**Impact 5.11-1:** The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

#### Existing Plus Project

Existing Conditions and Existing Plus Project peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies. No network improvements are assumed under Existing Conditions, however, the following improvements are considered to be in place at the opening date of the project; therefore, these improvements are included in the analysis of the Existing Plus Project scenario:

- Central Avenue and Wildomar Trail along the property frontage will be improved to provide for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound through lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

The intersection analysis results are summarized in Table 5.11-12, *Existing Plus Project Intersection Operation Analysis*.

**Table 5.11-12 Existing Plus Project Intersection Operation Analysis**

| Intersection  | Existing Without Project |                  | Existing Plus Project |                  |
|---|--------------------------|------------------|-----------------------|------------------|
|   | Delay <sup>1</sup>       | LOS <sup>2</sup> | Delay <sup>1</sup>    | LOS <sup>2</sup> |
| <b>AM/PM Peak Hour</b>                                  |                          |                  |                       |                  |
| 1. Central Avenue and Palomar Street                    | 25.6 / 21.6              | C / C            | 29.4 / 25.4           | C / C            |
| 2. Central Avenue and Wild Stallion Lane / Cervera Road | 18.4 / 10.5              | B / B            | 24.8 / 11.3           | C / B            |
| 3. Central Avenue and Wildomar Trail                    | 20.4 / 23.7              | C / C            | >180 / >180           | F / F            |
| 4. I-15 Southbound Ramps and Wildomar Trail             | 25.4 / 24.6              | D / C            | 70.0 / 67.6           | F / F            |
| 5. I-15 Northbound Ramps and Wildomar Trail             | 13.7 / 19.5              | B / C            | 21.0 / 29.9           | C / D            |
| 6. Monte Vista Drive and Wildomar Trail                 | 18.9 / 9.2               | C / A            | 40.0 / 10.0           | E / B            |
| 7. Monte Vista Drive and Bundy Canyon Road              | 79.3 / 46.2              | F / E            | >180 / >180           | F / F            |
| A. Cervera Road and Driveway                            | Does not exist           |                  | 9.9 / 8.9             | A / A            |
| B. Central Avenue and Driveway                          | Does not exist           |                  | 12.9 / 11.2           | B / B            |
| C. Wildomar Trail and Driveway                          | Does not exist           |                  | 13.1 / 11.7           | B / B            |
| D. Central Avenue and Driveway                          | Does not exist           |                  | 12.7 / 10.5           | B / B            |

Source: IEG 2020a

Notes:

Bold values indicate intersections operating at LOS E or F.

<sup>1</sup> Delay refers to the average control delay for the entire intersection, measures in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.

<sup>2</sup> LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

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Under Existing Plus Project Conditions, Intersection #3, Intersection #4, and Intersection #6 (AM Peak Hour only) would worsen to LOS of E or F. Intersection #7, which operates at an unacceptable LOS under Existing Conditions would worsen under Existing Plus Project Conditions.

The City requires payment of the TUMF and DIF to mitigate cumulative transportation impacts. For impacts that are not funded by either of these programs, the City requires that the improvement be constructed, or that the project pay its proportionate share of the cost of the improvement. The improvements recommended to address traffic impacts of the proposed project are shown in Table 5.11-13, *Summary of Conditions of Approval for Traffic Impacts*.

**Table 5.11-13 Summary of Conditions of Approval for Traffic Impacts**

| Intersection  | Improvement  | Responsibility |
|---|--|----------------|
| Intersection # 1, Central Avenue and Palomar Street       | Widen intersection to provide an exclusive left turn lane, two through lanes, and an exclusive right turn lane at each of the approaches.  | DIF            |
| Intersection # 3, Central Avenue and Wildomar Trail       | Signalize intersection and widen westbound approach to provide an additional through lane.   | PDF            |
| Intersection # 4, I-15 Southbound Ramps at Wildomar Trail | Signalize and widen westbound approach to add a second through lane and reconfigure eastbound approach to provide a through lane and a shared through-right lane.  | TUMF           |
| Intersection # 5, I-15 Northbound Ramps at Wildomar Trail | Signalize and widen westbound approach to add a second through lane and widen the eastbound approach to add a second through lane and an exclusive right turn lane.  | TUMF           |
| Intersection # 6, Monte Vista and Wildomar Trail          | Signalize the intersection and widen the eastbound approach to provide an exclusive left turn lane.  | DIF            |
| Intersection # 7 Monte Vista Drive and Bundy Canyon Road  | Signalize the intersection, widen the eastbound approach to provide two through lanes and an exclusive right turn lane, widen the westbound approach to provide two through lanes, and widen the northbound approach to provide exclusive left and right turn lanes. | DIF            |

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

In order to address the Proposed Project’s traffic impacts, the City will impose conditions of approval to implement the improvements shown in Table 5.11-13. All the improvements in Table 5.11-13 will occur in the public right of way adjacent to existing streets. Therefore, construction and operation of the proposed roadway widening and signalization would occur in areas disturbed by previous roadways, and environmental impacts as a result of the implementation of these improvements would be less than significant.

The proposed project would implement the conditions of approval from Table 5.11-13 which would create signalized intersections, widen roadways, and require the payment of the project’s fair share contribution to Intersections #3, #4, #6, and #7. The signalization of Intersection #3 is a project design feature that would be constructed at the implementation of Project Phase 1. Table 5.11-14, *Intersection Operation Post-Improvement Analysis – Existing Conditions*, shows the analysis results after the implementation of the conditions of approval.



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**Table 5.11-14 Intersection Operation Post-Improvement Analysis - Existing Conditions**

| Intersection                                      | Existing Without Project |                  | Existing Plus Project |                  | Existing Post Mitigation |                  |
|---|--------------------------|------------------|-----------------------|------------------|--------------------------|------------------|
|   | Delay <sup>1</sup>       | LOS <sup>2</sup> | Delay <sup>1</sup>    | LOS <sup>2</sup> | Delay <sup>1</sup>       | LOS <sup>2</sup> |
| <b>AM/PM Peak Hour</b>                            |                          |                  |                       |                  |                          |                  |
| 3. Central Avenue and Wildomar Trail <sup>3</sup> | 20.4 / 23.7              | C / C            | >180 / >180           | F / F            | 20.8 / 16.4              | C / B            |
| 4. I-15 Southbound Ramps and Wildomar Trail       | 25.4 / 24.6              | D / C            | 70.0 / 67.6           | F / F            | 15.2 / 10.2              | B / B            |
| 6. Monte Vista Drive and Wildomar Trail           | 18.9 / 9.2               | C / A            | 40.0 / 10.0           | E / B            | 9.4 / 6.2                | A / A            |
| 7. Monte Vista Drive and Bundy Canyon Road        | 79.3 / 46.2              | F / E            | >180 / >180           | F / F            | 17.8 / 17.5              | B / B            |

Source: IEG 2020a

<sup>1</sup> Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.

<sup>2</sup> LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual performed using Synchro 10

<sup>3</sup> The signalization of this intersection is a project design feature that will be constructed at the implementation of Project Phase 1.

As shown in Table 5.11-14, the impacts at all study locations would be at an acceptable LOS with the implementation of the improvements. However, both the DIF and TUMF require that all the funding be available before a roadway improvement can be programmed for construction. There is no certainty regarding when the improvements will be constructed as this is dependent upon payment of DIF by new projects. The TUMF program is regional and administered by the Western Riverside Council of Governments (WRCOG), and each improvement is determined based on regional need at the time of programming.

**Table 5.11-15 Existing Plus Project Freeway Ramp Queue Summary**

| Intersection                     | Movement    | Stacking Distance (ft) | Queue (ft) |     | Excess Demand |    |
|----------------------------------|-------------|------------------------|------------|-----|---------------|----|
|                                  |             |                        | AM         | PM  | AM            | PM |
| <b>Existing Without Project</b>  |             |                        |            |     |               |    |
| I-15 SB Ramps and Wildomar Trail | SBL / T / R | 1,300                  | 74         | 74  | -             | -  |
|                                  | EBT / R     | 800                    | 126        | 76  | -             | -  |
| I-15 NB Ramps and Wildomar Trail | NBL / T / R | 1,650                  | 80         | 145 | -             | -  |
| <b>Existing Plus Project</b>     |             |                        |            |     |               |    |
| I-15 SB Ramps and Wildomar Trail | SBL / T / R | 1,300                  | 82         | 78  | -             | -  |
|                                  | EBT / R     | 800                    | 157        | 85  | -             | -  |
| I-15 NB Ramps and Wildomar Trail | NBL / T / R | 1,650                  | 110        | 312 | -             | -  |

Source: IEG 2020a

As shown in Table 5.11-15, there would be no excess queue demand under the Existing Plus Project Conditions as the anticipated queues do not exceed the stacking area available at any of the analyzed locations.

### Buildout Conditions (Post-2035)

According to Table 5.11-16, *Buildout Conditions (Post-2035) Intersection Operation Analysis*, only one study intersection would operate at an acceptable LOS under Buildout Conditions.

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**Table 5.11-16 Buildout Conditions (Post-2035) Intersection Operation Analysis**

| Intersection  | Buildout Without Project |                  | Buildout Plus Project |                  |
|---|--------------------------|------------------|-----------------------|------------------|
|   | Delay <sup>1</sup>       | LOS <sup>2</sup> | Delay <sup>1</sup>    | LOS <sup>2</sup> |
| <b>AM/PM Peak Hour</b>                                |                          |                  |                       |                  |
| 1. Central Avenue and Palomar Street                  | 126.4 / 80.2             | F / F            | 113.0 / 98.6          | F / F            |
| 2. Central Avenue and Wild Stallion Lane/Cervera Road | 26.9 / 14.9              | C / B            | 30.0 / 21.3           | C / C            |
| 3. Central Avenue and Wildomar Trail                  | >180 / >180              | F / F            | >180 / >180           | F / F            |
| 4. I-15 Southbound Ramps and Wildomar Trail           | 113.7 / >180             | F / F            | >180 / >180           | F / F            |
| 5. I-15 Northbound Ramps and Wildomar Trail           | 95.3 / 164.7             | F / F            | 159.2 / >180          | F / F            |
| 6. Monte Vista Drive and Wildomar Trail               | >180 / >180              | F / F            | >180 / >180           | F / F            |
| 7. Monte Vista Drive and Bundy Canyon Road            | >180 / >180              | F / F            | >180 / >180           | F / F            |
| A. Cervera Road and Driveway                          | Does not exist           |                  | 9.9 / 8.9             | A / A            |
| B. Central Avenue and Driveway                        | Does not exist           |                  | 14.1 / 14.2           | B / B            |
| C. Wildomar Trail and Driveway                        | Does not exist           |                  | 17.1 / 15.5           | C / C            |
| D. Central Avenue and Driveway                        | Does not exist           |                  | 13.8 / 12.9           | B / B            |

Source: IEG 2020a

**Bold** values indicate intersections operating at LOS E or F.

<sup>1</sup> Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections with side street stop control, delay refers to the worst movement.

<sup>2</sup> LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual and performed using Synchro 10.

With the implementation of improvements in Table 5.11-17, the study area intersections would operate at an acceptable LOS.

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**Table 5.11-17 Intersection Operation Post-Mitigation Analysis – Buildout (Post-2035) Conditions**

| Intersection                                      | Opening Year Without Project |                  | Opening Year Plus Project |                  | Opening Year Post Mitigation |                  |
|---|------------------------------|------------------|---------------------------|------------------|------------------------------|------------------|
|   | Delay <sup>1</sup>           | LOS <sup>2</sup> | Delay <sup>1</sup>        | LOS <sup>2</sup> | Delay <sup>1</sup>           | LOS <sup>2</sup> |
| <b>AM/PM Peak Hour</b>                            |                              |                  |                           |                  |                              |                  |
| 1. Central Avenue and Palomar Street              | 126.4 / 80.2                 | F / F            | 113.0 / 98.6              | F / F            | 43.1 / 37.2                  | D / D            |
| 3. Central Avenue and Wildomar Trail <sup>3</sup> | >180 / >180                  | F / F            | >180 / >180               | F / F            | 44.2 / 33.6                  | D / C            |
| 4. I-15 Southbound Ramps and Wildomar Trail       | 113.7 / >180                 | F / F            | >180 / >180               | F / F            | 25.3 / 42.4                  | C / D            |
| 5. I-15 Northbound Ramps and Wildomar Trail       | 95.3 / 164.7                 | F / F            | 159.2 / >180              | F / F            | 14.8 / 27.4                  | B / C            |
| 6. Monte Vista Drive and Wildomar Trail           | >180 / >180                  | F / F            | >180 / >180               | F / F            | 28.1 / 28.8                  | C / C            |
| 7. Monte Vista Drive and Bundy Canyon Road        | >180 / >180                  | F / F            | >180 / >180               | F / F            | 16.8 / 73.8                  | B / E            |

Source: IEG 2020a

<sup>1</sup> Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.

<sup>2</sup> LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual performed using Synchro 10

<sup>3</sup> The signalization of this intersection is a project design feature that will be constructed at the implementation of Project Phase 1.

As shown in Table 5.11-18, *Buildout Conditions (Post-2035) Freeway Ramp Queue Summary*, there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

**Table 5.11-18 Buildout Conditions (Post-2035) Freeway Ramp Queue Summary**

| Intersection                     | Movement    | Stacking Distance (ft) | Queue (ft) |       | Excess Demand |    |
|----------------------------------|-------------|------------------------|------------|-------|---------------|----|
|                                  |             |                        | AM         | PM    | AM            | PM |
| <b>Buildout Without Project</b>  |             |                        |            |       |               |    |
| I-15 SB Ramps and Wildomar Trail | SBL / T / R | 1,300                  | 158        | 160   | -             | -  |
|                                  | EBT / R     | 800                    | 644        | 229   | -             | -  |
| I-15 NB Ramps and Wildomar Trail | NBL / T / R | 1,650                  | 167        | 1,093 | -             | -  |
| <b>Buildout Plus Project</b>     |             |                        |            |       |               |    |
| I-15 SB Ramps and Wildomar Trail | SBL / T / R | 1,300                  | 244        | 120   | -             | -  |
|                                  | EBT / R     | 800                    | 466        | 198   | -             | -  |
| I-15 NB Ramps and Wildomar Trail | NBL / T / R | 1,650                  | 186        | 1,282 | -             | -  |

Source: IEG 2020a

Table 5.11-19, *Buildout Conditions (Post-235) Queue at Project Main Access Point Summary*, shows that there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

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**Table 5.11-19 Buildout Conditions (Post-2035) Queue at Project Main Access Point Summary**

| Intersection                         | Movement | Stacking Distance (ft) | Queue (ft) |     | Excess Demand |    |
|--------------------------------------|----------|------------------------|------------|-----|---------------|----|
|                                      |          |                        | AM         | PM  | AM            | PM |
| 3. Central Avenue and Wildomar Trail | WBL      | 300                    | 224        | 259 | -             | -  |
|                                      | EBL      | 200                    | 122        | 97  | -             | -  |

Source: IEG 2020a

**Conclusion**

Although the improvements shown in Table 5.11-13 would ensure that the study area intersections would operate at an acceptable LOS, there is no certainty that the improvement funding will be available, or that the improvements will be installed prior to occupancy or buildout conditions.

**Public Transit and Bicycle Plans**

RTA bus routes 8 and 23 service the City, and the closest RTA bus stop is approximately half a mile southwest of the project site. Additionally, the project site is bounded by the Wildomar Trail, which is an east-west trail (Wildomar 2019). The proposed project would provide bicycle parking at the office component of the site and a total of 13 clean air/vanpool/electric vehicle (EV) parking spaces, and a total of 35 EV charging stations. Additionally, the proposed project is proposing to provide a half-width right-of-way improvement along the property frontage including vehicular travel lane, multi-use trail, curb, gutter, and sidewalk (IEG 2020a). Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries. Impacts would be less than significant.

**PRIELIPP-YAMAS PROPERTY REZONE**

Future development on the vacant site would construct residential uses, which would result in an increase in daily trips. Future development on the Property would be required to prepare a Traffic Impact Analysis to analyze the future development’s impact on surrounding roadways and public transit. Additionally, future development would be required to pay impact fees and mitigate significant traffic impacts. Therefore, impacts are less than significant.

**LEVEL OF SIGNIFICANCE**

**Wildomar Trail Town Center Mixed-Use Project**

*Level of Significance Before Mitigation:* Impact 5.11-1 would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.11-1 would be less than significant.

