

February 2022 | Draft Environmental Impact Report
State Clearinghouse No. 2021030401

INLAND VALLEY MEDICAL CENTER PROJECT (PA 20-0116) 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



Table of Contents

Contents	Page
1. EXECUTIVE SUMMARY	1-1
1.1 INTRODUCTION	1-1
1.2 ENVIRONMENTAL PROCEDURES	1-1
1.3 PROJECT SUMMARY	1-2
1.4 PROJECT LOCATION	1-2
1.4.1 EIR Format	1-7
1.4.2 Type and Purpose of This DEIR.....	1-8
1.4.3 Impacts Considered Less Than Significant	1-8
1.4.4 Unavoidable Significant Adverse Impacts	1-8
1.5 ISSUES TO BE RESOLVED	1-9
1.6 AREAS OF CONTROVERSY	1-9
1.7 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION	1-9
2. INTRODUCTION.....	2-1
2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT.....	2-1
2.2 NOTICE OF PREPARATION	2-2
2.3 SCOPE OF THIS DEIR	2-3
2.3.1 Impacts Considered Less Than Significant	2-3
2.3.2 Potentially Significant Adverse Impacts	2-3
2.3.3 Unavoidable Significant Adverse Impacts	2-4
2.4 INCORPORATION BY REFERENCE	2-4
2.5 AVAILABILITY	2-4
2.6 FINAL EIR CERTIFICATION	2-5
2.7 MITIGATION MONITORING.....	2-5
3. PROJECT DESCRIPTION.....	3-1
3.1 INTRODUCTION	3-1
3.2 PROJECT LOCATION	3-1
3.3 DESCRIPTION OF PROJECT	3-1
3.4 STATEMENT OF OBJECTIVES	3-31
3.5 INTENDED USES OF THE EIR	3-31
4. ENVIRONMENTAL SETTING	4-1
4.1 INTRODUCTION	4-1
4.2 EXISTING CONDITIONS.....	4-1
4.2.1 Regional Planning Considerations.....	4-1
4.3 LOCAL ENVIRONMENTAL SETTING	4-4
4.3.1 Aesthetics.....	4-4
4.3.2 Air Quality	4-4
4.3.3 Biological Resources	4-4
4.3.4 Energy	4-4
4.3.5 Geology and Soils	4-4
4.3.6 Greenhouse Gas Emissions	4-4
4.3.7 Hazards and Hazardous Materials.....	4-5
4.3.8 Hydrology and Water Quality	4-5
4.3.9 Land Use and Planning	4-5
4.3.10 Noise.....	4-5
4.3.11 Population and Housing	4-5
4.3.12 Transportation	4-6
4.3.13 Tribal Cultural Resources.....	4-6
4.3.14 Utilities and Service Systems.....	4-6

Table of Contents

Contents	Page
4.3.15 Wildfire.....	4-6
4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS.....	4-6
5. ENVIRONMENTAL ANALYSIS	5-1
5.1 AESTHETICS	5.1-1
5.1.1 Environmental Setting.....	5.1-1
5.1.2 Thresholds of Significance.....	5.1-15
5.1.3 Plans, Programs, and Policies.....	5.1-15
5.1.4 Environmental Impacts.....	5.1-15
5.1.5 Cumulative Impacts	5.1-24
5.1.6 Level of Significance Before Mitigation	5.1-24
5.1.7 Mitigation Measures.....	5.1-24
5.1.8 Level of Significance After Mitigation	5.1-24
5.1.9 References.....	5.1-25
5.2 AIR QUALITY	5.2-1
5.2.1 Environmental Setting.....	5.2-1
5.2.2 Thresholds of Significance.....	5.2-16
5.2.3 Plans, Programs, and Policies.....	5.2-18
5.2.4 Environmental Impacts.....	5.2-18
5.2.5 Cumulative Impacts	5.2-29
Level of Significance Before Mitigation	5.2-29
5.2.6 Mitigation Measures.....	5.2-29
5.2.7 Level of Significance After Mitigation	5.2-29
5.2.8 References.....	5.2-30
5.3 BIOLOGICAL RESOURCES	5.3-1
5.3.1 Environmental Setting.....	5.3-1
5.3.2 Thresholds of Significance.....	5.3-21
5.3.3 Plans, Programs, and Policies.....	5.3-21
5.3.4 Environmental Impacts.....	5.3-22
5.3.5 Cumulative Impacts	5.3-30
5.3.6 Level of Significance Before Mitigation	5.3-30
5.3.7 Mitigation Measures.....	5.3-30
5.3.8 Level of Significance After Mitigation	5.3-32
5.3.9 References.....	5.3-32
5.4 ENERGY.....	5.4-1
5.4.1 Environmental Setting.....	5.4-1
5.4.2 Thresholds of Significance.....	5.4-5
5.4.3 Plans, Programs, and Policies.....	5.4-5
5.4.4 Environmental Impacts.....	5.4-6
5.4.5 Cumulative Impacts	5.4-10
5.4.6 Level of Significance Before Mitigation	5.4-10
5.4.7 Mitigation Measures.....	5.4-10
5.4.8 Level of Significance After Mitigation	5.4-10
5.4.9 References.....	5.4-11
5.5 GEOLOGY AND SOILS.....	5.5-1
5.5.1 Environmental Setting.....	5.5-1
5.5.2 Thresholds of Significance.....	5.5-6
5.5.3 Plans, Programs, and Policies.....	5.5-7
5.5.4 Environmental Impacts.....	5.5-7
5.5.5 Cumulative Impacts	5.5-13
5.5.6 Level of Significance Before Mitigation	5.5-13
5.5.7 Mitigation Measures.....	5.5-13

Table of Contents

Contents	Page	
5.5.8	Level of Significance After Mitigation.....	5.5-15
5.5.9	References.....	5.5-15
5.6	GREENHOUSE GAS EMISSIONS.....	5.6-1
5.6.1	Environmental Setting.....	5.6-1
5.6.2	Thresholds of Significance.....	5.6-20
5.6.3	Plans, Programs, and Policies.....	5.6-22
5.6.4	Environmental Impacts.....	5.6-22
5.6.5	Cumulative Impacts.....	5.6-29
5.6.6	Level of Significance Before Mitigation.....	5.6-29
5.6.7	Mitigation Measures.....	5.6-29
5.6.8	Level of Significance After Mitigation.....	5.6-29
5.6.9	References.....	5.6-30
5.7	HAZARDS AND HAZARDOUS MATERIALS.....	5.7-1
5.7.1	Environmental Setting.....	5.7-1
5.7.2	Thresholds of Significance.....	5.7-19
5.7.3	Plans, Programs, and Policies.....	5.7-19
5.7.4	Environmental Impacts.....	5.7-21
5.7.5	Cumulative Impacts.....	5.7-25
5.7.6	Level of Significance Before Mitigation.....	5.7-26
5.7.7	Mitigation Measures.....	5.7-26
5.7.8	Level of Significance After Mitigation.....	5.7-27
5.7.9	References.....	5.7-27
5.8	HYDROLOGY AND WATER QUALITY.....	5.8-1
5.8.1	Environmental Setting.....	5.8-1
5.8.2	Thresholds of Significance.....	5.8-11
5.8.3	Plans, Programs, and Policies.....	5.8-11
5.8.4	Environmental Impacts.....	5.8-12
5.8.5	Cumulative Impacts.....	5.8-27
5.8.6	Level of Significance Before Mitigation.....	5.8-27
5.8.7	Mitigation Measures.....	5.8-27
5.8.8	Level of Significance After Mitigation.....	5.8-28
5.8.9	References.....	5.8-28
5.9	LAND USE AND PLANNING.....	5.9-1
5.9.1	Environmental Setting.....	5.9-1
5.9.2	Thresholds of Significance.....	5.9-9
5.9.3	Plans, Programs, and Policies.....	5.9-9
5.9.4	Environmental Impacts.....	5.9-9
5.9.5	Cumulative Impacts.....	5.9-12
5.9.6	Level of Significance Before Mitigation.....	5.9-12
5.9.7	Mitigation Measures.....	5.9-12
5.9.8	Level of Significance After Mitigation.....	5.9-13
5.9.9	References.....	5.9-13
5.10	NOISE.....	5.10-1
5.10.1	Environmental Setting.....	5.10-1
5.10.2	Thresholds of Significance.....	5.10-5
5.10.3	Plans, Programs, and Policies.....	5.10-14
5.10.4	Environmental Impacts.....	5.10-15
5.10.5	Cumulative Impacts.....	5.10-50
5.10.6	Level of Significance Before Mitigation.....	5.10-50
5.10.7	Mitigation Measures.....	5.10-50
5.10.8	Level of Significance After Mitigation.....	5.10-52
5.10.9	References.....	5.10-52

Table of Contents

Contents	Page
5.11 POPULATION AND HOUSING	5.11-1
5.11.1 Environmental Setting.....	5.11-1
5.11.2 Thresholds of Significance.....	5.11-6
5.11.3 Plans, Programs, and Policies.....	5.11-6
5.11.4 Environmental Impacts.....	5.11-6
5.11.5 Cumulative Impacts	5.11-8
5.11.6 Level of Significance Before Mitigation	5.11-9
5.11.7 Mitigation Measures.....	5.11-9
5.11.8 Level of Significance After Mitigation	5.11-9
5.11.9 References.....	5.11-9
5.12 TRANSPORTATION.....	5.12-1
5.12.1 Environmental Setting.....	5.12-1
5.12.2 Thresholds of Significance.....	5.12-8
5.12.3 Plans, Programs, and Policies.....	5.12-8
5.12.4 Environmental Impacts.....	5.12-9
5.12.5 Cumulative Impacts	5.12-23
5.12.6 Level of Significance Before Mitigation	5.12-24
5.12.7 Mitigation Measures.....	5.12-24
5.12.8 Level of Significance After Mitigation	5.12-24
5.12.9 References.....	5.12-24
5.13 TRIBAL CULTURAL RESOURCES	5.13-1
5.13.1 Environmental Setting.....	5.13-1
5.13.2 Thresholds of Significance.....	5.13-4
5.13.3 Plans, Programs, and Policies.....	5.13-4
5.13.4 Environmental Impacts.....	5.13-4
5.13.5 Cumulative Impacts	5.13-11
5.13.6 Level of Significance Before Mitigation	5.13-11
5.13.7 Mitigation Measures.....	5.13-11
5.13.8 Level of Significance After Mitigation	5.13-17
5.14 UTILITIES AND SERVICE SYSTEMS	5.14-1
5.14.1 Wastewater Treatment and Collection.....	5.14-1
5.14.2 Water Supply and Distribution Systems	5.14-6
5.14.3 Storm Drainage Systems.....	5.14-15
5.14.4 Solid Waste	5.14-19
5.14.5 References.....	5.14-25
5.15 WILDFIRE.....	5.15-1
5.15.1 Environmental Setting.....	5.15-1
5.15.2 Thresholds of Significance.....	5.15-5
5.15.3 Plans, Programs, and Policies.....	5.15-5
5.15.4 Environmental Impacts.....	5.15-5
5.15.5 Cumulative Impacts	5.15-8
5.15.6 Level of Significance Before Mitigation	5.15-8
5.15.7 Mitigation Measures.....	5.15-9
5.15.8 Level of Significance After Mitigation	5.15-9
5.15.9 References.....	5.15-9
6. UNAVOIDABLE IMPACTS, IRREVERSIBLE CHANGES, AND GROWTH-INDUCING IMPACTS	6-1
7. ALTERNATIVES TO THE PROPOSED PROJECT	7-1
7.1 INTRODUCTION.....	7-1
7.1.1 Purpose and Scope.....	7-1
7.1.2 Project Objectives	7-2