## 5. Environmental Analysis TRANSPORTATION

### Prielipp-Yamas Property Rezone

**Level of Significance Before Mitigation:** Impact 5.11-1 would be less than significant.

#### Mitigation Measures

No mitigation measures are required.

**Level of Significance After Mitigation:** Impact 5.11-1 would be less than significant.

**Impact 5.11-2:** The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b), regarding policies to reduce vehicle miles travelled (VMT). [Threshold T-2]

### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The baseline VMT for the project site and the City are shown in Table 5.11-20, *Project Site Baseline VMT*, and Table 5.11-21, *Citywide Baseline VMT*, respectively. A threshold of 3 percent below the Citywide average for VMT metrics is used for impact analysis; the proposed project should be at 97 percent or less than the Citywide average.

**Table 5.11-20 Project Site Baseline VMT**

| Home-Based (HB) VMT Per Capita | Home-Based Work (HBW) VMT Per Capita |
|--------------------------------|--------------------------------------|
| 15.73                          | 7.92                                 |

Source: IEG 2020b

**Table 5.11-21 Citywide Baseline VMT**

| HB VMT Per Capita | HBW VMT per Capita |
|-------------------|--------------------|
| 18.7              | 9.1                |

Source: IEG 2020b

Table 5.11-22, *Estimated VMT Reduction for Wildomar with Plausible Mitigation*, shows VMT reduction strategies that could result in an average of approximately 2 to 7 percent reduction in VMT in Wildomar.

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**Table 5.11-22 Estimated VMT Reduction for Wildomar with Plausible Mitigation**

| Measure<br>Estimated VMT Reduction | CAPCOA        |               | WRCOG        |               |
|------------------------------------|---------------|---------------|--------------|---------------|
|                                    | Low           | High          | Low          | High          |
| Mixed Use <sup>1</sup>             | 9.00%         | 30.00%        | -            | 12.00%        |
| Pedestrian Network <sup>2</sup>    | -             | 2.00%         | 5.00%        | 5.70%         |
| Traffic Calming                    | 0.25%         | 1.00%         | -            | 1.70%         |
| Car Sharing                        | 0.40%         | 0.70%         | 0.30%        | 1.60%         |
| Transit System                     | 0.02%         | 2.50%         | 0.30%        | 6.30%         |
| <b>Total</b>                       | <b>9.67%</b>  | <b>36.20%</b> | <b>5.60%</b> | <b>27.30%</b> |
| Average                            | 1.93%         | 7.24%         | 1.12%        | 5.46%         |
| <b>Tenant Dependent Measures</b>   |               |               |              |               |
| Telecommuting                      | 0.70%         | 5.50%         | 0.20%        | 4.50%         |
| Ridesharing                        | 1.00%         | 15.00%        | 2.50%        | 8.30%         |
| <b>Total</b>                       | <b>1.70%</b>  | <b>20.50%</b> | <b>2.70%</b> | <b>12.80%</b> |
| Average                            | 0.85%         | 10.25%        | 1.35%        | 6.40%         |
| <b>Overall Total</b>               | <b>11.37%</b> | <b>56.70%</b> | <b>8.30%</b> | <b>40.10%</b> |
| <b>Overall Average</b>             | <b>1.62%</b>  | <b>8.10%</b>  | <b>1.19%</b> | <b>5.73%</b>  |

<sup>1</sup> Large Project Dependent  
<sup>2</sup> Assumes Connectivity

***“Expected” Market Capture***

The nearest gas stations and car washes are located approximately 2 miles in either northwest and southeast direction of the site. The proposed gas station and car wash would provide onsite convenience to the future residents, employees, and visitors to the area, including the newly approved Baxter Village project across from the Proposed Project. Additionally, it would also provide a closer option to the surrounding uses. The closest shopping centers to the site are to the east and west less than a mile of the site. In addition to being able to conveniently serve the future complementary uses of residential and employment, the introduction of additional shopping center may bring other retail options not available in the nearby shopping centers and shorten trips for the residential and other uses in the north.

The project’s proposed retail falls under the 50,000 square foot threshold recommended by OPR and zoning allows for a variety of retail uses. Additionally, the central location of the project, the existing residential surrounding the site and the combination of the proposed uses on-site has the potential to shorten trips by providing convenient closer options. The project’s retail component does qualify for the Local Retail screening.

***VMT Analysis***

The project retail component would qualify for screening for being locally serving, and for this reason, the project’s retail component would be presumed to be less than significant.

## 5. Environmental Analysis

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#### VMT Reductions

Although the proposed project would be presumed to be less than significant, the innate project design and features could potentially reduce VMT. Additionally, the proposed project could implement Transportation Demand Measures (TDM) to further reduce the project's VMT.

#### *Mixed-Use VMT Reductions*

The potential VMT reducing effects of mixed uses range from 9 percent to 30 percent. In the suburban context, projects three of the following onsite and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office. The proposed project would provide a mix residential, retail, and office. As a minimum, the mixed-use nature of the site has the potential to reduce the project's VMT by 9 percent.

#### *Pedestrian Network*

Providing pedestrian access network to link areas of a project site encourages people to walk instead of drive. This strategy could potentially reduce VMT from 0 percent to 2 percent. The proposed project would provide an internal pedestrian circulation network that would allow and encourage the pedestrian mode for all users of the site. The project would additionally connect to the existing street network via sidewalks, however, the project does not provide direct connections to the existing surrounding uses. For this reason, the project's pedestrian network could potentially reduce VMT up to 1 percent.

#### *Parking*

The project proposes parking for electric vehicles and bicycles. Therefore, by providing these spaces, the proposed project supports its ability to reduce VMT through its other features.

#### *Project Features Overall VMT Reduction Potential*

The project's mixed-use nature and pedestrian network could potentially reduce VMT by 9 percent and 1 percent, respectively, which is a total VMT reduction of 9.9 percent.<sup>1</sup>

#### *Additional TDM*

The project could additionally provide other strategies related to TDM. However, since TDM generally relies on reducing the need of automobile trips through alternative modes, the project site would need to rely on the available alternative modes of transportation in the area. Transit availability greatly increases the effectiveness TDM, but the nearest bus stop is over ½ mile away on Palomar Street. Due to the distance of the nearest transit the most effective TDM measures may not apply.

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<sup>1</sup> Calculation based on the following formula:  $1 - (1-9) \times (1-1)$

## 5. Environmental Analysis TRANSPORTATION

Despite not being in close proximity to transit, the following TDM Strategies could be applied:

- Provide Ride-Sharing Programs
  - 1 percent to 5 percent reduction for low-density suburbs
- Encourage Telecommuting and Alternative Work Schedules
  - 0.07 percent to 5.5 percent reduction, telecommuting would provide the greatest reductions vs. alternative work schedules.

These strategies are aimed at reducing VMT based on commute trips, and therefore, would only be applicable to the proposed office use. Additionally, since the project does not need to mitigate VMT impacts, these TDM programs would need to be voluntarily offered at the discretion of the future tenants/employers of the site. Therefore, impacts would be less than significant.

### **PRIELIPP-YAMAS PROPERTY REZONE**

According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, project that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. Future development would result in the construction of residential uses which would serve the region. Future development on the Property would be required to prepare a VMT analysis and would be required to comply with the City's VMT thresholds. Therefore, impacts would be less than significant.

### **LEVEL OF SIGNIFICANCE**

#### **Wildomar Trail Town Center Mixed-Use Project**

*Level of Significance Before Mitigation:* Impact 5.11-2 would be less than significant.

#### **Mitigation Measures**

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.11-2 would be less than significant.

#### **Prielipp-Yamas Property Rezone**

*Level of Significance Before Mitigation:* Impact 5.11-2 would be less than significant.

#### **Mitigation Measures**

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.11-2 would be less than significant.



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**Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]**

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#### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Main access to the project site would be provided via a newly constructed intersection at Central Avenue and Wildomar Trail, as well as five driveways along Wildomar Trail, Central Avenue, and Cervera Road. In conjunction with the Baxter Village project (SCH# 2014121047), the proposed project will realign Wildomar Trail to soften the curve as shown in Figure 3-1. All driveways would allow right-in/right-out access only controlled by the installation of a raised median along the property frontage. All access point locations along Central Avenue and Wildomar Trail would be designed to provide sufficient sight distance that meets the minimum sight distance requirement defined in the County of Riverside Roadway Standard guidelines (IEG 2020a). As shown in Figure 5.6-1, *Emergency Vehicle Path*, Wildomar Trail would be realigned to “flatten” the curve, and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access.

Moreover, the proposed project would be checked for compliance with these standards as part of the City’s review process, and access to the project site would be reviewed by the City and CALFIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

#### PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would be checked for compliance with the City of Wildomar development standards designed to ensure standard engineering practices are used for all improvements, as part of the City’s review process. Additionally, access to the Property would be reviewed by the City and CALFIRE/Riverside County Fire department to ensure there is sufficient emergency access provided at the Property as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

#### LEVEL OF SIGNIFICANCE

##### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.11-3 would be less than significant.

##### Mitigation Measures

No mitigation measures are required.

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*Level of Significance After Mitigation:* Impact 5.11-3 would be less than significant.

### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.11-3 would be less than significant.

### Mitigation Measures

No mitigation measures are required.

*Level of Significance After Mitigation:* Impact 5.11-3 would be less than significant.

### 5.11.5 Cumulative Impacts

As identified in 5.11-1, the proposed project would cumulatively contribute to congestion at the following intersections, two of which are under the jurisdictional authority of Caltrans (Intersections #4 and #5):

- Intersection #1, Central Avenue and Palomar Street
- Intersection #3, Central Avenue and Wildomar Trail
- Intersection #4, I-15 Southbound Ramps and Wildomar Trail
- Intersection #5, I-15 Northbound Ramps and Wildomar Trail
- Intersection #6, Monte Vista Drive and Wildomar Trail
- Intersection #7, Monte Vista Drive and Bundy Canyon Road

The conditions of approval are identified to offset the proposed project's impacts, but the installation of these improvements at Intersections #4 and #5 is subject to the approval of Caltrans. Since the proposed project cannot guarantee that improvements at Intersections #4 and #5 would be implemented, these intersections would continue to operate at LOS F. Additionally, as the TUMF and DIF fund the ultimate improvements it's reasonable to assume that they will be built eventually and that the cumulative condition would provide for acceptable level of service at the study area intersections.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other projects to result in significant impacts to such facilities. Site access is adequately designed and would not combine with other area traffic impacts to result in significant cumulative impacts on circulation or emergency access or create hazardous conditions.

### 5.11.6 Level of Significance Before Mitigation

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

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#### 5.11.7 Mitigation Measures

No mitigation measures are required.

#### 5.11.8 Level of Significance After Mitigation

The implementation of the proposed project's conditions of approval would ensure study intersections operate at an acceptable LOS. The proposed project would not exceed the City's VMT thresholds and has the potential to reduce VMT by 9.9 percent. Although LOS is no longer used, under the cumulative condition all roadways would operate at planned levels of service, and these improvements would be funded by TUMF and DIF. Therefore, impacts would be less than significant.

#### 5.11.9 References

Integrated Engineering Group (IEG). 2020a, February. Baxter Town Center Traffic Impact Study (TIA).  
Appendix 5.11-1.

\_\_\_\_\_. 2020b, September. Wildomar Trail Town Center Vehicle Miles Traveled (VMT) Analysis.  
Appendix 5.11-2.

Wildomar, City of. 2019. Multi-Use Adopt a Trail Map.

[http://www.cityofwildomar.org/UserFiles/Servers/Server\\_9894739/File/Community/Parks%20&%20Trails/Trails/Trail%20Maps/28672a\\_d7d04c138a1da86b5e6313cf9a1fe471.pdf](http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Community/Parks%20&%20Trails/Trails/Trail%20Maps/28672a_d7d04c138a1da86b5e6313cf9a1fe471.pdf).

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### 5.12 TRIBAL CULTURAL RESOURCES

Tribal Cultural Resources (TCR) include landscapes, sacred places, or objects with a cultural value to a California Native American tribe. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the proposed Wildomar Trail Town Center Mixed-Use project to impact TCRs in the City of Wildomar. Other potential impacts to cultural resources (i.e., prehistoric, historic, and disturbance of human remains) are evaluated in Chapter 8.

#### 5.12.1 Environmental Setting

##### 5.12.1.1 REGULATORY BACKGROUND

###### Federal

###### *Archaeological Resources Protection Act*

The Archaeological Resources Protection Act (United States Code, Title 16, Sections 470aa–mm) became law on October 31, 1979, and has been amended four times. It regulates the protection of archaeological resources and sites that are on federal and Indian lands.

###### *Native American Graves Protection and Repatriation Act*

The Native American Graves Protection and Repatriation Act (United States Code, Title 25, Sections 3001 et seq.) is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Indian tribes.

###### State

###### *California Public Resources Code*

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore, receive protection under the California PRC and CEQA.

California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources, and sacred sites and identifies the powers and duties of the NAHC. It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

###### *California Health and Safety Code*

California Health and Safety Code Section 7050.5 requires that if human remains are discovered on the project area, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the

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excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

#### *California Register of Historical Resources*

The California Register of Historic Resources is the state version of the National Register of Historic Resources program. It was enacted in 1992 and became official January 1, 1993. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources. Resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. According to subsection (c) of the PRC Section 5024.1, a resource may be listed as a historical resource in the California Register if it meets any of the four National Register criteria.

#### *California Senate Bill 18*

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious sites, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native American tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR. If both the City of Wildomar and the tribe agree the adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

SB 18 is triggered before the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to

## 5. Environmental Analysis TRIBAL CULTURAL RESOURCES

require only an association with traditional beliefs, practices, lifeways, and ceremonial activities). SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

### *Assembly Bill 52*

AB 52 took effect July 1, 2015, and requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources, which heritage sites. Under AB 52, a tribal cultural resource is defined similar to tribal cultural places under SB 18—sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resources as a tribal cultural resource.

Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the TCR and define mitigation to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe then has 30 days of receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

### **Local**

#### *City of Wildomar General Plan*

The Land Use and Open Space Elements of the Wildomar General Plan provide policies on Tribal Cultural Resources.

- **Policy LU-32.1:** The County of Riverside will continue to work with Tribal authorities to forge inter-governmental agreements in situations where such agreements would be mutually beneficial. In the absence of agreements specifying otherwise, questions regarding development within areas subject to Indian jurisdiction should be referred to the applicable Tribal authorities. (AI 4)
- **Policy OS-19.4:** Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.

#### **5.12.1.2 EXISTING CONDITIONS**

The City notified the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on June 26, 2020. Responses were received from the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians.

## 5. Environmental Analysis

### TRIBAL CULTURAL RESOURCES

#### 5.12.2 Thresholds of Significance

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

- TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

#### 5.12.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for tribal cultural resources are identified below.

PPP TCR-1 Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

#### 5.12.4 Environmental Impacts

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

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**Impact 5.12-1:** The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). [Threshold TCR-1]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse

## 5. Environmental Analysis TRIBAL CULTURAL RESOURCES

impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

Effective July 1, 2015, AB 52 added TCRs as a resource subject to review under CEQA. AB 52 requires meaningful consultation between lead agencies and California Native American tribes on potential impacts to TCRs, as defined in PRC Section 21074. A TCR is a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either on or eligible for inclusion in the California Historic Register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC §§ 21074[a][1-2]).

TCRs may be found throughout Riverside County, but information about them is much more difficult to obtain than for most archaeological resources. Currently, there is no database of such resources, and most cannot be identified by surveying the land. Identification of TCRs requires coordination with Native American tribes, and their precise location is often difficult to determine because they may only be documented through the oral history of the tribe.

In accordance with AB 52, the City notified local tribes about the proposed project on June 26, 2020, to determine the potential for tribal cultural resources onsite and to determine if local knowledge of TCRs is available about the project site and surrounding area. The Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians responded and requested consultation. The City consulted with the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on July 30, 2020, July 21, 2020, and August 26, 2020, respectively. The City informed the tribes that the City's standard mitigation measures (**TRI-1** through **TRI-8**) would be implemented to ensure impacts are reduced, should the discovery of subsurface TCRs occur during ground disturbing activities.