Table of Contents

Contents	Page
7.2	ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS.....7-3
7.3	ALTERNATIVES SELECTED FOR FURTHER ANALYSIS.....7-3
7.3.1	Proposed Project Environmental Significance7-4
7.4	NO PROJECT ALTERNATIVE7-5
7.4.1	Aesthetics.....7-5
7.4.2	Agriculture and Forestry Resources.....7-5
7.4.3	Air Quality7-5
7.4.4	Biological Resources7-6
7.4.5	Cultural Resources.....7-6
7.4.6	Energy7-6
7.4.7	Geology and Soils7-6
7.4.8	Greenhouse Gas Emissions7-6
7.4.9	Hazards and Hazardous Materials.....7-7
7.4.10	Hydrology and Water Quality7-7
7.4.11	Land Use and Planning7-7
7.4.12	Mineral Resources7-7
7.4.13	Noise.....7-7
7.4.14	Population and Housing7-7
7.4.15	Public Services7-8
7.4.16	Recreation7-8
7.4.17	Transportation7-8
7.4.18	Tribal Cultural Resources.....7-8
7.4.19	Utilities and Service Systems.....7-8
7.4.20	Wildfire.....7-8
7.4.21	Conclusion.....7-9
7.5	REDUCED HEIGHT ALTERNATIVE.....7-9
7.5.1	Aesthetics.....7-9
7.5.2	Agriculture and Forestry Resources.....7-9
7.5.3	Air Quality7-9
7.5.4	Biological Resources7-9
7.5.5	Cultural Resources.....7-10
7.5.6	Energy7-10
7.5.7	Geology and Soils7-10
7.5.8	Greenhouse Gas Emissions7-10
7.5.9	Hazards and Hazardous Materials.....7-10
7.5.10	Hydrology and Water Quality7-11
7.5.11	Land Use and Planning7-11
7.5.12	Mineral Resources7-11
7.5.13	Noise.....7-11
7.5.14	Population and Housing7-11
7.5.15	Public Services7-12
7.5.16	Recreation7-12
7.5.17	Transportation7-12
7.5.18	Tribal Cultural Resources.....7-12
7.5.19	Utilities and Service Systems.....7-12
7.5.20	Wildfire.....7-12
7.5.21	Conclusion.....7-13
7.6	BUILDOUT SUMMARY OF ALTERNATIVES.....7-13
7.7	ENVIRONMENTALLY SUPERIOR ALTERNATIVE.....7-15
8.	IMPACTS FOUND NOT TO BE SIGNIFICANT.....8-1

Table of Contents

Contents	Page
8.1 AGRICULTURE AND FORESTRY RESOURCES	8-1
8.2 CULTURAL RESOURCES	8-2
8.3 MINERAL RESOURCES	8-3
8.4 PUBLIC SERVICES	8-3
8.5 RECREATION	8-5
8.6 REFERENCES	8-6
9. ORGANIZATIONS CONSULTED AND QUALIFICATIONS OF PREPARERS	9-1
QUALIFICATIONS OF PREPARERS	9-1

APPENDICES

Appendix 2-1	NOP and NOP Comments
Appendix 2-2	Distribution List
Appendix 5.2-1	Air Quality Analysis
Appendix 5.3-1a	Biological Technical Report and MSHCP Consistency Analysis
Appendix 5.3-1b	Biology Addendum Report of Off-Site Parking Lot
Appendix 5.3-2	Burrowing Owl Surveys
Appendix 5.5-1	Geotechnical Report
Appendix 5.5-2	Addendum – Expanded Recommendations for Earthwork and Foundations
Appendix 5.5-3	Paleontological Resources Technical Report
Appendix 5.6-1	Greenhouse Gas Analysis
Appendix 5.7-1	Phase I Environmental Site Assessment Report
Appendix 5.8-1	Preliminary Project Specific Water Quality Management Plan
Appendix 5.8-2	Preliminary Hydrology and Hydraulics Report
Appendix 5.10-1	Noise Analysis
Appendix 5.12-1	Transportation Impact Analysis
Appendix 5.14-1	Sewer Capacity Study
Appendix 5.14-2	Domestic Water Technical Study
Appendix 8-1	Cultural Resources Survey

Table of Contents

Figure		Page
Figure 1-1	Regional Location.....	1-3
Figure 1-2	Aerial Photograph.....	1-5
Figure 3-1a	Existing Site Plan.....	3-13
Figure 3-1b	Conceptual Site Plan.....	3-15
Figure 3-1c	Proposed Hospital Zone District Overlay.....	3-17
Figure 3-1d	Temporary Offsite Parking During Construction.....	3-19
Figure 3-2	Project Phasing.....	3-21
Figure 3-3a	Conceptual Elevations.....	3-23
Figure 3-3b	Conceptual Elevations.....	3-25
Figure 3-3c	Conceptual Rendering – Inland Valley Drive.....	3-27
Figure 3-4	Landscaping Plan.....	3-29
Figure 5.1-1a	Site Photographs.....	5.1-5
Figure 5.1-1b	Site Photographs.....	5.1-7
Figure 5.1-2	Freeway Hospital Sign.....	5.1-13
Figure 5.1-3a	Visual Simulation – Inland Valley Drive.....	5.1-17
Figure 5.1-3b	Visual Simulation – I-15 Northbound.....	5.1-19
Figure 5.3-1a	Existing Biological Resources – IVMC Campus.....	5.3-7
Figure 5.3-1b	Existing Biological Resources – Temporary Offsite Parking Lot.....	5.3-9
Figure 5.3-2a	Western Burrowing Owl Habitat Survey Results – IVMC Campus.....	5.3-15
Figure 5.3-2b	Western Burrowing Owl Survey Map – Temporary Offsite Parking Lot.....	5.3-17
Figure 5.3-3	Jurisdictional Resources.....	5.3-23
Figure 5.8-1	Jurisdictional Waters.....	5.8-9
Figure 5.8-2	Proposed Conditions WQMP Exhibit (North).....	5.8-15
Figure 5.8-3	Proposed Conditions WQMP Exhibit (South).....	5.8-17
Figure 5.8-4	Proposed Drainage Areas.....	5.8-25
Figure 5.9-1	Land Use Designations Map.....	5.9-5
Figure 5.9-2	Zoning Designations Map.....	5.9-7
Figure 5.10-1	Sensitive Receptor Locations.....	5.10-9
Figure 5.10-2	Routine EMS Helicopter Flight Path to the East Contour Map (Daytime).....	5.10-33
Figure 5.10-3	Routine EMS Helicopter Flight Path to the East Contour Map (Nighttime).....	5.10-35
Figure 5.10-4	Blackhawk Helicopter Flight Path to the East Contour Map (Daytime).....	5.10-37
Figure 5.10-5	Blackhawk Helicopter Flight Path to the East Contour Map (Nighttime).....	5.10-39
Figure 5.10-6	Routine EMS Helicopter Flight Path to the West Contour Map (Daytime).....	5.10-41
Figure 5.10-7	Routine EMS Helicopter Flight Path to the West Contour Map (Nighttime).....	5.10-43

Table of Contents

Figure	Page
Figure 5.10-8 Blackhawk Helicopter Flight Path to the West Contour Map (Daytime).....	5.10-45
Figure 5.10-9 Blackhawk Helicopter Flight Path to the West Contour Map (Nighttime).....	5.10-47

Table of Contents

Table	Page
Table 1-1	Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project..... 1-11
Table 2-1	NOP Comment Letters Received and Scoping Meeting Comments2-2
Table 3-1	Existing and Proposed Building Statistics3-4
Table 4-1	Related Cumulative Projects4-7
Table 5.2-1	Criteria Air Pollutants Health Effects Summary 5.2-4
Table 5.2-2	Ambient Air Quality Standards for Criteria Air Pollutants 5.2-6
Table 5.2-3	Summary of Air Quality Measurements Recorded at the Lake Elsinore Air Quality Monitoring Stations 5.2-14
Table 5.2-4	Attainment Status of Criteria Air Pollutants in the South Coast Air Basin 5.2-15
Table 5.2-5	South Coast AQMD Significance Thresholds – Mass Daily Thresholds 5.2-17
Table 5.2-6	Construction Phases and Equipment 5.2-19
Table 5.2-7	Construction Emissions Compared to South Coast AQMD Significance Thresholds 5.2-22
Table 5.2-8	Summary of Project Operational Emissions (pounds per day) 5.2-23
Table 5.2-9	Localized Construction Emissions 5.2-23
Table 5.2-10	Localized Operations Emissions 5.2-24
Table 5.3-1	Vegetation Communities within the Survey Area 5.3-6
Table 5.3-2	Summary of Potential Jurisdictional Waters ¹ 5.3-20
Table 5.3-3	Impacts to Potential Jurisdictional Waters ¹ 5.3-26
Table 5.3-4	Mitigation for Impacts to Jurisdictional Waters ¹ 5.3-27
Table 5.6-1	GHG Emissions and Their Relative Global Warming Potential Compared to CO ₂ 5.6-2
Table 5.6-2	Summary of GHG Emissions Risks to California 5.6-6
Table 5.6-3	2017 Climate Change Scoping Plan Emissions Reductions Gap 5.6-11
Table 5.6-4	2017 Climate Change Scoping Plan Emissions Change by Sector 5.6-11
Table 5.6-5	City of Wildomar GHG Emissions in 2010 5.6-19
Table 5.6-6	Summary of Project GHG Emissions (MT CO ₂ e) 5.6-25
Table 5.6-7	Project Consistency with Connect SoCal Strategies 5.6-27
Table 5.8-1	Construction BMPs 5.8-13
Table 5.8-2	Drainage Area Characteristics and BMPs Proposed 5.8-19
Table 5.8-3	Proposed Hydrologic Control BMPs 5.8-20
Table 5.8-4	Existing and Proposed Peak Runoff Flows 5.8-23
Table 5.9-1	SCAG’s 2020–2045 RTP/SCS Consistency Analysis 5.9-11
Table 5.10-1	Normally Compatible Community Sounds Levels 5.10-2
Table 5.10-2	Existing Noise Measurements in the Project Vicinity 5.10-5
Table 5.10-3	Significance Criteria Summary 5.10-14

Table of Contents

Table	Page
Table 5.10-4	Typical Maximum Noise Levels for Project Construction Equipment..... 5.10-15
Table 5.10-5	Project Construction Noise Estimates..... 5.10-17
Table 5.10-6	Project Overlap Construction Noise Estimates 5.10-21
Table 5.10-7	Existing Plus Project 5.10-25
Table 5.10-8	Opening Year (2026) plus Project 5.10-26
Table 5.10-9	Onsite Construction Vibration Impacts – Building Damage..... 5.10-27
Table 5.10-10	Onsite Construction Vibration Impacts – Human Annoyance..... 5.10-28
Table 5.10-11	Exterior Noise Levels – Flight Path to the East 5.10-30
Table 5.10-12	Exterior Noise Levels – Flight Path to the West..... 5.10-49
Table 5.11-1	Population Trends in Wildomar..... 5.11-2
Table 5.11-2	Housing Growth Trends in Wildomar 5.11-3
Table 5.11-3	City of Wildomar 2013–2021 RHNA 5.11-3
Table 5.11-4	Average Employment Trends in Wildomar..... 5.11-4
Table 5.11-5	Wildomar’s Industry by Occupation (2010 and 2019) 5.11-5
Table 5.11-6	SCAG Growth Projections for Wildomar 5.11-5
Table 5.12-1	Existing Traffic Volumes 5.12-5
Table 5.12-2	Existing Intersection Operations 5.12-6
Table 5.12-3	Existing Street Segment Operations..... 5.12-6
Table 5.12-4	Existing Street Segment Operations..... 5.12-8
Table 5.12-5	Project Trip Generation Summary 5.12-9
Table 5.12-6	Vehicular Level of Service Definitions 5.12-10
Table 5.12-7	Intersection LOS & Delay Ranges..... 5.12-10
Table 5.12-8	Opening Year 2026 Intersection Operations..... 5.12-13
Table 5.12-9	Opening Year 2026 Street Segment Operations 5.12-14
Table 5.12-10	Street Segment Operations 5.12-16
Table 5.12-11	Project Versus Citywide Commute Time..... 5.12-19
Table 5.12-12	Project Access Intersection Operations..... 5.12-21
Table 5.12-13	Post-Improvement Project Access Intersection Operations 5.12-22
Table 5.14-1	Project Estimated Increase in Wastewater Generation..... 5.14-5
Table 5.14-2	Normal Year Supply and Demand Comparison 5.14-11
Table 5.14-3	Single Dry Year Supply and Demand Comparison 5.14-12
Table 5.14-4	Multiple Dry Year Supply and Demand Comparison..... 5.14-12
Table 5.14-5	Existing and Proposed Peak Runoff Flows 5.14-18
Table 5.14-6	Project Estimated Increase in Solid Waste Disposal..... 5.14-24
Table 7-1	Proposed Project Environmental Topic Significance Summary 7-4

Table of Contents

Table		Page
Table 7-2	Buildout Summary	7-13
Table 7-3	Comparison of Project Alternatives to the Proposed Project	7-14
Table 7-4	Comparison of Alternatives to Project Objectives	7-15

Table of Contents

Table	Page
-------	------

This page intentionally left blank.

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 ₂ 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 _{dn}	day-night noise level
L _{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M _w	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 _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O ₃	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 _x	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 Inland Valley Medical Center project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before acting on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences 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, geology and soils, 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.

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

1. Executive Summary

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

The proposed project would require the demolition of buildings on the project site to allow for the development of a 7-story, 232,000-square-foot tower and new surface parking lots. The new addition to the hospital would include expansion of all services and critical ancillary support for 100 new patient beds, bringing the total number of beds to 202, and would result in a net increase of 105,316 square feet. The proposed project also includes the creation of a new Medical Center (M-C) zoning district that will be applied to this project site and establishes development standards applicable to the project. Additionally, a temporary offsite parking lot would be used during the construction phase of the project and would be located at Yamas Drive and Prielipp Road.

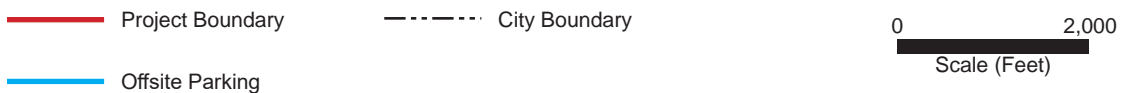
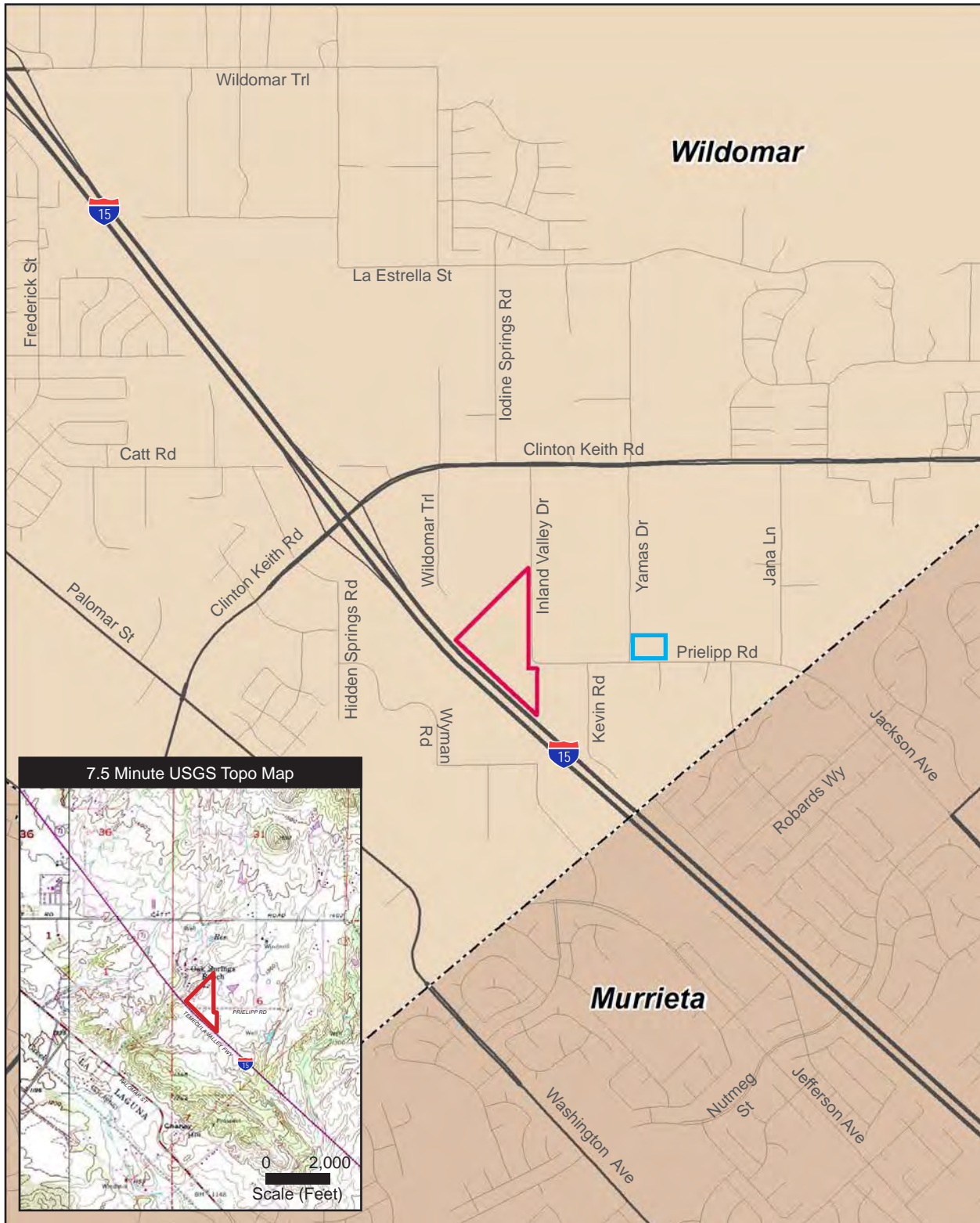
1.4 PROJECT LOCATION

The project site is the 22.24-acre Inland Valley Medical Center located at 36485 and 36243 Inland Valley Drive (Assessor Parcel Numbers [APNs]: 380-250-026, 380-250-027, 380-250-009, 380-260-029, 380-260-037) in the City of Wildomar in western Riverside County, as shown in Figure 1-1, *Regional Location*. The project site is bound to open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and Interstate 15 (I-15) to the south and west.

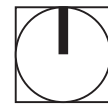
The temporary offsite parking location, that would be made available during the construction phase, is located at Yamas Drive and Prielipp Road, approximately 0.3-mile to the east of the project site.

Figure 1-2, *Aerial Photograph*, shows the satellite view of the project site and temporary offsite parking location.

Figure 1-1 - Regional Location Map



Source: ESRI, 2021; Inset Map: USGS Topographic Map 7.5 Minute Series, 1:24,000 - Wildomar Quadrangle, 1953 (Photo Revised 1988), Murrieta Quadrangle, 1953 (Photo Revised 1979).