### PRIELIPP-YAMAS PROPERTY REZONE

The Property is currently vacant and future development on the site would require ground-disturbing activities which could potentially uncover TCRs. As a result, Mitigation Measures **TRI-1** through **TRI-8**, would be required to reduce potential impacts to less than significant. Additionally, after engaging in SB 18 consultation with the Pechanga Band of Luiseno Indians on December 3, 2020, the Tribe requested to be part of the entitlement process for future development on the Property.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.12-1 would be potentially significant.

#### *Mitigation Measures*

**TRI-1** **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with



## 5. Environmental Analysis

### TRIBAL CULTURAL RESOURCES

each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

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

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

## 5. Environmental Analysis TRIBAL CULTURAL RESOURCES

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

### **TRI-3**

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

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow

## 5. Environmental Analysis

### TRIBAL CULTURAL RESOURCES

identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

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

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

- a. Project grading and development scheduling;
- b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

**TRI-4 Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have

## 5. Environmental Analysis TRIBAL CULTURAL RESOURCES

the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

- TRI-5 Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.
- TRI-6 Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).
- TRI-7 Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.
- TRI-8 Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies,

## 5. Environmental Analysis

### TRIBAL CULTURAL RESOURCES

will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

***Level of Significance After Mitigation:*** Impact 5.12-1 would be less than significant.

#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.12-1 would be potentially significant.

#### *Mitigation Measures*

Mitigation Measures TRI-1 and TRI-8 would be required.

***Level of Significance After Mitigation:*** Impact 5.12-1 would be less than significant.

### 5.12.5 Cumulative Impacts

As with the proposed project and future development on the Prielipp-Yamas Property, each related cumulative project would be required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources. The mitigation measures indicated in this Section would apply to both the proposed project and the project-specific CEQA review for future development on the Prielipp-Yamas Property. Therefore, any discoveries of TCRs caused by the project or related projects would be mitigated to a less than significant level; therefore, project impacts would not be cumulatively considerable.

### 5.12.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.12-1** Project implementation could result in an adverse change in Native American resources during construction activities.

### 5.12.7 Mitigation Measures

**TRI-1** **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.

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

### **TRI-2**

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

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:

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

#### **TRI-3**

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

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

## 5. Environmental Analysis TRIBAL CULTURAL RESOURCES

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

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

- a. Project grading and development scheduling;
- b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

### TRI-4

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



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- TRI-5 Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.
- TRI-6 Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).
- TRI-7 Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.
- TRI-8 Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

## 5. Environmental Analysis TRIBAL CULTURAL RESOURCES

### 5.12.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impact.

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## 5. Environmental Analysis

### 5.13 UTILITIES AND SERVICE SYSTEMS

#### 5.13.1 Wastewater Treatment and Collection

##### 5.13.1.1 ENVIRONMENTAL SETTING

###### Regulatory Background

###### *Federal*

Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Discharge Elimination System (NPDES) regulations under the Clean Water Act, United States Code, Title 33, Sections 1251 et seq. NPDES permits for such discharges in the project region are issued by the San Diego Regional Water Quality Control Board. The federal Clean Water Act is described in further detail in Section 5.6, *Hydrology and Water Quality*, of this DEIR.

###### *State*

Senate Bill (SB) 244 requires cities and counties to address the infrastructure needs of unincorporated disadvantaged communities in city and county general plans. For cities and counties, SB 244 requires that, before the due date for adoption of the next housing element after January 1, 2012, the general plan land use element must be updated to:

- Identify unincorporated disadvantaged communities.
- Analyze for each identified community the water, wastewater, stormwater drainage, and structural fire protection needs.
- Identify financial funding alternatives for the extension of services to identified communities.

###### *Local*

###### ***2016 Sewer System Master Plan***

The Sewer Master Plan provides the Elsinore Valley Municipal Water District (EVMWD) with a comprehensive assessment of its sewer system and its ability to accommodate current and future wastewater collection needs. The Master Plan has a planning horizon up to the year 2040. The evaluation includes determining needs to address existing system deficiencies and facility requirements to meet rising demands over the next 25 years. The report also provides details for a proposed Capital Improvement Program for the sewer collection system, including prioritization and construction cost estimates. The overall objective of the Master Plan is to provide cost-effective and fiscally responsible sewer collection services that meet the capacity and reliability requirements of its customers.

###### ***City of Wildomar Municipal Code***

Chapter 13.04, Sewer System Service, ensures maximum beneficial public use of the City service area facilities through adequate regulation of sewer construction, sewer use and industrial wastewater discharges and to

## 5. Environmental Analysis

### UTILITIES AND SERVICE SYSTEMS

provide for equitable distribution of the costs. Accordingly, no person, other than employees of the City or persons contracting to do work with the City, shall construct or alter any public sewer, lateral sewer, house connection or industrial sewer, pumping facility or other sewerage facility within the City where existing or proposed wastewater flows will discharge to City facilities without obtaining approval of construction plans from the Department of Building and Safety.

#### 5.13.1.2 EXISTING CONDITIONS

##### *Wastewater Treatment*

The EVMWD Sewer District provides service for the City of Lake Elsinore, the cities of Canyon Lake and Wildomar, portions of the city of Murrieta, and unincorporated portions of Riverside County. The “backbone” of the system consists of trunk sewers, generally 10 inches in diameter and larger, that convey the collected wastewater to EVMWD’s Water Reclamation Facilities (WRFs). The existing wastewater collection system consists of over 406 miles of pipes (force mains and gravity), 38 active lift stations, and three WRFs (EVMWD 2016).

EVMWD currently operates three wastewater reclamation facilities: Regional WRF, Horsethief Canyon WRF, and Railroad Canyon WRF. In addition, wastewater flow in the southern part of EVMWD’s service area is treated at the Santa Rosa WRF operated by the Rancho California Water District (RCWD). These four reclamation facilities serve four major service areas within the EVMWD’s wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. Effluent from all of these WRFs meets Title 22 standards and can be used for non-potable water supply to EVMWD’s recycled water system.

The Regional WRF service area contains 29 lift stations, the Railroad Canyon WRF service area contains seven lift stations, and the Horsethief Canyon service area contains two lift stations. A majority of the EVMWD’s wastewater collection system consists of 8-inch through 15-inch-diameter collector and trunk sewer lines. Additionally, EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD’s system also contains 50 force mains, with diameters ranging in size from 4 inches to 16 inches (EVMWD 2016).

The project site is located within the Regional WRF service area. The plant was constructed in 1986 with a capacity of 2 million gallons per day (mgd). Several expansions and improvements were completed over the years, and currently the plant has an average flow capacity of 8 mgd and a peak flow capacity of 17.6 mgd, and treats flows using an extended aeration process (EVMWD 2016). EVMWD anticipates upgrading the capacity to 23.5 mgd by the year 2027.

##### *Pump Stations*

The EVMWD currently operates and maintains 38 active lift stations and 406 miles of force main and gravity pipes. The EVMWD collection system contains approximately 98,000 feet of force mains (EVMWD 2016). These force mains service the lift stations in the EVMWD system.

## 5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

### 5.13.1.3 THRESHOLDS OF SIGNIFICANCE

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

- U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- U-3 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

### 5.13.1.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

- PPP USS-1 In accordance with municipal code 13.04, Sewer System Service, the project will obtain approval of construction plans from the Department of Building and Safety.

### 5.13.1.5 ENVIRONMENTAL IMPACTS

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

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**Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project. [Thresholds U-1 (part), and U-3]**

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## WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Future development as a result of the proposed project would require the installation of new or expanded sewer laterals and mains in order to accommodate the additional future development onsite.

As shown in Table 5.13-1, *Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation*, under the proposed conditions, the project would generate approximately 59,226 gallons of wastewater per day. The sewer flows from the project site connect to an 8-inch EVMWD gravity sewer line, along Cervera Road.

## 5. Environmental Analysis UTILITIES AND SERVICE SYSTEMS

**Table 5.13-1 Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation**

|  | Units (persons)/acre    | Average Daily Wastewater Generation <sup>1</sup> | Total Average Daily Wastewater Generation |
|--|-------------------------|--|---|
| Gas station/mini-mart car wash                       | 0.14 acres              | 1,500 gpd/acre                                   | 209 gpd                                   |
| Commercial retail shops, restaurant pads, and market | 0.81 acres              | 1,500 gpd/acre                                   | 1,221 gpd                                 |
| Office buildings                                     | 1.65 acres              | 1,800 gpd/acre                                   | 2,969 gpd                                 |
| Townhome/condominium residential units               | 152 units (503 persons) | 109 gpd/capita                                   | 54,827 gpd                                |
|  |                         | <b>Total</b>                                     | <b>59,226 gpd</b>                         |

Notes: The total average daily wastewater generated by the project is greater than the total average water demand. The wastewater generation factor used to estimate wastewater represents a worst-case estimate.

<sup>1</sup> Source: EVMWD Design Standards and Standard Drawings, 2015.

The increased sewer flows would connect through an existing 8-inch EVMWD gravity sewer line, along Cervera Road. The gravity sewer line flows to the McVicar lift station located approximately 1.2 miles south of the project site. The project site is located within the Regional WWTP service area. As of 2010, the Regional WWTP had an existing average daily wastewater flow into the treatment plant of 6.0 mgd. The capacity of the treatment plant is 8 mgd and the remaining capacity is about 2 mgd. As shown in Table 5.13-1, the project would result in the generation of 59,226 gpd which represents approximately 0.06 million gallons per day.

Proposed sewer infrastructure would continue to tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from the proposed project would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the project site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge. Therefore, impacts would be less than significant.

### **PRIELIPP-YAMAS PROPERTY REZONE**

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future wastewater impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase wastewater impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, wastewater impacts resulting from this type of development would also be similar in nature.

The project site is currently undeveloped. Future development of the site would require the installation of new or expanded sewer laterals and mains in order to accommodate residential development. Sewer infrastructure would tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize

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existing lines. The increases in sewer flows from future would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

The proposed project would result in population growth of approximately 503 residents on the project site. The potential 503 new residents of the proposed project would comprise 3.05 percent of the proposed 25-year increase of 15,500 residents for the City based on the SCAG RTP/SCS projections. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the existing DOF population estimate, the resulting population of 37,686 residents<sup>1</sup> remains below the SCAG 2020 projection of 38,700. Thus, the proposed project would not induce substantial additional growth. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient wastewater infrastructure are available to the site and impacts are less than significant.

### **LEVEL OF SIGNIFICANCE**

#### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.13-1 would be less than significant.

#### ***Mitigation Measures***

No mitigation measures would be required.

***Level of Significance After Mitigation:*** Impact 5.13-1 would be less than significant.

#### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.13-1 would be less than significant.

#### ***Mitigation Measures***

No mitigation measures would be required.

***Level of Significance After Mitigation:*** Impact 5.13-1 would be less than significant.

### **5.13.1.6 CUMULATIVE IMPACTS**

#### **Wastewater Treatment Capacity Impacts**

The area considered for cumulative impacts to wastewater facilities is the EVMWD service area. Cumulative population increases and development within the service area would increase the overall regional demand for wastewater treatment service. The Regional Water Reclamation Facility is designed to treat an 8 mgd average

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<sup>1</sup> 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents



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flow and 16 mgd peak flow. The Water Reclamation Plant is expected to have adequate capacity to service the Regional Collection System's needs through 2030.

The project would not have a cumulatively significant impact on wastewater infrastructure because it would not require the expansion of existing infrastructure; it would only require connections to existing infrastructure. By adhering to the wastewater treatment requirements established by the San Diego RWQCB through the NPDES permit, wastewater from the project site that is processed through the Regional Collection System would meet established standards. As the wastewater from all development within the service area of EVMWD would be similarly treated under the NPDES, no cumulatively significant exceedance of RWQCB wastewater treatment requirements would occur.

#### 5.13.1.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-1.

#### 5.13.1.8 MITIGATION MEASURES

No mitigation measures would be required.

#### 5.13.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

### 5.13.2 Water Supply and Distribution Systems

#### 5.13.2.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *State*

###### *California Water Code*

To assist with water suppliers, cities, and counties in integrating water and land use planning, the state passed Senate Bill (SB) 610, which is codified in the California Water Code Section 10910. The lead agency preparing a CEQA document shall identify any water system whose service area includes the project site and any water system adjacent to the project site that is, or may become, a public water system that may supply water for the project. If the lead agency is not able to identify any public water system that may supply water for the project, then the lead agency shall prepare a water assessment.

###### *Urban Water Management Planning Act*

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

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- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.
- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.
- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (SBX7-7), which amends the act and adds new water conservation provisions to the Water Code.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 acre-feet of water per year (afy) should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years.

### ***Principles Governing CEQA Analysis of Water Supply***

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.
- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.
- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.
- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development in the event that intended sources become unavailable may become a part of the EIR's approach.
- The EIR does not need to show that water supplies are definitely ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

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- The EIR analysis may rely on existing urban water management plans, as long as the project's demand was included in the water management plan's future demand accounting.
- The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

#### *Regional*

##### ***Riverside County Municipal National Pollutant Discharge Elimination System (NPDES) Storm Water Permit – Water Code Section 13383 Order to Submit Method to Comply with Statewide Trash Provisions***

The State Water Resources Control Board (State Water Board) adopted statewide Trash Provisions to address the impacts trash has on beneficial uses of surface waters. The Trash Provisions establish a statewide water quality objective for trash and a prohibition of trash discharge, or deposition where it may be discharged, to surface waters or the State. For Phase I Co-Permittees that have regulatory authority over Priority Land Uses, the Trash Provisions require implementation of the prohibition through requirements incorporated into Phase I MS4 Permits and/or through monitoring and reporting orders, by June 2, 2017. Since the Trash Provisions have not yet been implemented through the Riverside County MS4 Permit, the Santa Ana Regional Board implemented the initial steps of the Trash Provisions through orders in accordance with Water Code section 13383, as specific in the Trash Provisions. The City of Wildomar is one of the cities in Riverside County to receive this order.

#### *Local*

##### ***2015 Elsinore Valley Municipal Water District Urban Water Management Plan***

The UWMP is required under Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, effective January 1, 1984. The act requires all urban water suppliers to prepare, adopt, and file a UWMP with DWR every five years. The UWMP outlines current water demands, sources, and supply reliability to the City by forecasting water use based on climate, demographics, and land use changes in the City. The plan also provides demand management measures to increase water use efficiency for various land use types and details a water supplies contingency plan in case of shortage emergencies.

##### ***City of Wildomar Municipal Code***

Chapter 17.276, Water-Efficient Landscapes intends to establish water efficient landscape regulations in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste.

### 5.13.2.2 EXISTING CONDITIONS

Water service to the project site is provided by the Elsinore Valley Municipal Water District (EVMWD), which provides public water service, water supply development, water planning, wastewater treatment and disposal, and water recycling capacity. EVMWD is a Metropolitan Water District of Southern California (MWD) member agency and Western Municipal Water District (WMWD) sub-agency. EVMWD's service area encompasses approximately 96 square miles in Elsinore Valley area. EVMWD provides water to the Cities of

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Lake Elsinore, Canyon Lake, and Wildomar, as well as the unincorporated communities of Lakeland Village, Cleveland Ridge, Rancho Capistrano-El Cariso Village, Horsethief Canyon, Sedco, and Temescal Canyon, and the Farm Mutual Water Company.

### Water Supply

EVMWD has three primary sources of potable water supply:

- Local groundwater pumped from District-owned wells (which accounts for approximately 33 percent of the supply from 1992-2013 years).
- Surface water from Canyon Lake Reservoir and treated by the Canyon Lake Water Treatment Plant (which accounts for approximately 10 percent of the supply from 1992-2013)
- Imported water purchased from Metropolitan Water District (MWD) through Western Municipal Water District (WMWD) (which accounts for approximately 57 percent of the supply from 1992- 2013). Water is imported from the TVP connection, the Auld Valley Pipeline EM-17 connection, the conjunctive use program (CUP), and the Coldwater Basin (starting in August 2013).

In addition, EVMWD has access to several additional water sources through its acquisition of the Temescal Water Company assets in 1989. These consist of groundwater from the Bunker Hill, Rialto-Colton, Riverside North, Bedford, Coldwater, and Lee Lake Basins, and surface water from Temescal Creek and several tributary creeks.

EVMWD has a recycled water network that delivers non-potable recycled water to customers in four different service areas. Three of the service areas are supplied by EVMWD owned water reclamation facilities (WRF), and one recycled water service area is supplied from the Santa Rosa WRF owned by Rancho California Water District. EMWD supplies recycled water to the Canyon Lake Golf Course in the Railroad Canyon service area during peak summer demands. All three of EVMWD's water reclamation facilities are capable of producing recycled water quality water.