1. Executive Summary

This page intentionally left blank.

Figure 1-2 - Aerial Photograph



— Project Boundary

— Offsite Parking

0 500
Scale (Feet)



Source: NearMap, 2021

1. Executive Summary

This page intentionally left blank.

1. Executive Summary

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 Height 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.

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 or USB attached to the front cover) comprise these supporting documents:

1. Executive Summary

- Appendix 2-1: NOP and NOP Comments
- Appendix 2-2: Distribution List
- Appendix 5.2-1: Air Quality Analysis
- Appendix 5.3-1a: Biological Technical Report and MSHCP Consistency Analysis
- Appendix 5.3-1b: Biology Addendum Report of Off-Site Parking Lot
- Appendix 5.3-2: Burrowing Owl Surveys
- Appendix 5.5-1: Geotechnical Report
- Appendix 5.5-2: Addendum – Expanded Recommendations for Earthwork and Foundations
- Appendix 5.5-3: Paleontological Resources Technical Report
- Appendix 5.6-1: Greenhouse Gas Analysis
- Appendix 5.7-1: Phase I Environmental Site Assessment Report
- Appendix 5.8-1: Preliminary Project Specific Water Quality Management Plan
- Appendix 5.8-2: Preliminary Hydrology and Hydraulics Report
- Appendix 5.10-1: Noise Analysis
- Appendix 5.12-1: Transportation Impact Analysis
- Appendix 5.14-1: Sewer Capacity Study
- Appendix 5.14-2: Domestic Water Technical Study
- Appendix 8-1: Cultural Resources Survey

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 Inland Valley Medical Center 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 all phases of the project including construction and operation.

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, Mineral Resources, Public Services, and Recreation. Therefore, these topics are not discussed in detail in Chapter 5 of this DEIR.

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

1. Executive Summary

effects, and therefore, the adverse effects are considered acceptable. Impacts to aesthetics would be significant and unavoidable (see Section 5.1, *Aesthetics*).

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 March 17, 2021 to April 15, 2021. A public scoping meeting was held by the City of Wildomar, via teleconference, on March 29, 2021. A total of two 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 Inland Valley Medical Center Project*, summarizes the conclusions of the environmental analysis 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.

1. Executive Summary

This page intentionally left blank.

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would alter the visual appearance of the project site.	Significant	No feasible mitigation measures.	Significant and Unavoidable
Impact 5.1-2: The proposed project would alter scenic resources within a state scenic highway.	Significant	No feasible mitigation measures.	Significant and Unavoidable
Impact 5.1-3: The proposed project would generate additional light and glare.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.2 AIR QUALITY			
Impact 5.2-1: The proposed project would not obstruct or conflict with the implementation of an applicable air quality plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.2-2: The proposed project would not 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 air quality standard.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.2-3: The proposed project would not expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.2-4: The proposed project would not result in other emissions, such as those leading to odors adversely affecting a substantial number of people.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.3 BIOLOGICAL RESOURCES			
Impact 5.3-1: Development of the proposed project could impact the candidate, sensitive, or special status species.	Potentially Significant	BIO-1 To remain in compliance with the MBTA and CFGC Sections 3503 and 3503.5, no direct impacts shall occur to any nesting birds or raptors, their eggs, chicks, or nests during breeding season (February 1 to September 15). If vegetation removal activities must occur during this breeding season, a qualified biologist	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>will conduct a pre-construction survey to determine the presence or absence of breeding migratory birds or raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer would be determined by a qualified biologist, and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required.</p> <p>BIO-2 Pre-construction focused surveys for western burrowing owl shall be conducted by a qualified biologist on suitable habitat within the impact footprint (the 3.45-acre patch of suitable habitat in the southern portion of the site, Survey Area 1; and the 5.35-acre patch of suitable habitat on the temporary offsite parking lot and 500-foot buffer) 30 days prior to ground disturbance to avoid direct take of burrowing owls. The results of the study shall be shared with the City of Wildomar and applicable resource agencies. If burrowing owls are not detected during the surveys, then no further mitigation is required. If burrowing owls are detected during surveys, 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>	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 5.3-2: Development of the proposed project could impact riparian/riverine areas and wetlands.</p>	<p>Potentially Significant</p>	<p>BIO-3 Prior to issuance of a grading permit, a determination by California Department of Fish and Wildlife (CDFW) shall be made on whether the feature is under their jurisdiction. If the feature is not under CDFW's jurisdiction, then no further action is required. If the feature is under CDFW's jurisdiction, then in compliance with the resource agencies' no-net-loss policy, impacts to jurisdictional non-wetland waters would require mitigation at a 1:1 ratio, and impacts to wetlands would require mitigation at a 2:1 ratio, including a minimum 1:1 creation component. A total of 0.17 acre of mitigation would be required for the proposed project.</p>	<p>Less Than Significant</p>
<p>Impact 5.3-3: The proposed project could interfere with the movement of migratory wildlife or wildlife movement within the City.</p>	<p>Potentially Significant</p>	<p>BIO-1 To remain in compliance with the MBTA and CFGC Sections 3503 and 3503.5, no direct impacts shall occur to any nesting birds or raptors, their eggs, chicks, or nests during breeding season (February 1 to September 15). If vegetation removal activities must occur during this breeding season, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of breeding migratory birds or raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer would be determined by a qualified biologist, and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required.</p> <p>BIO-2 Pre-construction focused surveys for western burrowing owl shall be conducted by a qualified biologist on suitable habitat within the impact footprint (the 3.45-acre patch of suitable habitat in the southern portion of the site, Survey Area 1; and the 5.35-acre patch of suitable habitat on the temporary offsite parking lot and 500-foot buffer) 30 days prior to ground disturbance to avoid direct take of burrowing owls. The results of the study shall be shared with the City of Wildomar and applicable resource agencies. If burrowing owls are not detected during the surveys, then no further mitigation is required. If burrowing owls are</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>detected during surveys, 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>Impact 5.3-4: The proposed project would require compliance with the MSHCP.</p>	<p>Potentially Significant</p>	<p>BIO-2 Pre-construction focused surveys for western burrowing owl shall be conducted by a qualified biologist on suitable habitat within the impact footprint (the 3.45-acre patch of suitable habitat in the southern portion of the site, Survey Area 1; and the 5.35-acre patch of suitable habitat on the temporary offsite parking lot and 500-foot buffer) 30 days prior to ground disturbance to avoid direct take of burrowing owls. The results of the study shall be shared with the City of Wildomar and applicable resource agencies. If burrowing owls are not detected during the surveys, then no further mitigation is required. If burrowing owls are detected during surveys, 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>Less Than Significant</p>
<p>5.4 ENERGY</p>			
<p>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.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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	No mitigation measures are required.	Less Than Significant
5.5 GEOLOGY AND SOILS			
Impact 5.5-1: Project occupants and visitors would be subject to potential seismic-related hazards.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.5-2: Unstable geologic unit or soils conditions, including soil erosion, could result from development of the project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.5-3: Soil conditions could result in risks to life or property and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.5-4: Soil conditions may not adequately support septic tanks.	No Impact	No mitigation measures are required.	No Impact
Impact 5.5-5: The project would not directly or indirectly destroy a unique paleontological resource or unique geologic feature.	Potentially Significant	<p>GEO-1 Prior to the start of earthwork, a qualified Project Paleontologist shall be retained to oversee the paleontological monitoring program and shall attend the pre-construction meeting to consult with Project contractors concerning excavation schedules, paleontological field techniques, and safety issues. In addition, a professional repository shall be designated to receive and curate any discovered fossils.</p> <p>GEO-2 A paleontological monitor shall be on-site during all earthwork operations impacting previously undisturbed deposits of the Pauba Formation (Qps) or underlying "sandstone of Wildomar area" (QTws). The paleontological monitor shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain small fossil invertebrates and vertebrates. Monitors shall be</p>	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Paleontological monitoring may be reduced (e.g., part-time monitoring or spot-checking) or eliminated, at the discretion of the Project Paleontologist and in consultation with appropriate agencies (e.g., Project proponent, City of Wildomar representatives). Changes to the paleontological monitoring schedule shall be based on the results of the mitigation program s it unfolds during site development, and current and anticipated conditions in the field.</p> <p>GEO-3 If fossils are discovered, the Project Paleontologist (or paleontological monitor) shall make an initial assessment to determine their significance. All identifiable vertebrate fossils (large or small) and uncommon invertebrate, plant, and trace fossils are considered to be significant and shall be recovered (SVP, 2010). Representative samples of common invertebrate, plant, and trace fossils shall also be recovered. Although fossil salvage can often be completed in a relatively short period of time, the Project Paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt earthwork at his or her discretion during the initial assessment phase if additional time is required to salvage fossils. If it is determined by the Project Paleontologist that the fossil(s) should be recovered, the recovery shall be completed in a timely manner. Some fossil specimens (e.g., a large mammal skeleton) may require an extended salvage period. Because of the potential for the recovery of small fossil remains (e.g., isolated teeth of small vertebrates), it may be necessary to collect bulk-matrix samples for screen washing.</p> <p>GEO-4 In the event that fossils are discovered during a period when a paleontological monitor is not on site (i.e., an inadvertent discovery), earthwork within the vicinity of the discovery site shall temporarily halt, and the Project Paleontologist shall be contacted to evaluate the significance of the discovery.</p>	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>If the inadvertent discovery is determined to be significant, the fossils shall be recovered, as outlined in Mitigation Measure GEO-3.</p> <p>GEO-5 Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, taxonomically identified, and cataloged as part of the mitigation program. Fossil preparation may also include screen-washing of bulk matrix samples for microfossils or other laboratory analyses (e.g., radiometric carbon dating), if warranted in the discretion of the Project Paleontologist. Fossil preparation and curation activities may be conducted at the laboratory of the contracted Project Paleontologist, at an appropriate outside agency, and/or at the designated repository, and shall follow the standards of the designated repository.</p> <p>GEO-6 Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be curated at a professional repository (e.g., Western Science Center, San Diego Natural History Museum). The Project Paleontologist shall have a written repository agreement with the professional repository prior to the initiation of mitigation activities.</p> <p>GEO-7 A final summary report shall be completed at the conclusion of the monitoring and curation phases of work and shall summarize the results of the mitigation program. A copy of the paleontological monitoring report should be submitted to the City of Wildomar and to the designated museum repository. The report and specimen inventory, when submitted to the City of Wildomar with confirmation of the curation of recovered specimens into an established, accredited repository, will signify completion of the program to mitigate impacts to paleontological resources.</p>	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 GREENHOUSE GAS EMISSIONS			
Impact 5.6-1: Implementation of the project would not generate a substantial increase in the magnitude of GHG emissions.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-2: 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	No mitigation measures are required.	Less Than Significant
5.7 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.7-1: 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	No mitigation measures are required.	Less Than Significant
Impact 5.7-2: The project site is not on a list of hazardous materials sites.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.7-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.7-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 5.7-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger.</p>	<p>Potentially Significant</p>	<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>	<p>Less Than Significant</p>
<p>5.8 HYDROLOGY AND WATER QUALITY</p>			
<p>Impact 5.8-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 5.8-2: 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.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.8-3: 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	No mitigation measures are required.	Less Than Significant
Impact 5.8-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.8-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.9 LAND USE AND PLANNING			
Impact 5.9-1: Project implementation would not divide an established community	No Impact	No mitigation measures are required.	No Impact
Impact 5.9-2: Project implementation would be consistent with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.10 NOISE			
Impact 5.10-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Potentially Significant	N-1 Construction-Related Noise Mitigation Plan. A construction-related Noise Mitigation Plan (Plan) shall be developed in coordination with an acoustical consultant and shall be approved by the City prior to issuance of a grading permit. The Plan shall include measures demonstrating construction noise	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>levels would be below the NIOSH established criteria of 85 dBA Leq and will not result in increases of 10 dBA or more above ambient. The following construction noise reduction measures may be incorporated into the Plan:</p> <ul style="list-style-type: none"> ▪ Install temporary noise barriers that reduce sound at receptors; ▪ For any idling that is expected to take longer than five minutes, the engine shall be shut off; ▪ All equipment shall be equipped with optimal muffler systems; ▪ Locate staging areas as far away from sensitive receptors as feasible; ▪ Locate stationary noise sources as far away from sensitive receptors as feasible; ▪ Enclose stationary noise sources, such as diesel- or gasoline-powered generators, with acoustical barriers as required; <ul style="list-style-type: none"> • If stationary equipment cannot be enclosed with a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. <p>In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:</p> <ul style="list-style-type: none"> ▪ A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request. ▪ In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where 	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Halting/staggering concurrent construction activities in certain locations; • Reducing the speed or intensity of heavy-duty construction equipment being operated simultaneously; • Operating equipment at the lowest possible power levels; • Modifying equipment, such as dampening of metal surfaces or other redesign, to minimize metal-to-metal impacts. 	
Impact 5.10-2: Project implementation would not result in long-term operation-related noise that would exceed local standards.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.10-3: The project would not create excessive short-term or long-term groundborne vibration.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.10-4: 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.	Less Than Significant	No mitigation measures are required.	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 POPULATION AND HOUSING			
Impact 5.11-1: The proposed project would directly result in population growth of approximately 663 employees on the project site but would not induce substantial additional growth.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.11-2: Project implementation would not result in displacing people and/or housing.	No Impact	No mitigation measures are required.	No Impact
5.12 TRANSPORTATION			
Impact 5.12-1: 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	No mitigation measures are required.	Less Than Significant
Impact 5.12-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b), regarding policies to reduce vehicle miles travelled (VMT).	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.12-3: The project would not result in potentially hazardous conditions (sharp curves, etc.), conflicting uses, or result in inadequate emergency access.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.13 TRIBAL CULTURAL RESOURCES			
Impact 5.13-1: 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	Potentially Significant	TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>register of historical resources as defined in Public Resources Code section 5020.1(k).</p>		<p>agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)).</p> <ul style="list-style-type: none"> 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), developer, 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 Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural 	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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 Consulting Tribe(s). 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>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:</p> <ul style="list-style-type: none"> a. One or more of the following treatments, in order of preference, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Planning Department: <ul style="list-style-type: none"> i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TRI-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. 	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