EVMWD purchases water from WMWD from two different sources. One source of the water purchased from WMWD is treated at MWD's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Project Water. The purchased water is pumped through the Auld Valley Pipeline (AVP) through the Metropolitan Connection EM-17 and into the 1434 zone by the Auld Valley Booster Pumps and into the 1650 zone through the California Oaks Booster Pumps Station. The other source of water EVMWD receives from WMWD is imported from the Temescal Valley Pipeline (TVP). The TVP delivers State Water Project Water (SWP) treated at MWD's Mills Filtration Plant. Conveyed water is transferred to the TVP from the Mills Gravity Pipeline, which is owned and operated by WMWD, at the Woodcrest vault.

The Elsinore Basin is the major source of potable groundwater supply for EVMWD and other private groundwater producers. The Elsinore Basin is located in a graben (a down-dropped geologic block) created by two major fault zones: the Glen Ivy Fault Zone to the northeast and the Wildomar Fault Zone to the

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southeast. The groundwater basin encompasses approximately 25 square miles of valley fill including Lake Elsinore, which covers about 5.6 square miles (3,600 acres) of the basin. The surface water drainage area tributary to the basin consists of 42 square miles of mountain and valley area. Major streams include McVicker Canyon, Leach Canyon, Dickey Canyon, and the San Jacinto River, which drain into Lake Elsinore and provide a portion of the basin recharge. Planned sources of water are shown in Table 5.13-2, *Projected Water Supplies*.

**Table 5.13-2 Projected Water Supplies**

| Source                | afy           |               |               |               |               |
|-----------------------|---------------|---------------|---------------|---------------|---------------|
|                       | 2020          | 2025          | 2030          | 2035          | 2040          |
| Purchased or Imported | 26,286        | 26,286        | 26,286        | 26,286        | 26,286        |
| Groundwater           | 10,560        | 16,783        | 16,783        | 18,783        | 18,783        |
| Surface Water         | 4,000         | 4,000         | 4,000         | 4,000         | 4,000         |
| Other                 | 1,145         | 1,720         | 2,295         | 2,870         | 3,100         |
| Recycled Water        | 2,061         | 3,607         | 3,607         | 9,307         | 9,307         |
| <b>Total</b>          | <b>44,052</b> | <b>52,396</b> | <b>52,971</b> | <b>61,246</b> | <b>61,476</b> |

Source: 2016 UWMP.

Tables 5.13-3 through 5.13-5 show a comparison between supply and demand for projected years between 2020 and 2040 for normal years, single dry year, and multiple dry years, respectively. As shown in these Tables, the available supply would meet the projected demand of EVMWD's service area due to conservation measures and diversified supply.

**Table 5.13-3 Normal Year Supply and Demand Comparison**

| Source            | afy          |               |              |               |              |
|-------------------|--------------|---------------|--------------|---------------|--------------|
|                   | 2020         | 2025          | 2030         | 2035          | 2040         |
| Supply totals     | 44,052       | 52,396        | 52,971       | 61,246        | 61,476       |
| Demand totals     | 36,205       | 40,605        | 45,005       | 49,205        | 53,605       |
| <b>Difference</b> | <b>7,847</b> | <b>11,791</b> | <b>7,966</b> | <b>12,041</b> | <b>7,871</b> |

Source: 2016 UWMP.

**Table 5.13-4 Single Dry Year Supply and Demand Comparison**

| Source            | afy          |              |              |              |              |
|-------------------|--------------|--------------|--------------|--------------|--------------|
|                   | 2020         | 2025         | 2030         | 2035         | 2040         |
| Supply totals     | 41,170       | 49,514       | 50,089       | 58,079       | 58,309       |
| Demand totals     | 36,205       | 40,605       | 45,005       | 49,205       | 53,605       |
| <b>Difference</b> | <b>4,965</b> | <b>8,909</b> | <b>5,084</b> | <b>8,874</b> | <b>4,704</b> |

Source: 2016 UWMP.

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Table 5.13-5 Multiple Dry Year Supply and Demand Comparison

| Source      |               | afy    |        |        |        |        |
|-------------|---------------|--------|--------|--------|--------|--------|
|             |               | 2020   | 2025   | 2030   | 2035   | 2040   |
| First Year  | Supply totals | 42,782 | 51,126 | 51,701 | 59,691 | 59,921 |
|             | Demand totals | 36,205 | 40,605 | 45,005 | 49,205 | 53,605 |
|             | Difference    | 6,577  | 10,521 | 6,696  | 10,486 | 6,316  |
| Second Year | Supply totals | 42,640 | 50,984 | 51,559 | 59,549 | 59,779 |
|             | Demand totals | 36,205 | 40,605 | 45,005 | 49,205 | 53,605 |
|             | Difference    | 6,435  | 10,379 | 6,554  | 10,344 | 6,174  |
| Third Year  | Supply totals | 41,640 | 49,984 | 50,559 | 58,549 | 58,779 |
|             | Demand totals | 36,205 | 40,605 | 45,005 | 49,205 | 53,605 |
|             | Difference    | 5,435  | 9,379  | 5,554  | 9,344  | 5,174  |

Source: 2016 UWMP.

Water Demand

The EVMWD service area’s total water demand in FY 2014-2015 for potable water was 22,569 acre-feet per year (AFY), met through locally pumped groundwater, surface water from Canyon Lake Reservoir, and purchased imported water from MWD. Table 5.13-6, *Total Water Demands*, shows the existing and projected potable water and recycled water demands from 2015 to 2040.

Table 5.13-6 Total Water Demands

| Source                    | afy           |               |               |               |               |               |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                           | 2015          | 2020          | 2025          | 2030          | 2035          | 2040          |
| Potable and Raw Water     | 21,333        | 34,400        | 38,800        | 43,200        | 47,400        | 51,800        |
| Recycled Water Demand     | 1,236         | 1,805         | 1,805         | 1,805         | 1,805         | 1,805         |
| <b>Total Water Demand</b> | <b>22,569</b> | <b>36,205</b> | <b>40,605</b> | <b>45,005</b> | <b>49,205</b> | <b>53,605</b> |

Source: 2016 UWMP.

<sup>1</sup> Recycled water demand only includes metered customer and golf course irrigation demands. It does not include required flow to Lake Elsinore and Temescal Wash or Groundwater IPR availability

5.13.2.3 THRESHOLDS OF SIGNIFICANCE

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

- U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

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### 5.13.2.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-2 Landscaping installed onsite would be required to comply with landscape water use standards set forth by municipal code 17.276. A landscape documentation package shall be submitted to the City for review and approval prior to the issuance of any permits to install or construct any landscape-related improvements and the applicant shall submit a certification of completion to the Planning Director prior to the final inspection of a new landscape installation.

### 5.13.2.5 ENVIRONMENTAL IMPACTS

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

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**Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]**

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## WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would connect to the EVMWD water main for domestic water use. As shown in Table 5.13-7, *Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand*, under the proposed conditions, the demand for the project is estimated to be approximately 36,737 gallons of water per day.

**Table 5.13-7 Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand**

|  | Units/Square Feet | Average Daily Water Demand <sup>1</sup> | Total Average Daily Water Demand |
|--|-------------------|---|----------------------------------|
| Gas station/mini-mart car wash                       | 6,080 sf          | 120 gal/1,000 sf                        | 730 gpd                          |
| Commercial retail shops, restaurant pads, and market | 35,529 sf         | 120 gal/1,000 sf                        | 4,263 gpd                        |
| Office buildings                                     | 72,000 sf         | 120 gal/1,000 sf                        | 8,640 gpd                        |
| Townhome/condominium residential units               | 152 units sf      | 400 gal/unit                            | 23,104 gpd                       |
|  |                   | <b>Total</b>                            | <b>36,737 gpd</b>                |

<sup>1</sup> Source: EVMWD Design Standards and Standard Drawings, 2015.

These results are conservative because they do not account for the 20 percent reduction in water use with new construction, as per CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, the proposed project would be subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand.

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Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As documented in Tables 5.13-3 through 5.13-5, EVMWD is able to meet all customers' demands during normal year, single dry year, and multiple dry year conditions with significant reserves held by MWD, local groundwater and surface water supplies, and conservation measures in multiple dry year conditions. EVMWD and its retail agencies work together to improve the water reliability within the service area by developing additional local supplies and by implementing water use efficiency programs.

As previously identified in Table 5.13-3, the EVMWD's UWMP projects a 2040 water demand of 61,476 AFY, with a projected supply of 53,605 AFY for a normal year. The project's anticipated water demand represents approximately 0.5, 0.9, and 0.8 percent of the projected 2040 water surplus in normal, single year dry, and multiple year dry conditions, respectively. As such, this would only incrementally increase demand and not require the construction of new water treatment facilities or expansion of existing facilities, which could cause significant environmental effects. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. EVMWD will have sufficient water supplies available during normal, single dry, and multiple dry years through the year 2040 to meet all projected water demands associated with its existing and future customers, including the proposed project. Therefore, impacts would be less than significant.

### **PRIELIPP-YAMAS PROPERTY REZONE**

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR . The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future water supply impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase water supply impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, water supply impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development of the site would connect to the City's water main for domestic water use. Development would be required to comply with CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310 which require a 20 percent reduction in water use with new construction. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, future development would be subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient water supplies are available to the project and impacts are less than significant.



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### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.13-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures would be required.

*Level of Significance After Mitigation:* Impact 5.13-2 would be less than significant.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.13-2 would be less than significant.

#### *Mitigation Measures*

No mitigation measures would be required.

*Level of Significance After Mitigation:* Impact 5.13-2 would be less than significant.

### 5.13.2.6 CUMULATIVE IMPACTS

The area considered for cumulative impacts to water supply services is the EVMWD service area. Existing and future development within the EVMWD's service area would demand additional quantities of water. The adopted UWMP projects population within the service area to increase to 238,300 persons by the year 2040. Increases in population, development, and intensity of uses would contribute to increases in the overall regional water demand. Water conservation and recycling measures would reduce the need for increased water supply. Overall, however, total demand is expected to increase from 36,205 AFY in the year 2020 to 53,605 AFY in the year 2040.

MWD will continue to rely on the plans and policies outlined in its UWMP and Incremental Recycled Water Program to address water supply shortages and interruptions (including potential shutdowns of SWP pumps) to meet water demands. An aggressive campaign for voluntary conservation and recycled water usage, curtailment of groundwater replenishment water and agricultural water delivery are some of the actions outlined in the RUWMP. MWD has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct. MWD's IRWP and RUWMP have concluded that, with the storage and transfer programs developed by MWD, there will be a reliable source of water to serve its member agencies' needs through 2040. The EVMWD would have water supplies for projected growth through 2040 in wet, dry, and multiple-dry years.

As development occurs, each project will be required to assess its separate and cumulative effect on water supply and water treatment/delivery systems. The existing and future land use patterns/designations and demographic projects for the EVMWD service area are taken into consideration during the development of local and regional water planning documents. As EVMWD and MWD has established that current and future

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water supplies are sufficient to address normal, single dry year, and multiple dry year conditions, no cumulatively significant water supply or delivery impact would occur.

### 5.13.2.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-2

### 5.13.2.8 MITIGATION MEASURES

No mitigation measures would be required.

### 5.13.2.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

## 5.13.3 Storm Drainage Systems

### 5.13.3.1 ENVIRONMENTAL SETTING

#### Regulatory Background

##### *Regional*

##### ***Municipal Stormwater (MS4) Permit***

The project area lies within the jurisdiction of Santa Ana Regional Water Quality Control Board (Region 8) and is subject to the waste discharge requirements of the Riverside County Municipal Separate Sewer (MS4) Permit (Order No. R8-2010-0033) and NPDES Permit No. CAS618033, as amended by Order No. R8-2013-0024. Riverside County, incorporated cities of Riverside County, and the Riverside County Flood Control District are co-permittees under the MS4 Permit. Pursuant to the MS4 Permit, the co-permittees were required to develop and implement a drainage area management plan as well as local implementation plans, which describe urban runoff management programs for the local jurisdictions. The City of Wildomar, as a permittee under the General MS4 permit, has legal authority for enforcing the terms of the permit in its jurisdiction.

##### ***Stormwater Program: Trash Implementation Program***

On April 7, 2015, the State Water Resources Control Board adopted an amendment to the Water Quality Control Plan for Ocean Waters of California (Ocean Plan) to control trash and Part 1, Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (ISWEBE Plan). Together, they are collectively referred to as the “Trash Amendments.” The Trash Amendments include six elements: (1) water quality objectives, (2) applicability of amendments, (3) prohibition of discharge, (4) implementation provisions, (5) time schedule, and (6) monitoring and reporting requirements. Following adoption, the Trash Amendments were submitted to both the California Office of Administrative Law (OAL) and the U.S. Environmental Protection Agency (EPA) for review and approval.

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The OAL approved the Trash Amendments on December 2, 2015. The EPA approved the Trash Amendments on January 12, 2016.

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits who retain regulatory authority over Priority Land Uses. The State Water Resources Control Board Executive Director sent separate 13383 Orders to traditional and nontraditional Small MS4 permittees on June 1, 2017. Regional Water Quality Control Boards, as the permitting authority, issued to their Phase I permittees either Water Code 13383 or 13267 orders that contain region-specific requirements, which may differ from the State Water Resources Control Board orders.

The Trash Amendments apply to all surface waters of the state and prohibit the discharge of trash to surface waters of the state as well as the depositing of trash where it may be discharged into surface waters of the state. Priority land uses are developed sites that include high density residential (10 or more dwelling units/acre); industrial; commercial; mixed urban; public transportation stations and stops; alternative areas determined by the permittees; and other areas determined by the state.

#### ***2017 Drainage Area Management Plan (DAMP)***

The DAMP is implemented by Riverside County, Riverside County Flood Control District (OCFCD), and incorporated cities (permittees), including Wildomar. Through the DAMP, permittees intend to continue to improve existing stormwater quality practices and, where necessary, address identified problems and implement new practices.

#### ***Local***

##### ***City of Wildomar Municipal Code***

Chapter 13.12, Stormwater Drainage System Protection, intends to protect and enhance the water quality of City watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in applicable state and federal regulations.

##### ***2019 City of Wildomar Master Drainage Plan***

The 2019 Master Drainage Plan identifies areas that are deficient in meeting the flood control protection criteria established and recommends sub-regional and local drainage facilities that will mitigate the deficiencies and provide the level of flood protection established. In addition, the plan identifies costs and addresses financing. The plan acts as an implementation guide for the City and future developers. The City was divided into four Regions for study which represent major drainage areas. Each region was divided into Subregions representing a specific study area. Priority was placed on identifying new facilities to provide an additional level of flood control protection.

### **5.13.3.2 EXISTING CONDITIONS**

The project site lies within the Santa Margarita River Watershed within Riverside County. The Santa Margarita River Watershed drains into the Santa Ana River, the largest river in Southern California. The project site is currently vacant and accepts flows from the north in two locations. Both flows enter the northern portion of

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the site and meander southeasterly to an existing storm drain system. These flows are approximately 144 cubic feet per second (cfs) and 158 cfs. Surface runoff from the existing site is split and outflows in two locations. Approximately, half of the site conjoins the flows reaching this site and outflows to an existing storm drain system; while the other half flows onto Cervera Road, continues south on Wildomar Trail, and enters a storm drain inlet on Wildomar Trail just south of California Lutheran High School.

### 5.13.3.3 THRESHOLDS OF SIGNIFICANCE

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

U-1            Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

### 5.13.3.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-3     The project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Riverside County. The MS4 Permit requires the proposed project to prepare and implement a WQMP to:

- Control release of contaminants into storm drain systems.
- Educate the public about stormwater impacts.
- Detect and eliminate illicit discharges.
- Control runoff from construction sites.
- Implement BMPs and site-specific runoff controls and treatments.

### 5.13.3.5 ENVIRONMENTAL IMPACTS

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

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**Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-1 (part)]**

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## WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently undeveloped. Under the proposed conditions, impervious surfaces would increase because the proposed project would allow for the development of a mixed-use master plan on an approximately 25.8-acre vacant site which would include 41,609 square feet of commercial retail, 72,000

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square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Collectively, the proposed project would result in 22.33 acres of development.

Under existing conditions, the site is entirely pervious, and under the proposed project, the amount of impervious area would increase to 20.77 acres, or approximately 80.5 percent of the site. The construction of a detention basin would cover approximately 1.57 acres, or 6.05 percent of the site. Therefore, under the proposed project, the amount of pervious area would cover approximately 5.03 acres, or approximately 19.5 percent of the site.

The proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to the proposed detention basin before existing the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drainpipe and would only conjoin with cleaned runoff from onsite. Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking “only rain down the storm drain” on storm drain inlets, maintaining landscaping using minimum or no pesticides, and dry sweeping the fueling area routinely, as stated in the WQMP (Michael Baker 2020b). The mix of BMPs have been determined as part of the WQMP. The proposed bioretention basin would treat the required water quality volume for the project site. Therefore, no substantial additional sources of pollutants or significant increases in runoff for the 85th percentile storm event are anticipated.

Storm drain infrastructure is to be developed as part of project-specific buildout. Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system, separate from the onsite storm drain. The new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Infrastructure would connect to a 60-inch City of Wildomar line on Cervera Road and discharge to modified channel to the south of the site as under existing conditions. Therefore, impacts would be less than significant.

### **PRIELIPP-YAMAS PROPERTY REZONE**

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future storm drainage impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase storm drainage impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in

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the local area. As a result, storm drainage impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development of the site would increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains. Future development would include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Moreover, development on the site would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Any new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient storm drainage systems are available to the site and impacts are less than significant.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.13-3 would be less than significant.

#### *Mitigation Measures*

No mitigation measures would be required.

***Level of Significance After Mitigation:*** Impact 5.13-3 would be less than significant.

#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.13-3 would be less than significant.

#### *Mitigation Measures*

No mitigation measures would be required.

***Level of Significance After Mitigation:*** Impact 5.13-3 would be less than significant.

### 5.13.3.6 CUMULATIVE IMPACTS

Cumulative impacts are considered for the Santa Margarita River Watershed in western Riverside County. Other projects in the watershed may increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains in the region. Other projects in the watershed would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Other impacts to storm drainage would be analyzed in separate CEQA processing for each cumulative project, and mitigation measures would be required as appropriate to minimize significant impacts.

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#### 5.13.3.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-3.

#### 5.13.3.8 MITIGATION MEASURES

No mitigation measures are required.

#### 5.13.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

### 5.13.4 Solid Waste

#### 5.13.4.1 ENVIRONMENTAL SETTING

##### Regulatory Background

###### *Federal*

###### ***Resource Conservation and Recovery Act***

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

###### *State*

###### ***California Integrated Waste Management Act***

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

###### ***California Solid Waste Reuse and Recycling Act of 1991***

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a

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model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

### *California Green Building Standards Code*

Section 5.408 of the 2013 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

### *Local*

### *City of Wildomar Municipal Code*

Section 8.104, Solid Waste Collection and Disposal, provides a comprehensive system for the generation accumulation, handling, collection, transportation, conversion and disposal of solid waste, to be controlled and regulated by the City. This section of the municipal code outlines requirements for the management and proper disposal of solid waste.

## 5.13.4.2 EXISTING CONDITIONS

### Solid Waste Collection and Disposal

CR&R collects solid waste and provides recycling services to the City of Wildomar.

### Landfills

All solid waste from the City, including the project site, is processed at CR&R Environmental Services and transferred to the Perris transfer station, where recyclable material is separated from other solid waste. Solid waste for disposal would be disposed of at the Lamb Canyon Sanitary Landfill, which is owned and operated by the Riverside County Waste Management District (RCWMD).

The landfill is permitted for 5,000 tons per day (TPD), a remaining capacity of 19,242,950 cubic yards, and an estimated cease date of April 1, 2029 (CalRecycle 2019). Landfills are required to comply with existing landfill regulations from federal, state, and local regulatory agencies. They are subject to regular inspections from CalRecycle and the local enforcement agencies, the RWQCB, and the South Coast Air Quality Management District.

### Solid Waste Diversion and Recycling

CR&R has an extensive network of processing facilities that manage waste for residents of Wildomar. This includes solid waste, recyclables, green waste, food waste, construction and demolition waste, electronic waste and a number of other materials.

There are 34 solid waste diversion programs in Wildomar, including composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction programs, and special waste



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materials programs including white goods, scrap metal, wood waste, concrete/asphalt/rubble, and tires (CalRecycle 2018b).

Compliance with AB 939 is measured in part by comparing actual disposal rates for residents and employees to target rates; actual rates at or below target rates are consistent with AB 939. Target disposal rates for Wildomar in 2018 were 4.8 pounds per day (ppd) per resident and 36.2 ppd per employee; actual disposal rates were 3.5 ppd per resident and 21.5 ppd per employee (CalRecycle 2018a). Actual disposal rates in 2018 were consistent with AB 939.

#### 5.13.4.1 THRESHOLDS OF SIGNIFICANCE

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

- U-4           Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- U-5           Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

#### 5.13.4.1 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

- PPP USS-4    The project will comply with Municipal Code Chapter 15.20, Green Building Standards Code which adopts the 2019 California Green Building Standards Code as the City's Green Building Standards Code.
- PPP USS-5    The project will comply with Municipal Code Chapter 8.104, Solid Waste Collection and Disposal, which outlines requirements for the management and proper disposal of solid waste.

#### 5.13.4.2 ENVIRONMENTAL IMPACTS

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

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**Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste. [Thresholds U-4 and U-5]**

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would generate an increase in solid waste disposal during both construction and operation. Table 5.10-8, *Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal*, provides an estimate of the solid waste generated by the proposed project.

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The proposed project would generate an increase 6,855.8 pounds per day (1,248.4 tons per year). The Lamb Canyon Sanitary Landfill would accept waste from the proposed project; the Lamb Canyon Sanitary Landfill has maximum daily throughput of 5,000 tons per day (19,242,950 pounds per day). The increase in solid waste generated from the proposed project would represent approximately 0.07<sup>2</sup> percent of the maximum daily throughput. The increase in solid waste disposal would be accommodated by the landfill’s remaining capacity.

**Table 5.13-8 Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal**

|  | Project        |                |
|--|----------------|----------------|
|  | Lbs/Day        | Tons/Yr        |
| Gas station/mini-mart car wash                       | 124.8          | 21.9           |
| Commercial retail shops, restaurant pads, and market | 135.8          | 25.6           |
| Office buildings                                     | 6,048          | 1,102.3        |
| Townhome/condominium residential units               | 547.2          | 98.6           |
| <b>Total</b>   | <b>6,855.8</b> | <b>1,248.4</b> |

Notes: Solid waste disposal estimates are based on California Department of Resources Recycling and Recovery's sample solid waste generation rates (CalRecycle 2016). Numbers may not add to 100 percent due to rounding.  
Lbs = pounds

Additionally, the proposed project would comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, the proposed project would comply with CALGreen, which requires recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most “new construction” projects (CALGreen Sections 4.408 and 5.408). During operation, the proposed project would comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Consequently, impacts would be less than significant.

### PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future solid waste impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase solid waste impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, solid waste impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development would be required to comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, future development would comply with CALGreen, which requires recycling and/or salvaging

<sup>2</sup> 6,855.8 lbs/day = 3.4279 tons/day  
3.4279 tons/day / 5,000 tons/day = 0.00068 or 0.068 percent.

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for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most “new construction” projects (CALGreen Sections 4.408 and 5.408). During operation, future development would be required to comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient solid waste facilities are available to the site and impacts are less than significant.

#### LEVEL OF SIGNIFICANCE

##### **Wildomar Trail Town Center Mixed-Use Project**

*Level of Significance Before Mitigation:* Impact 5.13-4 would be less than significant.

##### *Mitigation Measures*

No mitigation measures would be required.

*Level of Significance After Mitigation:* Impact 5.13-4 would be less than significant.

##### **Prielipp-Yamas Property Rezone**

*Level of Significance Before Mitigation:* Impact 5.13-4 would be less than significant.

##### *Mitigation Measures*

No mitigation measures would be required.

*Level of Significance After Mitigation:* Impact 5.13-4 would be less than significant.

#### **5.13.4.3 CUMULATIVE IMPACTS**

Cumulative impacts are considered for Riverside County, the service area for RCWMD, which owns and operates the Lamb Canyon Sanitary Landfill. Cumulative projects would result in increased generation of solid waste that would need to be processed at the Perris transfer station and Lamb Canyon Landfill. The Lamb Canyon Sanitary Landfill has a daily maximum throughput of 5,000 TPD, a remaining capacity of 19,242,950 cubic yards, and an estimated cease date of April 1, 2029. There is adequate landfill capacity to accommodate the existing and future projects in the City. In addition to the Lamb Canyon Landfill, five additional regional landfills are available to supplement disposal capacity. With planned expansion activities of landfills in the project vicinity and projected growth rates contained in the City’s General Plan EIR, sufficient landfill capacity exists to accommodate future disposal needs through 2030. Therefore, development according to the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County’s waste management system. No significant cumulative impact to landfill capacity would occur, and the proposed project would not contribute to a significant cumulative impact.

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### 5.13.4.4 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-4.

### 5.13.4.5 MITIGATION MEASURES

No mitigation measures are required.

### 5.13.4.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

## 5.13.5 References

- California Department of Resources Recycling and Recovery (CalRecycle). 2016. Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>
- \_\_\_\_\_. 2018a. Annual Reporting: Disposal Rate Calculator - Wildomar, 2018. <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator>
- \_\_\_\_\_. 2018b. Jurisdiction Review Reports. Jurisdiction Diversion Program Status Summary - Wildomar, 2018. <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionSummary>
- \_\_\_\_\_. 2019. Facility/Site Summary Details: Lamb Canyon Sanitary Landfill (33-AA-0007). <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>.
- EVMWD (Elsinore Valley Municipal Water District). 2016, August. 2016 Sewer System Master Plan. Final Report.

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## 5. Environmental Analysis

### 5.14 WILDFIRE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed project to exacerbate wildfires in the City of Wildomar. Cumulative impacts related to wildfire are based on regional wildfire hazards in the southern California region associated with proximity to wildlands and are based on Fire Hazard Severity Zones (FHSZ) mapped by the California Department of Forestry and Fire Protection (CAL FIRE).

#### 5.14.1 Environmental Setting

##### 5.14.1.1 REGULATORY BACKGROUND

###### Federal

###### *National Fire Protection Association Standards*

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines in fire protection but are not laws or "codes" unless adopted or referenced as such by the California Fire Code or local fire agency. Specific standards applicable to wildland fire hazards include, but are not limited to:

- **NFPA 1141**, Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142**, Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143**, Wildland Fire Management
- **NFPA 1144**, Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710**, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

###### State

###### *CAL FIRE*

CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Board of Forestry and Fire Protection is a regulatory body within CAL FIRE. It is responsible for developing the general forest policy of the state, for determining the guidance policies of the Department and for representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and reviews general plan safety elements that are adopted by local governments for compliance with statutes. Together, the Board and the CAL FIRE protect and enhance the forest resources of all the wildland areas of California that are not under federal jurisdiction.

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### WILDFIRE

#### *Office of State Fire Marshal*

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. Its fire safety responsibilities include: regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death and destruction by fire; by providing statewide direction for fire prevention within wildland areas; by regulation hazardous liquid pipelines; by developing and reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities. These achievements are accomplished through major programs including engineering, education, enforcement and support from the State Board of Fire Services.

#### *California Government Code*

The State of California maintains responsibility for the prevention and suppression of wildfires on land outside incorporated boundaries of a city. In 1991, the State Legislature adopted the Bates Bill (Government Code §§ 51175–51189) following the fires in the Oakland Hills. The bill requires CAL FIRE to identify and classify areas in local responsibility areas (LRA) that have a “very high fire severity” hazard for wildfires. LRAs are areas where local governments have the primary responsibility for preventing and suppressing fires. A local agency is required to adopt CAL FIRE’s findings within 120 days of receiving recommendations from CAL FIRE, pursuant to Government Code § 51178(b), or propose modifications in accordance with state law. The VHFHSZs are currently being updated, due in part to the recent 2017 fire season.

#### *California Fire Code*

The California Fire Code is a series of building, property, and lifeline codes in the California Code of Regulations, Title 24, Chapter 9. The California Fire Code contains fire-safety-related building standards, such as construction standards, vehicular and emergency access, fire hydrants and fire flow, sprinkler requirements, etc. Specific chapters relevant to wildfire include Chapter 49, Requirements for Wildland-Urban Interface, and Chapter 7A of the California Building Code, Materials and Construction Methods for Exterior Wildfire Exposure. Corona adopts the updated Fire Code and numerous appendices B, C, E, F, and G but not the voluntary Appendix D standards every three years. Amendments are also made to the Code, including requirements for property addressing and signage, Class A roofing, automatic fire alarm and sprinkler system installation fire hydrants, eave protection, and fire flow and access.

#### *California Public Resources Code*

The Board of Forestry and Fire Protection is authorized in the Public Resources Code (§§ 4290 and 4291) to adopt minimum fire safety standards for new construction in VHFHSZs in SRAs. The Board published its fire safety regulations in the California Code of Regulations, Title 14. (These standards may differ from those in Appendix D of the California Fire Code.) Fire safe regulations currently address:

- Article 1: Administration of ordinance and defensible space measures (Chapter 49)
- Article 2: Emergency access and egress standards (roadways) (Appendix D)
- Article 3: Standards for signs identifying streets, roads, and buildings (Chapter 5)

## 5. Environmental Analysis WILDFIRE

- Article 4: Emergency water standards for fire use (Appendix B, BB)
- Article 5: Fuel modification standards (Chapter 49)

Local ordinances adopted by local governments cannot be less restrictive than the provisions in state law. These regulations would be applied in SRAs outside of the City's boundaries, such as the SOI and surrounding unincorporated lands.

### *California Building Code*

The California Building Code requires the installation and maintenance of smoke alarms in residential dwelling units:

- **CCR Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

### *California General Plan Law, OPR General Plan Guidelines*

Government Code § 65302 requires that safety elements be revised periodically to address wildfire risks in accordance with regulations and guidance promulgated by the Board of Forestry and Fire Protection. In addition, cities must submit a revised safety element to the Board for consideration and comments no later than 90 days prior to its adoption. Local governments must also respond to how they plan to address the Board's comments or make findings to the contrary prior to adoption of the safety element.

To meet the intent of state law, SB 1241 requires the safety element to:

- Identify wildfire hazards with the latest state-prepared, very high fire severity zone maps from the Board of Forestry and Fire Protection, US Geological Survey, and other sources.
- Consider guidance given by the Office of Planning and Research's (OPR) Fire Hazard Planning document (OPR 2015).
- Demonstrate that the City or contract agency and associated codes satisfactorily address adequate water supply, egress requirements, vegetation management, street signage, land use policies, and other criteria to protect from wildfires.
- Establish in the safety element (and other elements that must be consistent with it) a set of comprehensive goals, policies, and feasible implementation measures for protection of the community from unreasonable risks of wildfire.



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### WILDFIRE

#### Regional

##### *CALFIRE's County of Riverside Unity Strategic Plan*

CALFIRE prepares a California Strategic Plan to govern operations statewide. The California Strategic Plan is implemented through individual “unit plans” that are prepared for different regions for the state. CALFIRE’s fire suppression operations are organized into 21 units that geographically follow county lines. CALFIRE has adopted a Riverside Unit Fire Plan that covers Riverside County. The unit plan sets forth the agency’s priorities for the prevention, protection, and suppression of wildfires. The overall goal of the Riverside County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused pre-fire management prescriptions increasing initial attack success.

##### *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan*

The County of Riverside Multi-Jurisdictional LHMP identifies the County’s hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The LHMP contains mitigation strategies, from the Safety Element of the Riverside County General Plan.

##### *Riverside County Local Agency Formation Commission*

Municipal Service reviews were added to the Local Agency Formation Commission’s (LAFCO) mandate with the passage of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. A service review is a comprehensive study designed to better inform LAFCO, local agencies, and the community about the provision of municipal services. Service reviews attempt to capture and analyze information about the governance structures and efficiencies of service providers and to identify opportunities for greater coordination and cooperation between providers.