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

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<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> <ul style="list-style-type: none"> 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 	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p> <p>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.</p> <p>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.</p> <p>TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear</p>	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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>TRI-7 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 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> <p>TRI-8 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.</p>	
<p>Impact 5.13-2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.</p>	<p>Potentially Significant</p>	<p>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</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").</p> <ul style="list-style-type: none"> 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), developer, 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 Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on 	

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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 Consulting Tribe(s). 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>Impact 5.13-3: The proposed project could disturb human remains, including those interred outside of dedicated cemeteries.</p>	<p>Potentially Significant</p>	<p>TRI-7 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 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> <p>TRI-8 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.</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14 UTILITIES AND SERVICE SYSTEMS			
Impact 5.14-1: Sewer and wastewater treatment systems are adequate to meet project requirements.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.14-2: Water supply and delivery systems are adequate to meet project requirements.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.14-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.14-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.14-5: The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.15 WILDFIRE			
Impact 5.15-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	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	Less Than Significant

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>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>	
<p>Impact 5.15-2: 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</p>	<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>	<p>Less Than Significant</p>
<p>Impact 5.15-3: The proposed project would require the installation and maintenance of</p>	<p>Potentially Significant</p>	<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</p>	<p>Less Than Significant</p>

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Inland Valley Medical Center Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.</p>		<p>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>	
<p>Impact 5.15-4: 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</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

2. Introduction

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 acting 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 potential 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 Inland Valley Medical Center project and is the CEQA lead agency .

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed Inland Valley Medical Center 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 public about the environmental effects of the development and operation of the proposed Inland Valley Medical Center project.

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 March 17, 2021 (see Appendix 2-1). Comments received during the NOP public review period, from March 17, 2021 to April 15, 2021 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 and Scoping Meeting Comments*, summarizes the comments received during the NOP period including the comments from the scoping meeting held on March 29, 2021; the letters are included in Appendix 2-1.

Table 2-1 NOP Comment Letters Received and Scoping Meeting Comments

Agency/Organization/Individual	Date	Comments	Section of EIR Comment is Addressed
Scoping Meeting			
CREED LA (Sean Silva)	March 29, 2021	<ul style="list-style-type: none"> Concerned about air quality/greenhouse gas emissions on the health of construction workers 	<ul style="list-style-type: none"> Chapter 5.2, <i>Air Quality</i> Chapter 5.6, Greenhouse Gas Emissions
NOP Comment Letters			
South Coast Air Quality Management District, Lijin Sun)	April 13, 2021	<ul style="list-style-type: none"> Recommendations for air quality impacts and analyses 	<ul style="list-style-type: none"> Chapter 5.2, <i>Air Quality</i>
Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters [SWRCC])	April 26, 2021	<ul style="list-style-type: none"> Requests that the Lead Agency provide notice for any and all notices referring or related to the project States that the City should require the applicant to provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project States that the City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-job experience in the applicable craft which would be required to graduate from such a state-approved program States that community benefits such as local hire and skilled/trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the project 	<ul style="list-style-type: none"> Chapter 5.4, <i>Energy</i> Chapter 5.8, Land Use and Planning Chapter 5.10, Population and Housing

2. Introduction

Table 2-1 NOP Comment Letters Received and Scoping Meeting Comments

Agency/Organization/Individual	Date	Comments	Section of EIR Comment is Addressed
		<ul style="list-style-type: none"> • States that the City should require the project to be built to standards exceeding the current 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate the project's environmental impacts • States that the City must adopt a Mandatory Finding of Significance that the Project may cause a substantial adverse effect on human beings and mitigate COVID-19 impacts, and provides recommendations during construction activities 	
The following comment letter was received after the NOP comment period, but is included in the record.			
Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters [SWRCC])	September 16, 2021	<ul style="list-style-type: none"> • The commenter expresses their support of the proposed project and withdraws their prior April 26, 2021 comment letter. 	N/A

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 five environmental impact categories were not significantly affected by or did not affect the proposed Inland Valley Medical Center 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
- Mineral Resources
- Public Services
- Recreation

2.3.2 Potentially Significant Adverse Impacts

The City determined that 15 environmental factors have potentially significant impacts if the proposed project is implemented.

2. Introduction

- Aesthetics
- Air Quality
- Biological Resources
- Energy
- Geology and Soils
- 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 5.1-1** The proposed project would alter the visual appearance of the project site.
- **Impact 5.1-2** The proposed project would alter scenic resources within a state scenic highway.

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.

- 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)

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

2. Introduction

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 public for review as follows:

- 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

Following the public comment period, a Final EIR (FEIR) will be prepared that 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.

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.

2. Introduction

This page intentionally left blank.

3. Project Description

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) An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, 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 proposal of a plot plan and conditional use permit are also encompassed in this definition of “project.” 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 PROJECT LOCATION

The project site is the 22.24-acre Inland Valley Medical Center at 36485 and 36243 Inland Valley Drive (Assessor Parcel Numbers [APNs]: 380-250-026, 380-250-027, 380-250-009, 380-260-029, 380-260-037) in the City of Wildomar in western Riverside County. The project site is bound to open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and Interstate 15 (I-15) to the south and west.

The temporary offsite parking location, that would be made available during the construction phase, is located at Yamas Drive and Prielipp Road, approximately 0.3-mile to the east of the project site. The offsite parking location would be paved and striped, and would include light poles on the western and southern frontages.

3.3 DESCRIPTION OF PROJECT

The Inland Valley Medical Center is accredited by the Joint Commission and serves as southwest Riverside County's only trauma center, providing emergency medical services, trauma surgery, intensive care, diagnostic imaging, rehabilitation and more.

Constructed in 1983 and 2008, the existing hospital is an approximately 197,469-square-foot campus consisting of multiple two-level structures and 102-licensed beds. Delivery of patient care within this aging structure is challenging due to, among other reasons, undersized rooms, other space constraints, and an aging infrastructure. Moreover, the region has experienced an influx of population growth within the past few years, creating a necessity for more infrastructure projects, increased home building and greater hospital/health services. With over 100,000 emergency room visits last year, 16,000 admissions, 9,000 surgeries, and over 3,000 births, the

3. Project Description

existing facility is currently operating at over 120 percent of capacity. The proposed project would provide an additional 100 beds to fill this void, thereby further increasing the hospital's capacity in the areas of acute care, ICU, surgery, emergency and other critically needed services and departments.