#### Local

##### *City of Wildomar Municipal Code*

The purposes of Chapter 2.32, Disaster Relief, are to provide for the preparation and carrying out of plans for the protection of persons and property within this City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of this City with all other public agencies, corporations, organizations, and affected private persons. As indicated in Section 2.32.080, Emergency Plan, the Wildomar Disaster Council is responsible for the development of the City’s emergency plan, which shall provide the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency or state of war emergency; and shall provide for the organization, powers and duties, and staff of the emergency organization.

Moreover, according to Section 8.28, Fire Code, of the Wildomar Municipal Code, the City adopted the California Fire Code. The State adopts a new California Fire Code every three years; currently, the 2019 California Fire Code is the effective code implemented by the City.

## 5. Environmental Analysis WILDFIRE

### 5.14.1.2 EXISTING CONDITIONS

#### Wildomar Trail Town Center Mixed-Use Project

As shown in Figure 1-2a, *Mixed-Use Site Aerial Photograph*, the project site is vacant and covered with ruderal vegetation. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Uses surrounding the site include vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site.

#### Prielipp-Yamas Drive Property Rezone

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph*, shows the vacant, that the site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west.

### 5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if located in or near state responsibility areas or lands classified as very high fire hazard severity zones the project would:

- W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.
- W-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- W-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- W-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

### 5.14.3 Plans, Programs, and Policies

PPP WF-1 The proposed project would be required to comply with the 2019 California Fire Code, as indicated in Section 8.28 of the Wildomar Municipal Code.

### 5.14.4 Environmental Impacts

#### 5.14.4.1 IMPACT ANALYSIS

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

## 5. Environmental Analysis

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**Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]**

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#### **WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT**

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

According to the City's GIS database, the project site is located within a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

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

#### **PRIELIPP-YAMAS PROPERTY REZONE**

According to the City's GIS database, the property is not located within a VHFHSZ in the LRA. Future development on the property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside

## 5. Environmental Analysis WILDFIRE

County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

Future development on the property would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, future development on the property would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

### LEVEL OF SIGNIFICANCE

#### Wildomar Trail Town Center Mixed-Use Project

*Level of Significance Before Mitigation:* Impact 5.14-1 would be potentially significant.

#### *Mitigation Measures*

**HAZ-1** Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

*Level of Significance After Mitigation:* Impact 5.14-1 would be less than significant with mitigation incorporated.

#### Prielipp-Yamas Property Rezone

*Level of Significance Before Mitigation:* Impact 5.14-1 would be potentially significant.

#### *Mitigation Measures*

Mitigation Measures HAZ-1 and HAZ-2.

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***Level of Significance After Mitigation:*** Impact 5.14-1 would be less than significant with mitigation incorporated.

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**Impact 5.14-2:** The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

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### WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is undeveloped and vacant. The entire site's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is within a VHFHSZ, and therefore impacts would be potentially significant without the implementation of mitigation measures.

### PRIELIPP-YAMAS PROPERTY REZONE

The property is undeveloped and vacant. The entire property's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Future development of the property would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the property's conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the property would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Although the property is not within a VHFHSZ, impacts would be potentially significant without the implementation of mitigation measures. As such, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

### LEVEL OF SIGNIFICANCE

#### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.14-2 would be potentially significant.

## 5. Environmental Analysis WILDFIRE

### *Mitigation Measures*

Mitigation Measures HAZ-1 and HAZ-2.

***Level of Significance After Mitigation:*** Impact 5.14-2 would be less than significant with mitigation incorporated.

### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.14-2 would be potentially significant.

### *Mitigation Measures*

Mitigation Measures HAZ-1 and HAZ-2.

***Level of Significance After Mitigation:*** Impact 5.14-2 would be less than significant with mitigation incorporated.

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**Impact 5.14-3:** The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

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## WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would require the expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The project site is within a VHFHSZ, and therefore, mitigation measures would be required to ensure impacts would be reduced to a level of less than significant.

## PRIELIPP-YAMAS PROPERTY REZONE

As the property is currently vacant, the future development would require the expansion of connection to utilities such as electricity, water, and sewer. The future project applicant would be required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. Although the property is not within a VHFHSZ, and future construction of infrastructure improvements for the property would not directly increase fire risk, impacts would be potentially significant. As such, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

## LEVEL OF SIGNIFICANCE

### **Wildomar Trail Town Center Mixed-Use Project**

***Level of Significance Before Mitigation:*** Impact 5.14-3 would be potentially significant.

## 5. Environmental Analysis

### WILDFIRE

#### *Mitigation Measures*

Mitigation Measures HAZ-1 and HAZ-2.

***Level of Significance After Mitigation:*** Impact 5.14-3 would be less than significant with mitigation incorporated.

#### Prielipp-Yamas Property Rezone

***Level of Significance Before Mitigation:*** Impact 5.14-3 would be potentially significant.

#### *Mitigation Measures*

Mitigation Measures HAZ-1 and HAZ-2.

***Level of Significance After Mitigation:*** Impact 5.14-3 would be less than significant.

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**Impact 5.14-4:** The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. [Threshold W-4]

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## WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is relatively flat. The project site is not located within a landslide hazard area or a flood plain. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the site would be improved with a water detention basin. Therefore, with the implementation of BMPs, impacts would be less than significant.

## PRIELIPP-YAMAS PROPERTY REZONE

The property is relatively flat. The property is not located within a landslide hazard area or a flood plain. Future construction activities on the property would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Therefore, with the implementation of BMPs, impacts would be less than significant.

## LEVEL OF SIGNIFICANCE

### Wildomar Trail Town Center Mixed-Use Project

***Level of Significance Before Mitigation:*** Impact 5.14-4 would be less than significant.

## 5. Environmental Analysis WILDFIRE

### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.14-4 would be less than significant.

### **Prielipp-Yamas Property Rezone**

***Level of Significance Before Mitigation:*** Impact 5.14-4 would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

***Level of Significance After Mitigation:*** Impact 5.14-4 would be less than significant.

## 5.14.5 Cumulative Impacts

Growth within the City could exacerbate wildfire impacts. The proposed project and future development would implement mitigation measures which include complying with the CBC and best management practices onsite to reduce impacts of wildfires. Other projects in the City would also be required to comply with the City's regulations pertaining to wildfires, and development plans would be required to be approved by the City of Wildomar. The proposed project's impacts would not be cumulatively considerable.

## 5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.14-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.14-1** The proposed project could impair an adopted emergency plan or emergency evacuation plan.
- **Impact 5.14-2** The proposed project could exacerbate wildfire risks.
- **Impact 5.14-3** Installation and maintenance of infrastructures could exacerbate fire risk.

## 5.14.7 Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire



## 5. Environmental Analysis

### WILDFIRE

exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

#### 5.14.8 Level of Significance After Mitigation

Mitigation Measures HAZ-1 and HAZ-2 require conformance with the California Building Code and Fire Code which would reduce potential impacts to less than significant.

#### 5.14.9 References

Wildomar, City of. 2003, October. City of Wildomar General Plan.

[https://www.cityofwildomar.org/UserFiles/Servers/Server\\_9894739/File/Government/Departments/Planning/General%20Plan.pdf](https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf)

\_\_\_\_\_. 2020. GIS Database. [http://gisservices.interwestgrp.com/Wildomar\\_GISViewer/](http://gisservices.interwestgrp.com/Wildomar_GISViewer/)

## 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

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### Significant Unavoidable and Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

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

### Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

## 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

- As increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social services commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O<sub>3</sub>) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO<sub>2</sub>) under the California AAQS.
- The visual character of the project site would be altered by the construction of the new structures onsite. Landscaping, grading, and construction of the project site would also contribute to an altered visual character of the existing site. This would result in a permanent change in the character of the project site and on- and off-site views in the project's vicinity.

Given the low likelihood that the land at the project site would revert to its original form, the proposed project would generally commit future generations to these environmental changes.

### Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in

## 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

### **Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?**

The construction of the Wildomar Trail Town Center project, as well as future development on the Prielipp-Yamas Property, would require the extension of major infrastructure facilities to the sites, as they are currently vacant. Therefore, the project sites are not served by existing infrastructure. The Wildomar Trail Town Center project would require a zone change on a portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential), and, due to the reduction in assigned dwelling units for the site, a portion of the Prielipp-Yamas Drive Property would require a zone change from I-P (Industrial Park) to R-3 (General Residential) to accommodate the reduction in dwelling units on the project site. Implementation of the R-3 (General Residential) zone could further induce residential growth in commercial and industrial areas. Pressure to develop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may directly or indirectly be influenced by the Wildomar Trail Town Center project and the rezone of the Prielipp-Yamas Property. Proposals may arise to implement the R-3 (General Residential) zone in the vicinity of the project sites. However, these would require full environmental analysis of the impacts of such actions. The project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The proposed project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the proposed project would not be precedent-setting actions; however, the approval of residential and commercial uses on the project site could influence owners of neighboring properties to move away from exclusively residential or commercial uses to mixed uses. Nonetheless, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

### **Would this project result in the need to expand one or more public services to maintain desired levels of service?**

The Wildomar Trail Town Center project and future development on the Prielipp-Yamas Property would increase population and housing in the City. The proposed project is expected to increase the demand for fire protection services, police services, school services, and library services, which would contribute to the need to expand facilities. However, as substantiated in Chapter 8 of this DEIR, existing programs and policies would ensure that the service capability will grow proportionate to the increase in uses, and impacts to public services and utilities would be less than significant.

### **Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

During project construction of the Wildomar Trail Town Center project and future development on the Prielipp-Yamas Property, a number of design, engineering, and construction jobs would be created. This would

## 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

last until project construction is completed. Construction employees would be absorbed from the regional labor force, and the construction of the project would not attract new workers to the region. The operation of the Wildomar Trail Town Center project would result in 305 employees and 503 residents (see Section 5.10, *Population and Housing*). Residents of the Wildomar Trail Town Center project as well as future residents on the Prielipp-Yamas Property would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City of Wildomar and surrounding area. This would create an increased demand for such economic goods and services and would, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. The increase in commercial uses on the project site would have a beneficial impact on the City's jobs-housing balance. Therefore, although the proposed project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses in the proposed project.

### **Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

As identified above, the Wildomar Trail Town Center project would require a zone change from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) and the Prielipp-Yamas Drive Property would require a zone change from I-P (Industrial Park) to R-3 (General Residential). The zone changes to R-3 (General Residential) could further induce residential growth in areas that are predominantly non-residential. Other proposals may arise to implement the R-3 zone in the vicinity of the project sites. However, these would require full environmental analysis of the impacts of such actions. The project does not proposed changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The proposed project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the proposed project would not be precedent-setting actions; however, the approval of residential and commercial uses on the project site could influence owners of neighboring properties to move away from exclusively residential or commercial uses to mixed uses. Nonetheless, impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

# 7. Alternatives to the Proposed Project

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## 7.1 INTRODUCTION

### 7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[f][1]).
- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (15126.6[f][2][A])

## 7. Alternatives to the Proposed Project

- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

### 7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Provide a freeway adjacent, and easily accessed, mixed-use project catering to both the residents of Wildomar and the travelling public.
2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.
3. Add housing units to the City’s housing stock.
4. Provide uses to serve the City’s daytime population.
5. Provide additional office workspace in the City.
6. Increase employment opportunities by providing retail and professional office land uses.
7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City’s remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

## 7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

## 7. Alternatives to the Proposed Project

### No Project/No Development

Under the City's General Plan and zoning ordinance, the project site is designated for mixed-use development. Therefore, it is unreasonable to consider an alternative that would result in no development on the project site. As the No Project/No Development alternative would not meet any of the project objectives, the consideration of no-development on the project site was rejected from consideration in this EIR.

### Alternative Location

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only alternatives that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]).

In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use/planning, noise, population/ housing, public services, recreation, transportation/traffic and utilities/service systems. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality and mineral resources cannot be evaluated. The proposed project is on a site that has been designated for urban development since before the City incorporated. A portion of the site is shown in the Housing Element for housing development at 30 units to the acre, and across Wildomar Trail the Baxter Village project includes single- and multiple-family residential, medical office buildings, and a hotel.

The only site that has the potential to accommodate the proposed project would be on the southeast corner of I-15 and Bundy Canyon Road (see Figure 7-1, *Alternative Location*). However, this property is entitled for a Walmart shopping center. There are no other sites in the City that have the combination of freeway visibility, major roadway access, and the combination of land use designation and zoning needed to complete the proposed project. As there are no other sites that meet the project objectives, the consideration of alternative development sites was rejected from consideration in this EIR.

### Reduced Residential Intensity Alternative

The Reduced Residential Intensity Alternative would assume a reduction in housing units. Reducing the number of housing units on the project site would result in accounting for more housing units elsewhere in the City. Therefore, this reduction in housing would not meet the goals of the City's Housing Element. According to Section 21159.26 of the Public Resources Code, a public agency may not reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation. Furthermore, the Reduced Residential Intensity Alternative would result in a cumulative need to rezone and develop more land to meet the same future population growth.



## 7. Alternatives to the Proposed Project

### 7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Reduced Non-Residential Intensity Alternative

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this DEIR.

#### 7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the three land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-1, *Buildout Summary* identifies City-wide information regarding dwelling unit, population and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

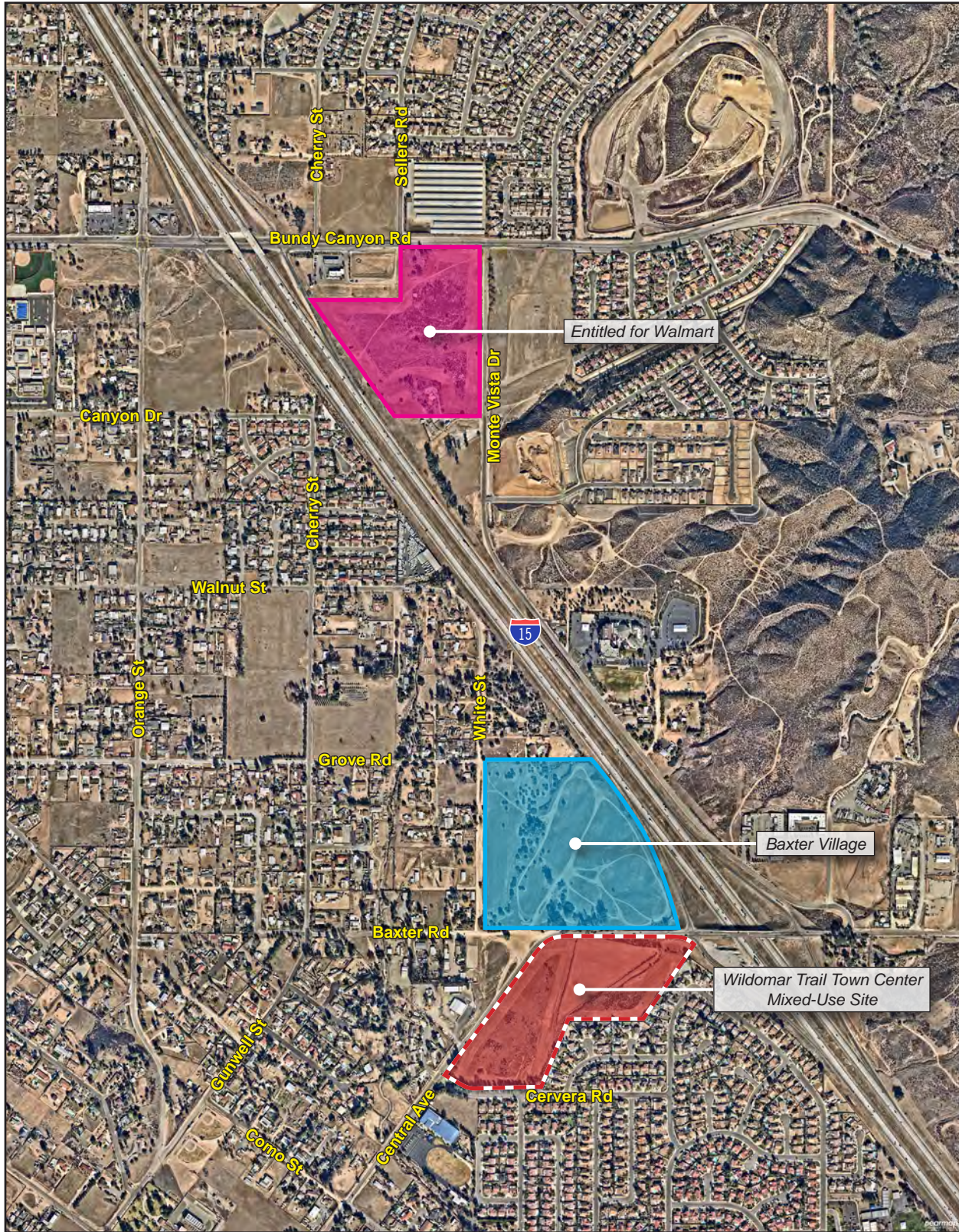
**Table 7-1 Buildout Summary**

|                                | Proposed Project | No Project/Existing General Plan Alternative | Reduced Non-Residential Intensity Alternative |
|--------------------------------|------------------|--|---|
| Dwelling Units                 | 152              | 227  | 152   |
| Non-residential Square Footage | 113,609          | 501,044 <sup>1</sup>                         | 56,805  |
| Population                     | 503              | 751  | 503   |
| Employment                     | 305              | 1,360  | 153   |
| Jobs-to-Housing Ratio          | 2.01             | 5.99   | 1.01  |

<sup>1</sup> Assumes a FAR of 0.40 for office space and 0.25 for retail; 70 percent of site would be designated for non-residential uses.