In terms of the overall project design, the size and design, including the footprint, of the newly proposed Building T tower was driven in part by existing underground space restrictions on the site. Specifically, existing buildings B through H ("Building B-H") to the north must remain in operation to continue provide critical diagnostic and treatment care until Building T is completed and fully operational at which time such services can be relocated.

In addition, existing Elsinore Valley Municipal Water District easement areas to the south of the proposed hospital expansion contain regional sanitary sewer and domestic water distribution lines that must remain in place. The tower design and size are also necessary to serve the current and future needs of the community while minimizing impacts to the site and maximizing occupant wellness. The proposed project size is required to meet community demand, including providing additional floor area to accommodate state-of-the-art operating rooms and imaging suites and expanding the Emergency Department.

The smaller footprint will improve patient and visitor access by reducing travel distances to, and within, the building. Importantly, for example, the proposed tower design will reduce travel time for medical staff and trauma patients to get between locations in the hospital (e.g., from the helipad, to the elevator, to the emergency department and trauma patient beds) as compared to the existing hospital or an alternative design layout with a lower building height but larger footprint. The tower design also allows for maximum access to daylight, critical to occupant health and wellness, by reducing the depth of the floorplates. Additionally, the smaller footprint reduces land use impacts to the site and allows for increased landscape and open space opportunities. The details of the proposed project are presented below.

As proposed, the proposed Inland Valley Medical Center project would allow for the expansion of the existing 22.24-acre Inland Valley Medical Center with a new state-of-the-art addition to the hospital which includes expansion of all services and critical ancillary support for a net increase of 100 new patient beds, bringing the total to 202 beds, and would result in a net increase on 105,316 square feet. The proposed new structure would be 7-stories and 232,000 square feet, and would be designed to maximize operational efficiency to accommodate future health care technologies.

- Building A (patient rooms and administration) – The existing Building A would be renovated to include a new main entry canopy and lobby renovation, which would be the new front door to the medical center; a connecting corridor that links the new entry with the public elevators in the new tower; and renovation of spaces for relocated departments once the new hospital is completed.
- Building I (patient rooms) – The existing Building I, which currently houses patient rooms on the second floor over open parking stalls, would be modified to enclose the first floor for a new loading dock and Materials Management department.
- Building B-H (diagnostic and treatment areas) – The existing Building B-H would be demolished, and 166 new surface parking spaces would be constructed.

3. Project Description

- Building C (linen storage, environmental storage, supervisor offices) – The existing Building C would be demolished to allow for the construction of a 7-story, 232,000 square-foot tower (Building T):
 - Building T (New Tower—diagnostic and treatment areas, patient rooms, food service)
 1. The podium of the proposed tower would connect to existing Buildings I and A, unifying the hospital campus.
 2. The ground level of the proposed tower would be the emergency department with direct entry/access for walk-in patients and ambulance.
 3. Operating rooms would be on the 2nd floor.
 4. The bed tower would be above the podium and centered on axis with Building A.
 5. The proposed tower would be placed to allow for existing Building B-H and the existing Central Utility Plant (CUP) to remain operational during construction.
- Central Utility Plant (CUP) – A new CUP would be constructed to serve the proposed tower and back feed existing Buildings I and A.
 - The new CUP equipment would include two 1,500 kW emergency generators, three 600-ton water cooled chillers, three 600-ton cooling towers, chilled and condenser water pumps, and ventilation, heating, and cooling systems.
 - Three new 6,000 MBH boilers would be installed on the new tower roof.
 - The new CUP is anticipated to come online in mid-2023 and would not operate at full capacity until after the new tower is both online and fully occupied. The existing CUP will remain online until mid-2025, at which point it would be decommissioned and demolished.
- Administration Building – The Administration Building would remain unchanged by the project.
- Helipad – The existing helipad, located in the northeast portion of the site adjacent to Inland Valley Drive, would be relocated to the western portion of the site.
 - Based on previous data regarding flight operations, a maximum of two flights have taken place from IVMC between the daytime hours of 7 AM to 10 PM on any given day and a maximum of one flight has taken place between the nighttime hours of 10 PM to 7 AM on any given day. The helicopter approach/departure routes are from the east and west.
- In order to meet the requirements of the California Office of Statewide Health Planning and Development (OSHPD), the proposed project would include a 25,000-gallon sanitary sewer tank which would be sized to hold sewage to support 72 hours of emergency operations for Buildings A, I, and T.
- A 25,000-gallon water tank is proposed to support 72 hours of emergency operations at the facility. The tank would be integrated into the proposed private on-site water line adjacent to the Central Utility Plant

3. Project Description

and water would be continuously fed from the proposed domestic line through the tank and from the tank to the entire campus to avoid stagnation.

- Temporary offsite parking during the construction phase at Yamas Drive and Prielipp Road.
- Signalization of the Inland Valley Drive and northern project driveway.
- Relocation of existing cell tower from western portion of the site to the southern portion of the site.

Table 3-1, *Existing and Proposed Building Statistics*, shows the existing and proposed square footage and number of beds per building. The proposed project would result in the demolition of Building B-H and Building C, and the construction of Building T and expansion of the CUP, which, when added to the existing buildings onsite, would result in a total of 306,785 square feet of building use onsite. The proposed building footprint would be less than the existing building footprint.

Table 3-1 Existing and Proposed Building Statistics

Existing		
Building Use	Beds	Square Footage
Building A	58	27,656
Building I	44	13,269
Building B-H (to be demolished)	-	122,160
Building C (to be demolished)	-	8,384
Administration Building	-	26,000
Total Hospital Uses	102	197,469
CUP	-	4,000
Total	102	201,469
Proposed		
Building Use	Beds	Square Footage
Building A	58	27,656
Building I	44	13,269
Building B-H (surface parking)	N/A	N/A
Building T (new podium tower)	100	232,000
Administration Building	-	26,000
Total Hospital Uses	202	298,925
CUP	-	7,860
Total	202	306,785
Net Increase	100	105,316

The following project actions are requested of the City by the applicant and reviewed in this EIR:

- **Change of Zone** – Approval of a zone change from I-P, Industrial Park Zone to establish a new “Medical Center (M-C Zone)” designation for the entire project site in order to establish specific design and development standards unique to the hospital use.

3. Project Description

- **Zoning Ordinance Amendment** – Approval of a zoning ordinance amendment to establish specific design and development standards (building height, setbacks, parking, etc.) for the IVMC property unique to the proposed project whereby a new code section “Section 17.86 Medical Center (M-C Zone)” would be created.
 - Lot Area: Minimum lot size shall be 20,000 square feet with minimum average lot width and depth of 100 feet.
 - Building Height: Maximum height shall not exceed 170 feet (inclusive of mechanical equipment screens).
 - Setbacks: Inland Valley Drive street setback, west and north property line setbacks – minimum shall not be less than 50 feet; southeasterly property line setback – minimum shall not be less than 25 feet.
 - Parking:
 1. 1 space/2 patient beds
 2. 1 space/vehicle owned and operated by the hospital or clinic
 3. 1 space/staff member of largest shift
 4. A hospital may have a parking area more than 150 feet from the primary building to be served as long as an automatic parking gate or similar method of vehicle control is installed.
- **Conditional Use Permit** – A conditional use permit to relocate the helipad to accommodate the proposed construction as part of future expansion on the site and to temporarily allow approximately 450 spaces of offsite parking during construction activities.
- **Plot Plan** – Approval of a single Plot Plan to redevelop the site consistent with the proposed Medical Center (M-C Zone) development standards.

Figure 3-1a, *Existing Site Plan*, and Figure 3-1b, *Conceptual Site Plan*, show the existing and proposed site plans for the project site. Figure 3-1c, *Proposed Hospital Zone District Overlay*, shows the proposed zone change for the hospital properties. Figure 3-1d, *Temporary Offsite Parking During Construction*, shows the layout for the offsite parking at Prielipp Road and Yamas Drive during the construction phase.

Construction

Construction would involve removal of vegetation, demolition of buildings, grading to finished design elevations, excavation to allow construction of building foundations, utilities, roadways, parking areas, sidewalks, and landscaping. No blasting or the use of a tower crane would be proposed; activities would include drilling for screen walls and drilling foundation supports near the proposed Central Utility Plant. 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. Construction is estimated to commence in 2022 and end by 2026.

3. Project Description

The proposed hospital expansion project would be developed in 10 phases, as shown in Figure 3-2, *Project Phasing*.

- **Phase 1** – Building A remodel
- **Phase 2** – Site improvements (grading, onsite improvements, demolition, retaining walls)
- **Phase 3** – Building C demolition
- **Phase 4** – New Central Utility Plant (CUP) and associated site utilities
- **Phase 5** – New loading dock (Building I)
- **Phase 6** – New patient tower (Building T)
- **Phase 7** – Building A renovations and new canopy
- **Phase 8** – New south parking lot (landscaping and lighting)
- **Phase 9** – Building B-H demolition
- **Phase 10** – Site parking – east lot (landscaping and lighting)

Operations

The proposed new patient tower would increase the number of beds by 100 (for a hospital total of 202 beds) and increase the number of staff by 663 (for a hospital total of 1,227 employees). The operating hours of the hospital would remain unchanged and would continue to operate 24 hours a day, 7 days a week. Property maintenance will occur during daylight hours and may include landscaping, leaf blowers, lawn mowers, and edgers. Parking lot sweeping would typically occur before 6:00 AM and after 9:00 PM any day of the week. The proposed project is projected to be operational by 2026.

Because clean indoor air is critical in medical facilities, the hospital ventilation system has been designed to include high-efficiency particulate air (HEPA) filtration systems that are extremely effective at capturing and removing airborne particles and other contaminants from the facility's indoor air. Filters are categorized according to minimum efficiency reporting value (MERV) rating. The higher the MERV rating, the better the filtration. MERV-13 filters are effective at filtering DPM. The project ventilation systems would include code required MERV-8 pre-filters and MERV-14 final filters, which would provide greater filtration than MERV-13 filters. The filters would be maintained and periodically replaced as needed through on-going hospital ventilation system maintenance.