Figure 7-1 - Alternative Location



-  Wildomar Trail Town Center Mixed-Use Site
-  Baxter Village
-  Entitled for Walmart

Source: Nearmap, 2021





## 7. Alternatives to the Proposed Project

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## 7. Alternatives to the Proposed Project

### 7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project/Existing General Plan Alternative assumes that the proposed Wildomar Trail Town Center project would not be adopted, and the development intensity assumed in the General Plan would be adopted. According to the Housing Element, the project site, which is currently vacant and undeveloped, would be developed with 227 dwelling units.<sup>1</sup> Under this Alternative, a similar mix of residential and non-residential uses would occur as the site's existing General Plan Land Use Designation is MUPA. Moreover, under this Alternative, the Prielipp-Yamas Property would not need to be rezoned nor would a General Plan Amendment be required for the Prielipp-Yamas Property.

#### 7.4.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the proposed project, the No Project Alternative would not impact a scenic vista or scenic resources in the City. Impacts associated with this Alternative would be similar to the proposed project because it would develop the project site, which is currently vacant and undeveloped. Development under this Alternative would be required to comply with the development standards and design guidelines. Therefore, impacts would be similar to the proposed project and would be less than significant.

#### 7.4.2 Agriculture and Forestry Resources

The project site is classified as Farmland of Local Importance, however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, development on the site would have similar impacts to the proposed project and would be less than significant.

#### 7.4.3 Air Quality

Under this Alternative, air quality impacts would increase during the construction and operational phases, as an increase in dwelling units and non-residential square feet would occur. As a result, peak construction emissions would be more than the proposed project. During the operational phase, this alternative would generate more vehicle trips and building energy. Consequently, this Alternative would increase long-term operational air quality impacts compared to the proposed project, and impacts would be less than significant with mitigation incorporated.

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<sup>1</sup> The City of Wildomar Housing Element assumes 30 percent of a Mixed-Use site's capacity for residential uses and 70 percent for non-residential uses.

## 7. Alternatives to the Proposed Project

### 7.4.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. As with the proposed project, this Alternative would require removal of all vegetation on the project site. Similar to the proposed project, this Alternative would also require compliance with the California Fish and Game Code, and would not have significant impacts to nesting birds. Impacts under this Alternative would be the same as the proposed project, and would be less than significant.

### 7.4.5 Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover cultural resources during grading activities. Both this Alternative and the proposed project would require mitigation in the event cultural resources are uncovered during grading activities. Therefore, impacts would be similar compared to the proposed project, and would be less than significant with mitigation incorporated.

### 7.4.6 Energy

This Alternative would result in an increase in building square footage compared to the proposed project. The operational phase of this Alternative would generate more vehicle trips and building energy. Construction activities with this Alternative would have increased energy demands. Impacts would be increased compared to the proposed project and would be less than significant.

### 7.4.7 Geology and Soils

This Alternative would be required to comply with building and seismic codes and regulations, like the proposed project, as well as standard procedures if paleontological resources are discovered during ground-disturbing activities. Therefore, impacts would be similar to the proposed project and would be less than significant.

### 7.4.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, more trips and building energy would be generated. Construction activities associated with this Alternative would have increased GHG emissions. Therefore, this Alternative would result in an increase in construction and operational GHG emissions. Impacts would be increased compared to the proposed project, and would be significant and unavoidable.

### 7.4.9 Hazards and Hazardous Materials

This Alternative would require use of hazardous materials during construction. However, similar to the proposed project, construction materials such as fuels, paints, and solvents would be used in limited quantities and would not pose a significant safety hazard. Similar to the proposed project, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction activities could still occur. Operational activities under this Alternative could result in similar uses of hazardous materials as with the proposed project. Like the proposed project,

## 7. Alternatives to the Proposed Project

compliance with regulations and guidelines of federal, state, and local agencies for the use, building, storage, and transport of hazardous materials would be required and would ensure impacts are less than significant. As with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts as a result of wildfires would be less than significant. Therefore, impacts would be similar to the proposed project, and would be less than significant with mitigation incorporated.

### 7.4.10 Hydrology and Water Quality

This Alternative would comply with the National Pollutant Discharge Elimination System Construction General Permit requirements and implementation of various BMPs to reduce water quality impacts. Additionally, this Alternative would implement a biofiltration system to reduce hydrological impacts, as with the proposed project. Therefore, impacts to hydrology and water quality impacts of this Alternative would be similar to the proposed project and would be less than significant.

### 7.4.11 Land Use and Planning

The proposed project would remove the existing Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the project site from C-P-S to R-3. Additionally, the proposed project would require approximately 10 acres of the Prielipp-Yamas Property to be rezoned from I-P to R-3 in order to accommodate the reduction of dwelling units on the project site. Under this Alternative, the Prielipp-Yamas Property nor the project site would be rezoned. While no physical impacts to the environment were identified for the proposed project, this Alternative was found to reduce impacts since it would not require a zone change. Impacts would be less than significant compared to the proposed project, and would be less than significant.

### 7.4.12 Mineral Resources

The project site is in MRZ-3; the MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan OS-MIN land use designation allows mineral extraction. No areas within the City are designated OS-MIN. Under this Alternative, impacts would be the same as those identified for the proposed, and no impact would occur to mineral resources.

### 7.4.13 Noise

Implementation of this Alternative would have the same development footprint as the proposed project. However, due to the increase in building square footage, construction under this Alternative would take longer than the proposed project. Consequently, construction noise impacts would be increased under this Alternative. The operational phase of this Alternative would generate more vehicle trips and would increase operational traffic-related noise impacts. Therefore, noise impacts of this Alternative would be increased compared to the proposed project, and would be less than significant with mitigation incorporated.

## 7. Alternatives to the Proposed Project

### 7.4.14 Population and Housing

This Alternative is anticipated to generate approximately 751 residents and 1,360 jobs at the project site, which is more than what the proposed project would generate. Similar to the proposed project, this Alternative would not displace housing or people as the project site is currently vacant. Unlike the proposed project, this Alternative would not create a more balanced jobs-housing ratio in the City. Therefore, this Alternative would increase population and housing impacts compared to the proposed project. However, impacts would be less than significant.

### 7.4.15 Public Services

This Alternative is anticipated to generate approximately 751 residents and 1,360 jobs at the project site. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) and school demand than nonresidential land uses. This Alternative would be required to pay development impact fees and comply with applicable regulations and standard conditions to ensure that impacts related to public services are less than significant. This Alternative is anticipated to generate more service calls and would have an increased demand for public services compared to the proposed project; however, impacts would be less than significant.

### 7.4.16 Recreation

This Alternative would result in an increase in demand for recreation in the City. Similar to the proposed project, this Alternative would include recreational facilities onsite, which would reduce potential impacts to existing neighborhood and regional parks and recreational facilities. Therefore, impacts to recreation would be similar to the proposed project and would be less than significant.

### 7.4.17 Transportation

As this Alternative would result in an increase in employees and residents, this Alternative would also result in an increase in vehicle trips. Additionally, construction-related traffic would be expected to be more than the proposed project due to the increased square footage compared to the proposed project. Therefore, while this Alternative would increase impacts compared to the proposed project, with the implementation of conditions of approval, impacts would be less than significant.

### 7.4.18 Tribal Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover tribal cultural resources during grading activities. Therefore, potential impacts to tribal cultural resources would be similar compared to the proposed project, and would be less than significant after mitigation.

## 7. Alternatives to the Proposed Project

### 7.4.19 Utilities and Service Systems

This Alternative would generate more water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would increase compared to the proposed project. However, with the compliance with local, state, and federal regulations, impacts would be less than significant.

### 7.4.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. As with the proposed project, development under this Alternative would be subject to compliance with the most current version of the California Fire and Building Codes. Additionally, as with the proposed project, this Alternative would implement mitigation measures to reduce impacts of wildfires to less than significant.

### 7.4.21 Conclusion

The No Project/Existing General Plan Alternative would lessen land use and planning impacts. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, tribal cultural resources, utilities and service systems, and wildfire. This Alternative would result in greater impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation. The No Project/Existing General Plan Alternative would meet all of the project objectives, except for Objective 7 which would not be applicable to this Alternative.

## 7.5 REDUCED NON-RESIDENTIAL INTENSITY ALTERNATIVE

The Reduced Non-Residential Intensity Alternative would result in a 50 percent reduction of commercial and office square footage from the proposed Wildomar Trail Town Center project. No changes to the residential component would occur under this Alternative; the proposed 152 dwelling units would be developed, and therefore, the Prielipp-Yamas Property would continue to require a rezone and General Plan Amendment.

### 7.5.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the proposed project, the No Project Alternative would not impact a scenic vista or scenic resource in the City. Impacts associated with this Alternative would be similar to the proposed project because it would develop the project site, which is currently vacant and undeveloped. However, the massing of the commercial and office development on the Wildomar Trail Town Center site would be reduced, result in reduced building size and height. Although the non-residential intensity would be reduced, the City's development standards and design guidelines would continue to apply. Therefore, impacts would be similar to the proposed project and would be less than significant.



## 7. Alternatives to the Proposed Project

### 7.5.2 Agriculture and Forestry Resources

The project site is classified as Farmland of Local Importance, however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, development on the site would have similar impacts to the proposed project and would be less than significant.

### 7.5.3 Air Quality

Under this Alternative, air quality impacts would be reduced during the construction and operational phases, as a result of the reduced non-residential square footage. As a result, peak construction emissions would be less than the proposed project. During the operational phase, this Alternative would generate less vehicle trips and building energy. Consequently, this Alternative would decrease long-term operational air quality impacts compared to the proposed project, and impacts would be less than significant with mitigation incorporated.

### 7.5.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. As with the proposed project, this Alternative would require removal of all vegetation on the project site. Similar to the proposed project, this Alternative would also require compliance with the California Fish and Game Code, and would not have significant impacts to nesting birds. Impacts under this Alternative would be similar to the proposed project, and would be less than significant.

### 7.5.5 Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover cultural resources during grading activities. Both this Alternative and the proposed project would require mitigation in the event cultural resources are uncovered during grading activities. Therefore, impacts would be similar compared to the proposed project, and would be less than significant with mitigation incorporated.

### 7.5.6 Energy

This Alternative would result in a decrease in building square footage compared to the proposed project. The operational phase of this Alternative would generate less vehicle trips and building energy. Construction activities with this Alternative would have reduced energy demands. Impacts would be reduced compared to the proposed project and would be less than significant.

### 7.5.7 Geology and Soils

This Alternative would be required to comply with building and seismic codes and regulations, like the proposed project, as well as standard procedures if paleontological resources are discovered during ground-disturbing activities. Therefore, impacts would be similar to the proposed project and would be less than significant.

## 7. Alternatives to the Proposed Project

### 7.5.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, less trips and building energy would be generated. Construction activities associated with this Alternative would have reduced GHG emissions. Therefore, this Alternative would result in a decrease in construction and operational GHG emissions. Impacts would be reduced compared to the proposed project, and would be significant and unavoidable.

### 7.5.9 Hazards and Hazardous Materials

This Alternative would require use of hazardous materials during construction. However, similar to the proposed project, construction materials such as fuels, paints, and solvents would be used in limited quantities and would not pose a significant safety hazard. Similar to the proposed project, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction activities could still occur. Operational activities under this Alternative could result in similar uses of hazardous materials as with the proposed project. Like the proposed project, compliance with regulations and guidelines of federal, state, and local agencies for the use, building, storage, and transport of hazardous materials would be required and would ensure impacts are less than significant. As with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts as a result of wildfires would be less than significant. Therefore, impacts would be similar to the proposed project, and would be less than significant with mitigation incorporated.

### 7.5.10 Hydrology and Water Quality

This Alternative would comply with the National Pollutant Discharge Elimination System Construction General Permit requirements and implementation of various BMPs to reduce water quality impacts. Additionally, this Alternative would implement a biofiltration system to reduce hydrological impacts, as with the proposed project. Therefore, impacts to hydrology and water quality impacts of this Alternative would be similar to the proposed project and would be less than significant.

### 7.5.11 Land Use and Planning

Both this Alternative and the proposed project would remove the existing Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the project site from C-P-S to R-3. Additionally, the proposed project would require approximately 10 acres of the Prielipp-Yamas Property to be rezoned from I-P to R-3 in order to accommodate the reduction of dwelling units on the project site. As with the proposed project, no physical impacts to the environment would occur under this Alternative. Impacts would be similar to the proposed project and would be less than significant.

### 7.5.12 Mineral Resources

The project site is in MRZ-3; the MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan OS-MIN land use designation allows mineral extraction. No areas within the City are designated OS-MIN.

## 7. Alternatives to the Proposed Project

Under this Alternative, impacts would be the same as those identified for the proposed, and no impact would occur to mineral resources.

### 7.5.13 Noise

Implementation of this Alternative would have the same development footprint as the proposed project. However, due to the decrease in building square footage, construction under this Alternative would be shorter than the proposed project. Consequently, construction noise impacts would be reduced under this Alternative. The operational phase of this Alternative would generate less vehicle trips and would decrease operational traffic-related noise impacts. Therefore, noise impacts of this Alternative would be reduced compared to the proposed project, and would be less than significant with mitigation incorporated.

### 7.5.14 Population and Housing

This Alternative is anticipated to generate approximately 503 residents and 153 jobs at the project site. Similar to the proposed project, this Alternative would not displace housing or people as the project site is currently vacant. Unlike the proposed project, this Alternative would create a more balanced jobs-housing ratio in the City. This Alternative would decrease population and housing impacts compared to the proposed project. However, impacts would be less than significant.

### 7.5.15 Public Services

This Alternative is anticipated to generate approximately 503 residents and 153 jobs at the project site. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) and school demand than nonresidential land uses. This Alternative would be required to pay development impact fees and comply with applicable regulations and standard conditions to ensure that impacts related to public services are less than significant. This Alternative is anticipated to generate a slightly reduced number of service calls and would have a slightly reduced demand for public services as with the proposed project; impacts would be less than significant.

### 7.5.16 Recreation

This Alternative would result in a similar demand for recreation in the City. Similar to the proposed project, this Alternative would include recreational facilities onsite, which would reduce potential impacts to existing neighborhood and regional parks and recreational facilities. Therefore, impacts to recreation would be similar to the proposed project and would be less than significant.

### 7.5.17 Transportation

As this Alternative would result in a decrease in employees, this Alternative would also result in a decrease in vehicle trips. Additionally, construction-related traffic would be expected to be less than the proposed project due to the reduced square footage compared to the proposed project. Therefore, this Alternative would decrease impacts compared to the proposed project, and with the implementation of conditions of approval, impacts would be less than significant.

## 7. Alternatives to the Proposed Project

### 7.5.18 Tribal Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover tribal cultural resources during grading activities. Therefore, potential impacts to tribal cultural resources would be similar compared to the proposed project, and would be less than significant after mitigation.

### 7.5.19 Utilities and Service Systems

This Alternative would generate less water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would decrease compared to the proposed project. However, with the compliance with local, state, and federal regulations, impacts would be less than significant.

### 7.5.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. As with the proposed project, development under this Alternative would be subject to compliance with the most current version of the California Fire and Building Codes. Additionally, as with the proposed project, this Alternative would implement mitigation measures to reduce impacts of wildfires to less than significant.