Sustainable Project Design Features

The proposed project incorporates several sustainable project design features (PDFs). The features listed below have been utilized in the modeling and analyses for the DEIR. These PDFs target sustainable site development, implement energy efficient building designs, reduce water demand, reduce traffic trips, and improve indoor environmental quality. These PDFs are consistent with and promote efficiency. Such PDFs include, but are not limited to, the following:

- The proposed project will provide 21 electric charging stalls for electric passenger vehicles (20 standard, 1 accessible);

3. Project Description

- The proposed project is near public transit. Transit service in the project area is provided by Riverside Transit Authority (RTA) Route 23. Route 23 serves Temecula, Murrieta, and Wildomar and operates hourly between 5:20 AM and 8:30 PM on weekdays with approximately one-hour headways. Weekend service operates between 7:20 AM and 7:20 PM also with approximately one-hour headways. There is a bus stop on Clinton Keith Road, approximately 0.4-mile northwest of the site; two bus stops adjacent to the project site, along Inland Valley Drive; and a bus stop on Prelipp Road, approximately 285 feet east of the site. The proposed project will improve the existing bus stop on Inland Valley Drive with a bus shelter and trash receptacle consistent with RTA design standards.
- The proposed project will encourage use of transit and alternative transportation modes, and otherwise reduce and manage employee commute-related trips through implementation of a Transportation Demand Management Plan (TDM) program. Features of the TDM will include:
 - The proposed project will set aside a minimum of one percent of the new parking spaces as Preferential Parking for High Occupancy Vehicle (HOV) carpool, commuter, or vanpool spaces;
 - The proposed project will promote a number of sustainable commuting options that include carpool matching, carpool incentive programs, vanpools, and Guaranteed Ride Home Program;
 - The proposed project will incorporate short-term bike racks;
- The proposed project provides an onsite cafeteria for employees and visitors so they can eat on site and avoid traveling to offsite locations;
- The proposed project will enhance the existing mid-block pedestrian crosswalk on Inland Valley Drive by improving the curb ramp and pedestrian path to City standards and providing enhanced safety signage and striping. The Project will enhance the crosswalks at Inland Valley Drive / Prelipp Road with high visibility crosswalks. The Project will contribute toward a signal at the Northerly Project Driveway with enhanced visibility crosswalks, providing a controlled pedestrian crossing.
- The hospital provides Telehealth, which reduces patient traffic trips to the site. The Telehealth program enables patients to remotely connect with clinicians for healthcare services and information by phone, tablet or computer. This service allows patients to see and speak with a doctor, nurse or therapist just as they would during an in-person consultation — all in real time, and from home, office or anywhere the patient may be. Eligibility for Telehealth will depend on your medical or behavioral health condition and ultimately will be determined by the provider.
- The architecture and design of the building includes numerous sustainability features intended to reduce the amount of energy required to maintain and operate the facility. Architecturally, the tower would be contemporary in style with glass curtain wall construction, thus allowing extensive daylighting of rooms located at the building's exterior. The project also will use state-of-the-art mechanical and electrical systems to maximize efficiency and minimize energy output as compared to the existing facility. For example:

3. Project Description

- Existing and new buildings will be outfitted with LED fixtures and occupancy sensors to reduce the lighting energy in the building when on or when a space is unoccupied.
 - The proposed project will implement primary/variable pumping of Heating Hot Water and Chilled Water systems with Variable Frequency Drives on all Pumps.
 - The proposed project will use Air Handling Units with fan array supply air delivery with direct drive plenum fans & NEMA Premium efficiency level motors with Variable Frequency Drives for optimum energy efficiency.
 - The proposed project will utilize firetube condensing boilers with superior efficiencies and low emissions.
 - The proposed project's Predicted Energy Use Intensity (EUI) will be approximately 131 kBtu/sqft/yr, representing an estimated approximately 43% savings from Baseline EUI of 230 kBtu/sqft/yr for the average comparable new hospital building.
- The hospital ventilation system has been designed to include high-efficiency particulate air (HEPA) filtration systems that are extremely effective at capturing and removing airborne particles and other contaminants from the facility's indoor air. Filters are categorized according to minimum efficiency reporting value (MERV) rating. The higher the MERV rating, the better the filtration. MERV-13 filters are effective at filtering DPM. The project ventilation systems would include code required MERV-8 pre-filters and MERV-14 final filters, which would provide greater filtration than MERV-13 filters.
 - The Project will meet or exceed the City's Water Efficient Landscape Ordinance (WELO). Specifically, landscaping will consist of predominantly drought tolerant plants classified "low" and "very low," consistent with the Water Use Classification of Landscape Species published by the University of California Cooperative Extension, the Department of Water Resources, and the Bureau of Reclamation. Additionally plant material selection and spacing will accommodate plants growth habit to minimize the need for regular maintenance. Finally, the irrigation system will be equipped with a smart irrigation controller to maximize water savings through automatic weather-based adjustments, "real-time" flow monitoring, flow management, and monthly flow budgeting capabilities.

Conditions of Approval

The following offsite conditions of approval would be part of the proposed project and are included here to ensure that any environmental impacts are addressed in the EIR:

- The developer shall install any missing streetlight facilities along the project frontage, as applicable, in accordance with the applicable City of Wildomar Road Improvement Standards and Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.
- Prior to issuance of Building Permit, the developer shall post security guaranteeing the construction of all required public improvements. Said improvements shall include the following:

3. Project Description

- All street facilities:
 1. Any missing or substandard public on Inland Valley Parkway, along project frontage.
 2. Traffic Mitigation measures as outlined in approved Traffic Impact Analysis dated, July 26, 2021.
 3. Curb, gutter and sidewalk meeting City standards in place of existing driveways to be closed along the project frontage.
 4. Enhanced visibility crosswalks with standard curb ramps meeting ADA standards at the intersection of Inland Valley drive and Prielipp Road as shown on Figure 11-4 of the approved Traffic Impact Analysis dated, July 26, 2021.
 5. Improve the existing bus stop located on the east side of Inland Valley Drive (stop ID: 1338) with a bus shelter and trash receptacle outside the sidewalk area consistent with Riverside Transit Authority (RTA) design standards.
 6. Enhance the existing mid-block crosswalk on Inland Valley Drive at Stonebridge Medical Center Southerly Access, and curb ramp on the westerly side of Inland Valley Drive along the project frontage, with improvements including but not limited to; zero curb pedestrian pathway. All safety signage and striping, and upgrades to existing substandard facilities, to the satisfaction of the City Engineer.
 7. Construct a traffic signal at the Northerly Project Driveway at Inland Valley Drive with north-south protected left turn phasing, enhanced visibility crosswalks and appropriate curb ramp improvements meeting current ADA standards.
 8. All ingress and egress shall meet minimum commercial driveway standards.
- All drainage facilities to serve the proposed, and as outlined in the approved Hydrology Study.
- All required grading, including erosion control. Additional erosion control may be required per the City Engineer.
- All required sewer, water and reclaimed water facilities per Elsinore Valley Municipal Water District (EVMWD) standards and specifications, per approved plans.
- All required landscaping and/or parking facilities on-site, as well as parkway landscaping per approved streetscape plans and design guidelines.
- All under grounding of overhead utilities, except for cables greater than 32k volts, per Wildomar Municipal Code.
- The developer shall comply with the recommendations in the “Traffic Impact Analysis – Inland Valley Medical Center Expansion,” dated July 26, 2021, as well as applicable correspondence with the City of Wildomar. Prior to issuance of building permit, the developer shall construct or pay the following subject to the satisfaction of the City Engineer:
 - Any missing or substandard public improvements on Inland Valley Parkway, along project frontage.

3. Project Description

- Traffic Mitigation measures as outlined in approved Traffic Impact Analysis dated, July 26, 2021, as follows:
 1. TRA-3. Intersection #3. Clinton Keith Road/Arya Road – Traffic signal improvements at Clinton Keith Road/Arya Drive to modify the intersection to its ultimate configuration are identified in the City of Wildomar DIF program. The Impact Fee share is planned to be 50% of the total cost of the improvement. The Project will contribute required impact fees that will partially fund this improvement. In addition, the Project will contribute an additional fair share of 5.0% to the unfunded cost of the improvement, not to exceed 50% of the total cost.
 2. TRA-4. Street Segment #1. Clinton Keith Road: Arya Road to Wildomar Trail – This street segment is built to its ultimate six lane cross-section. However, the signalized intersections on Clinton Keith Road from the I-15 interchange to Wildomar Trail are closely spaced and these intersections provide the transportation constraint on operational capacity on this segment. Intersection #4, Clinton Keith Road/Wildomar Trail is calculated to operate at LOS D or better. Intersection #3, Clinton Keith Road/Arya Drive is calculated to be deficient, but improvements are identified in TRA-3. The Project will also contribute a fair share of 5.7%, based on the Project’s weighted average fair share across the corridor, to signal synchronization along Clinton Keith Road.
 3. TRA-5. Street Segment #2. Clinton Keith Road: Wildomar Trail to Inland Valley Drive – Phase 2 (ultimate widening) will provide six lanes of traffic and bike lanes on Clinton Keith Road from I-15 to Elizabeth Lane as part of the City of Wildomar Capital Improvement Program (CIP No. 025-1). Clinton Keith Road Widening Phase 2 is eligible for funding from the Transportation Uniform Mitigation Fees (TUMF) program. The Project’s required payment into the TUMF program represents the Project’s contribution toward this improvement. As shown in Table 12-2 of the TIA, this street segment would operate at acceptable LOS D following completion of this improvement. The Project will also contribute a fair share of 5.7%, based on the Project’s weighted average fair share across the corridor, to signal synchronization along Clinton Keith Road.
 4. TRA-6. Street Segment #3. Clinton Keith Road: Inland Valley Drive to Smith Ranch Road – Phase 2 (ultimate widening) will provide six lanes of traffic and bike lanes on Clinton Keith Road from I-15 to Elizabeth Lane as part of the City of Wildomar Capital Improvement Program (CIP No. 025-1). The Project’s required payment into the TUMF program represents the Project’s contribution toward this improvement. As shown in Table 12-2 of the TIA, this street segment would operate at LOS B following completion of this improvement. The Project will also contribute a fair share of 5.7%, based on the Project’s weighted average fair share across the corridor, to signal synchronization along Clinton Keith Road.
- Curb, gutter, and sidewalk meeting City Standards in place of existing driveways to be closed along the project frontage.
- Enhanced visibility crosswalks with standard curb ramps meeting ADA standards at the intersection of Inland Valley Drive and Prielipp Road as shown on Figure 11-4 of the approved Traffic Impact Analysis dated, July 26, 2021.
- Improve the existing bus stop located on the east side of Inland Valley Drive (stop ID: 1338) with a bus shelter and trash receptacle outside the sidewalk area consistent with Riverside Transit Authority (RTA) design standards.