### 7.5.21 Conclusion

The Reduced Non-Residential Intensity Alternative would lessen impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, tribal cultural resources, and wildfire. The Reduced Non-Residential Intensity Alternative would meet all of the project objectives but to a lesser extent than the proposed project.

## 7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the proposed project:

- Reduced Non-Residential Intensity Alternative

The Reduced Non-Residential Intensity Alternative has been identified as the environmentally superior alternative because this Alternative lessens impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems, while achieving the benefits of the project objectives to a lesser extent.

## 7. Alternatives to the Proposed Project

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## 8. Impacts Found Not to Be Significant

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California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment."

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant. This Chapter includes an environmental analysis and finding of no impact, less than significant, or less than significant with mitigation incorporated for the topics not included in Chapter 5, *Environmental Analysis*, of this DEIR.

### 8.1 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**Less Than Significant Impact.** The Wildomar Trail Town Center project site is classified as Farmland of Local Importance; however, the State Farmland Mapping and Monitoring Program (FMMP) does not designate the site as Prime, Unique, or Farmland of Statewide Importance (CDC 2020). The Prielipp-Yamas Drive Property is not designated as Prime, Unique, or Farmland of Statewide Importance. Therefore, the proposed project nor future development on the Property would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural land uses. Therefore, a less than significant impact would occur.

## 8. Impacts Found Not to Be Significant

### b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**No Impact.** There is no land zoned for Williamson Act contracts either on the Wildomar Trail Town Center project site or on the Prielipp-Yamas Drive Property. Therefore, no impact would occur.

### c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

**No Impact.** The project sites are not designated as forestland or timberland, and there is no forestland or timberland adjacent to these sites. Therefore, no impact would occur.

### d) Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** There are no forestlands on the project site or Prielipp-Yamas Drive Property, nor are there forestlands within the vicinity of these sites. Therefore, no impact would occur.

### e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**Less Than Significant Impact.** The project sites do not contain forest land or unique farmland. Development on these sites would not result in the conversion of farmland to nonagricultural uses or forest land to non-forest uses. As such, impacts would be less than significant.

## 8.2 CULTURAL RESOURCES

Would the project:

### a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

**No Impact.** The CEQA Guidelines § 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. A resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- ii) Is associated with the lives of persons important in our past.

## 8. Impacts Found Not to Be Significant

- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

According to the Cultural Resources Report, three previous cultural resources studies found three prehistoric resources on the project site (LSA 2020). Additional research identified that there were never historic-period buildings or structures on the site. During a field survey, an additional previously undocumented resource was identified, however, the resource is considered an isolate because it lacks contextual integrity and significant data potential, and therefore, does not meet the threshold of potential historical resources under CEQA. Therefore, as no significant historical resources on the site, no impacts would occur. Prior to future development on the Prielipp-Yamas Drive Property, the preparation of a cultural resources report would be required to ensure there are no historical resources on the site. Therefore, no impact would occur.

### **b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

**Less Than Significant Impact with Mitigation Incorporated.** According to Cultural Resources Report, a previously undocumented prehistoric artifact was identified on the Wildomar Trail Town Center site. The artifact is considered an isolate, and therefore, the site is not considered an archaeological site and does not meet the CEQA threshold potential for historical resources. However, despite site disturbance of at least four decades, these findings indicate that the project site is sensitive for undocumented subsurface resources. Therefore, the implementation of TRI-1 would be required which would ensure archaeological monitoring during ground-disturbing activities in order to reduce impacts to less than significant. The proposed project's conditions of approval to improve the surrounding intersections would have a less than significant impact as these roadways have been previously disturbed. Moreover, future development on the Prielipp-Yamas Drive Property could potentially uncover archaeological resources during ground-disturbing activities. Therefore, the implementation of TRI-1 would reduce potential impacts to less than significant.

### **Mitigation Measures**

- See Mitigation Measure TRI-1 in Section 5.12, *Tribal Cultural Resources*.

### **c) Disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact with Mitigation Incorporated.** The project site and the Prielipp-Yamas Drive Property are currently undeveloped and there is no evidence to suggest that these sites have been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within these sites, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required. These requirements are imposed on any construction activity in which human remains are detected, and include the following provisions:



## 8. Impacts Found Not to Be Significant

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
  - The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
  - If the coroner determines the remains to be Native American:
    - The coroner shall contact the Native American Heritage Commission within 24 hours;
    - The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American;
    - The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of which appropriate dignity the human remains and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98); or
      - Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e).
        - The NAHC is unable to identify a most likely descendant.
        - The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or
        - The landowner or his authorized representative reject the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Therefore, impacts would be less than significant with the incorporation of mitigation.

### Mitigation Measure

- See Mitigation Measures **TRI-7** and **TRI-8** in Section 5.12, *Tribal Cultural Resources*.

## 8.3 GEOLOGY AND SOILS

Would the project:

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
  - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** The project sites are not within an Alquist-Priolo Earthquake Fault Zone, however, a Riverside County Fault Zone crosses the northeast corner of the Wildomar Trail Town

## 8. Impacts Found Not to Be Significant

Center site. Based on the current site plan, no habitable structures are planned for this portion of the site. The Elsinore fault located approximately 0.6-mile west of the site is the nearest known active fault to the site. Based on the geotechnical report (Appendix 8-2), active or inactive faults do not cross the site, however, the risk for seismic activity consist of the potential for moderate to strong seismic shaking. The closest fault zone to the Prielipp-Yamas Drive Property is the Riverside County Fault approximately 2.7 miles northwest of the site; future development on the Property would prepare a geotechnical report to assess potential impacts to the site. Additionally, compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to both sites to the extent feasible. As these sites are located within a seismically active region, compliance with PPP HAZ-4 (see Section 5.6, *Hazards and Hazardous Materials*), which states that the project applicant shall incorporate all recommendations made in the geotechnical report, will be implemented which would reduce impacts to less than significant.

### ii) Strong seismic ground shaking?

**Less Than Significant Impact with Mitigation Incorporated.** The project sites are located in the seismically active area of southern California and the risk for seismic activity consist of the potential for moderate to strong seismic shaking. Development on the project sites would be designed and constructed to resist the effects of seismic ground motions as outlined in the 2019 CBC. After the implementation of PPP HAZ-4, which states that the project applicant shall incorporate all recommendations made in the geotechnical report, impacts would be less than significant.

### iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. During intense shaking, any structures on these sediments may float, sink, or tilt as if on water. Liquefaction potential varies based on three main factors: 1) cohesionless, granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (less than 50 feet); and 3) moderate to high seismic ground shaking. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore-pressure buildup or liquefaction in a subsurface layer.

Due to the lack of a permanent, near-surface groundwater table and the dense to very dense nature of the Pauba Formation, liquefaction potential for the site is negligible and not a design consideration. However, seismically induced settlement may occur whether the potential for liquefaction exists or not. The total seismic dry settlement on the order of 1 ¼ inch and differential seismic settlement on the order of ¾ inch along 40 feet are anticipated to occur during seismic event. The geotechnical report for the future development on the Prielipp-Yamas Drive Property would identify the potential for liquefaction, and provide mitigation measures, if needed. Nonetheless, compliance with the 2019 CBC would ensure potential impacts are reduced to less than significant.

## 8. Impacts Found Not to Be Significant

### iv) Landslides?

**No Impact.** Susceptibility of slopes to landslides and other slope failures depends on several factors that are usually present in combinations—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, seismic activity, etc.

Due to the flat topography at the both the sites, these sites are not subject to landslides. Therefore, no impact would occur.

### b) Result in substantial soil erosion or the loss of topsoil?

**Less Than Significant Impact.** Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved, and removed from one place and transported to another. Precipitation, water, waves, and wind are all agents of erosion. Alluvium and the upper portion of the Pauba Formation in the building areas should be removed to expose competent, unweathered Pauba Formation; the geotechnical report estimates that at least 5 feet of the existing ground surface would require remedial excavation (Geocon 2020). Construction of the Wildomar Trail Town Center project, as well as construction of future development on the Prielipp-Yamas Drive Property, may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities would be subject to compliance with the 2019 CBC and would include best management practices (BMPs). BMPs may include but are not limited to covering the disturbed or stockpiled soil, use of a dust-inhibiting material, landscaping, use of straw and jute to slow and channelize stormwater runoff, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion. Compliance with BMPs is required by the federal and state Clean Water acts.

Additionally, since the Wildomar Trail Town Center project and future development on the Prielipp-Property would require clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Furthermore, development would be required to comply with an approved SWPPP that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Additionally, as part of the approval process, prior to grading plan approval, the project applicant would be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. Compliance with the recommendations of the geotechnical report (PPP HAZ-4) would ensure impacts are reduced to less than significant.

## 8. Impacts Found Not to Be Significant

As part of the approval process, prior to grading plan approval, the project applicant would be required to comply with Chapter 13.12, Stormwater and Drainage System Protection, of the Wildomar Municipal Code. Water quality features intended to reduce construction-related erosion impacts would be clearly denoted on the grading plans for implementation by the construction contractor. For a discussion on erosion and runoff impact post-construction, see Section 5.7, *Hydrology and Water Quality*.

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

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less Than Significant Impact.** Refer to Impacts 8.3(a)(iii) and (iv) for information on liquefaction and landslides. As the potential for liquefaction is low, the likelihood of lateral spreading, which is the lateral movement of gently to steeply sloping and saturated soils caused by earthquake-induced liquefaction, would also be low. Moreover, groundwater was not encountered during the field survey, therefore, the probability of subsidence or collapse are low. Soils on the site were tested for collapse and indicated that the soils were classified as having a slight to moderate degree of collapse; potentially collapsible soils underlying the site are typically removed and recompacted during remedial site grading. Prior to future development on the Prilepp-Yamas Drive Property, a geotechnical report would be prepared to identify the potential geological hazards onsite.

Implementation of the CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to unstable soils. Compliance with CBC regulations and the geotechnical report would ensure adequate design and construction of building foundations to resist soil movement. Impacts would be less than significant.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**Less Than Significant Impact.** According to the geotechnical report, the alluvium and Pauba Formation generally consist of silty or clayey sands with lesser amounts of sandy silts and sandy clays; the expansion potential for soils on the site are very low to low. Therefore, impacts would be less than significant. A geotechnical report would be prepared prior to future development on the Prilepp-Yamas Property to identify the soil expansion potential; recommendations and/or mitigation measures would be provided if soils are found to be expansive.

## 8. Impacts Found Not to Be Significant

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** Development on the project site and the Prielipp-Yamas Drive Property would be connected to existing wastewater facilities (sewer) owned and operated by the Elsinore Valley Municipal Water District, and septic tanks would not be used. Therefore, no impact would occur.

**f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** Paleontological resources are fossilized remains of past life on earth such as bones, shells, leaves, tracks, burrows, and impressions. There are no unique geological features on the Wildomar Trail Town Center project site or the Prielipp-Yamas Drive Property and both sites are undeveloped. There is some possibility that fossils could be present in the site soils and therefore could be damaged by project grading and/or construction activities. In order to ensure impacts are reduced to less than significant, the implementation of PPP HAZ-5 (see Section 5.6, *Hazards and Hazardous Materials*), which outlines recommendations if fossils are found onsite, would be required.

## 8.4 MINERAL RESOURCES

Would the project:

**a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**

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

**b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

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

## 8. Impacts Found Not to Be Significant

### 8.5 PUBLIC SERVICES

**Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

#### a) Fire protection?

**Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services for the City of Wildomar. RCFD Fire Station 61 is located at 32637 Gruwell Street, approximately 0.7-mile southwest of the project site, and 2.7 miles northwest of the Prielipp-Yamas Drive Property. RCFD Fire Station 61 would respond to calls for service from the sites. In addition to Fire Station 61, several other Riverside County and Murrieta Fire Department stations in the surrounding area would be able to provide fire protection services to these sites under mutual aid agreements if needed. A standard condition of approval for the projects in the City includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. Neither the proposed project nor future development on the Prielipp-Yamas Drive Property are expected to result in activities that create unusual fire protection needs. Refer to Section 5.14, *Wildfire*, for specific analysis related to fire hazards. As such, any impacts are considered less than significant.

#### b) Police protection?

**Less Than Significant Impact.** Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 5.4 miles northwest of the project site and 7.63 miles northwest of the Prielipp-Yamas Drive Property. Traffic enforcement is provided in this area of Riverside County by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

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

#### c) Schools?

**Less Than Significant Impact.** The project sites are in the Lake Elsinore Unified School District (LEUSD). The proposed project would not result in substantial population growth, but would accommodate growth that is projected for the City. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of

## 8. Impacts Found Not to Be Significant

the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact is less than significant.

### d) Parks?

**Less Than Significant Impact.** The City of Wildomar owns and manages four public parks with a combined acreage of 14.72 acres: Marna O'Brien Park, Regency Heritage Park, Windsong Park, and Malaga Park. Additionally, the City is proposing to develop a new 27-acre park. The City requires 3 acres of neighborhood and community parkland per 1,000 residents. The proposed project would generate approximately 503 residents, and therefore, approximately 1.51 acres of parkland would be required to accommodate these residents. The proposed project would include 1.9 acres of common open and private open space for the residents onsite. Additionally, impacts as a result of future residents on the Prielipp-Yamas Drive Property would be analyzed at the time development is proposed. Nonetheless, project applicants are required to pay DIFs, and therefore, with the payment of these fees and taxes, impacts would be less than significant.

### e) Other public facilities?

**Less Than Significant Impact.** Neither the Wildomar Trail Town Center project nor the Prielipp-Yamas Drive Property are anticipated to have a negative impact on other public facilities. The project would not induce population growth in the City, but rather, accommodate the City's projected growth, and therefore, would not result in the need for new or expanded public facilities. The project applicant would be required to pay any applicable impact fees. Therefore, impacts would be less than significant.

## 8.6 RECREATION

### a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

**Less Than Significant Impact.** See response to Impact 8.5(d), above. The Wildomar Trail Town Center project would require approximately 1.51 acres of parkland to be set aside in order to meet the City's requirement of 3 acres per 1,000 residents. The proposed project would provide 1.9 acres of common open and private open space which would reduce impacts to existing parks and recreational facilities. Moreover, impacts to existing parks and recreational facilities as a result of future development on the Prielipp-Yamas Drive property would be analyzed at the time development is proposed. Nonetheless, project applicants would be required to pay DIFs, and therefore, with the payment of these fees and taxes, impacts would be less than significant.

### b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

**Less Than Significant Impact.** See response to Impact 8.6(a). Implementation of the proposed project would result in the provision of new recreational opportunities through the implementation of 1.9 acres of

## 8. Impacts Found Not to Be Significant

common open and private open space on the site. The construction of amenities associated with recreational facilities within the project site are included as part of the project site's development. The construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the project in this DEIR. Impacts of future recreational facilities on the Prielipp-Yamas Drive Property would be included in the environmental analysis prepared for that site. Therefore, impacts would be less than significant.

### 8.7 REFERENCES

California Department of Conservation (CDC). 2020. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

Geocon West, Inc. (Geocon) 2020, April 24. Geotechnical Investigation and Percolation Test Results. Appendix 8-2.

LSA. 2020, January. Cultural Resources Assessment – Baxter Town Center Project. Appendix 8-1.

Wildomar, City of. 2018. Biennial Operating Budget Fiscal Years 2017-18 & 2018-19. [https://www.cityofwildomar.org/UserFiles/Servers/Server\\_9894739/File/Government/Departments/Finance/Budgets/Adopted%20Budget%20City%20of%20Wildomar%20web%202017-19.pdf](https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Finance/Budgets/Adopted%20Budget%20City%20of%20Wildomar%20web%202017-19.pdf)



## 8. Impacts Found Not to Be Significant

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## 9. Organizations Consulted and Qualifications of Preparers

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### Native American Tribes

Pechanga Band of Mission Indians

Rincon Band of Luiseno Indians

Soboba Band of Mission Indians

### Qualifications of Preparers

#### *PLACEWORKS*

**Mark Teague, AICP**  
Principal

- BA, Political Science, California State University Stanislaus

**Jasmine A. Osman**  
Project Planner

- BA Sustainability, Geography minor, San Diego State University
- Master of City Planning, San Diego State University

**Miles Barker**  
Project Planner

- MS, City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2019
- BS, Environmental Management and Protection, Humboldt State University, 2014

## 9. Organizations Consulted and Qualifications of Preparers

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