3. Project Description

- Remove the mid-block crosswalk on Inland Valley Drive at Stonebridge Medical Center Southerly Access including all signage, striping and curb ramp on the westerly side of Inland Valley Drive on the project frontage and reconstruction to City standards.
- Construct a traffic signal at the Northerly Project Driveway at Inland Valley Drive with north-south protected left turn phasing, enhanced visibility crosswalks and appropriate curb ramp improvements meeting current ADA standards.
- All ingress and egress shall meet minimum commercial driveway standards.

Elevation

The proposed building would be a 7-story, and 128.4 feet tall at its highest point; as shown in Figure 3-3a and Figure 3-3b, *Conceptual Elevations*, the building would have white solid walls with spandrel and vision glass. Figure 3-3c, *Conceptual Rendering – Inland Valley Drive*, shows the proposed building as viewed from Inland Valley Drive.

Landscaping

Figure 3-4, *Landscaping Plan*, shows the proposed onsite landscaping which would include trees and groundcover throughout the site.

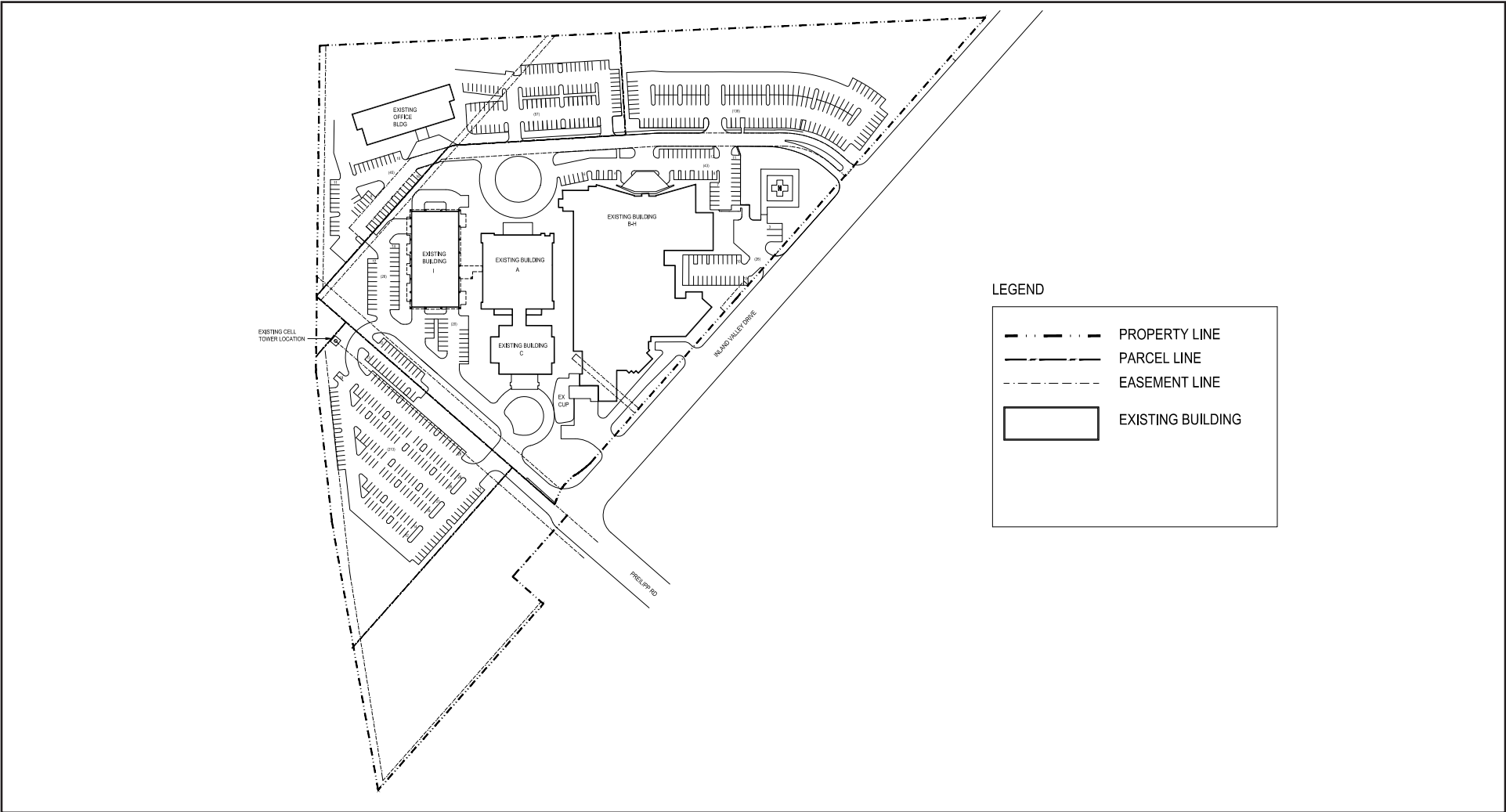
Parking and Access

The proposed project would include 450 temporary offsite parking spaces (see Figure 3-1d) for use during construction. The proposed project also includes 166 new surface parking spaces (Figure 3-1a). The project proposes to consolidate the secondary access points between the northern end of the site and Prielipp Road. At project buildout, northern access point will serve all non-emergency patient, visitor, and staff entry and drop-off. The driveway at the southern access point opposite Prielipp Road would serve emergency entry and drop-off, including ambulance and walk-in patients, as well as service loading/drop-off. Existing driveways between these two locations would be closed.

3. Project Description

This page intentionally left blank.

Figure 3-1a - Existing Site Plan



LEGEND

	PROPERTY LINE
	PARCEL LINE
	EASEMENT LINE
	EXISTING BUILDING

0 300
Scale (Feet)

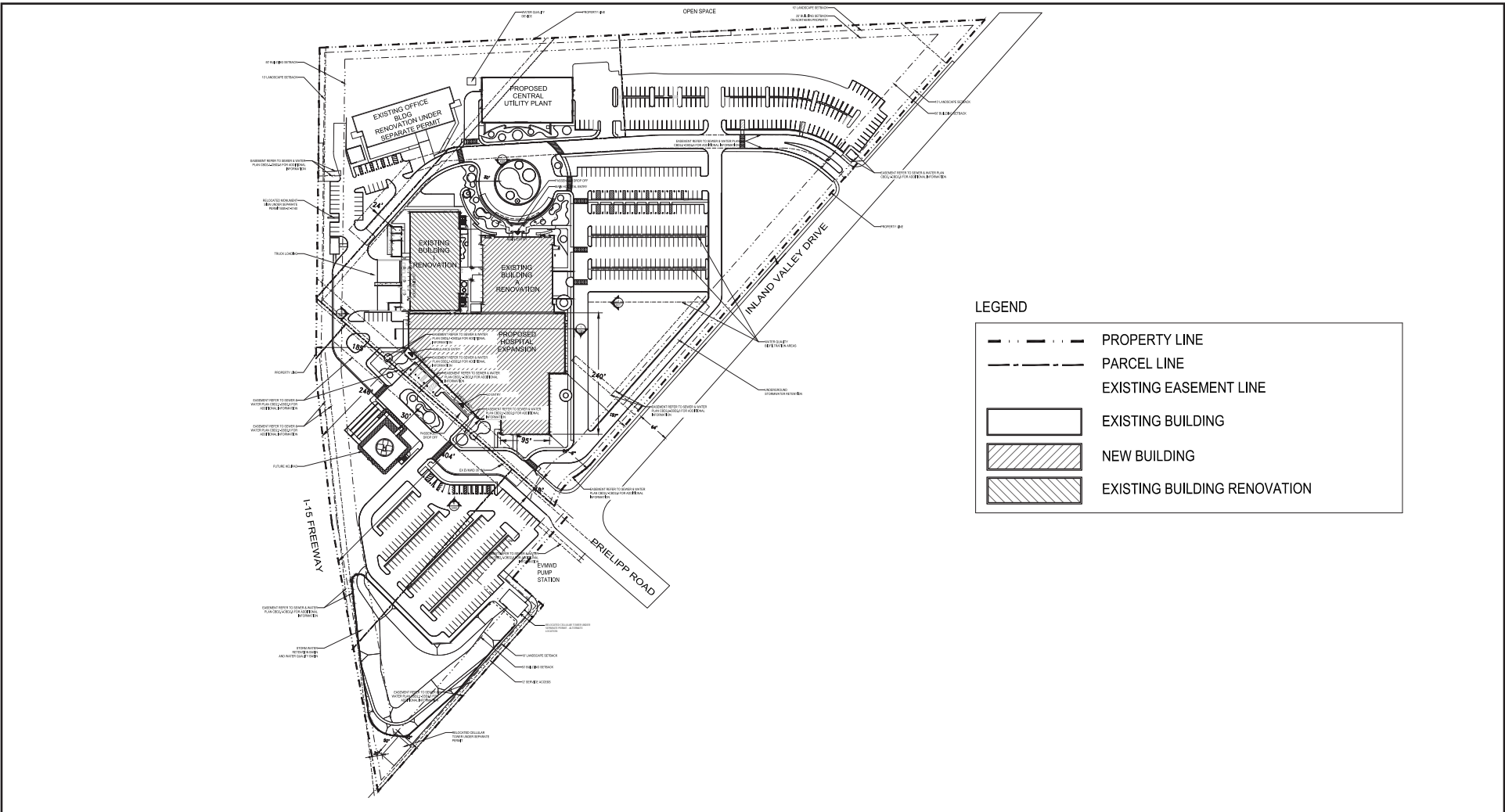


Source: Hellmuth, Obata & Kassabaum, Inc., 2021

3. Project Description

This page intentionally left blank.

Figure 3-1b - Conceptual Site Plan



Source: Hellmuth, Obata & Kassabaum, Inc., 2021



3. Project Description

This page intentionally left blank.

Figure 3-1c - Proposed Hospital Zone District Overlay



- Project Boundary
- Proposed Hospital Zone District Overlay

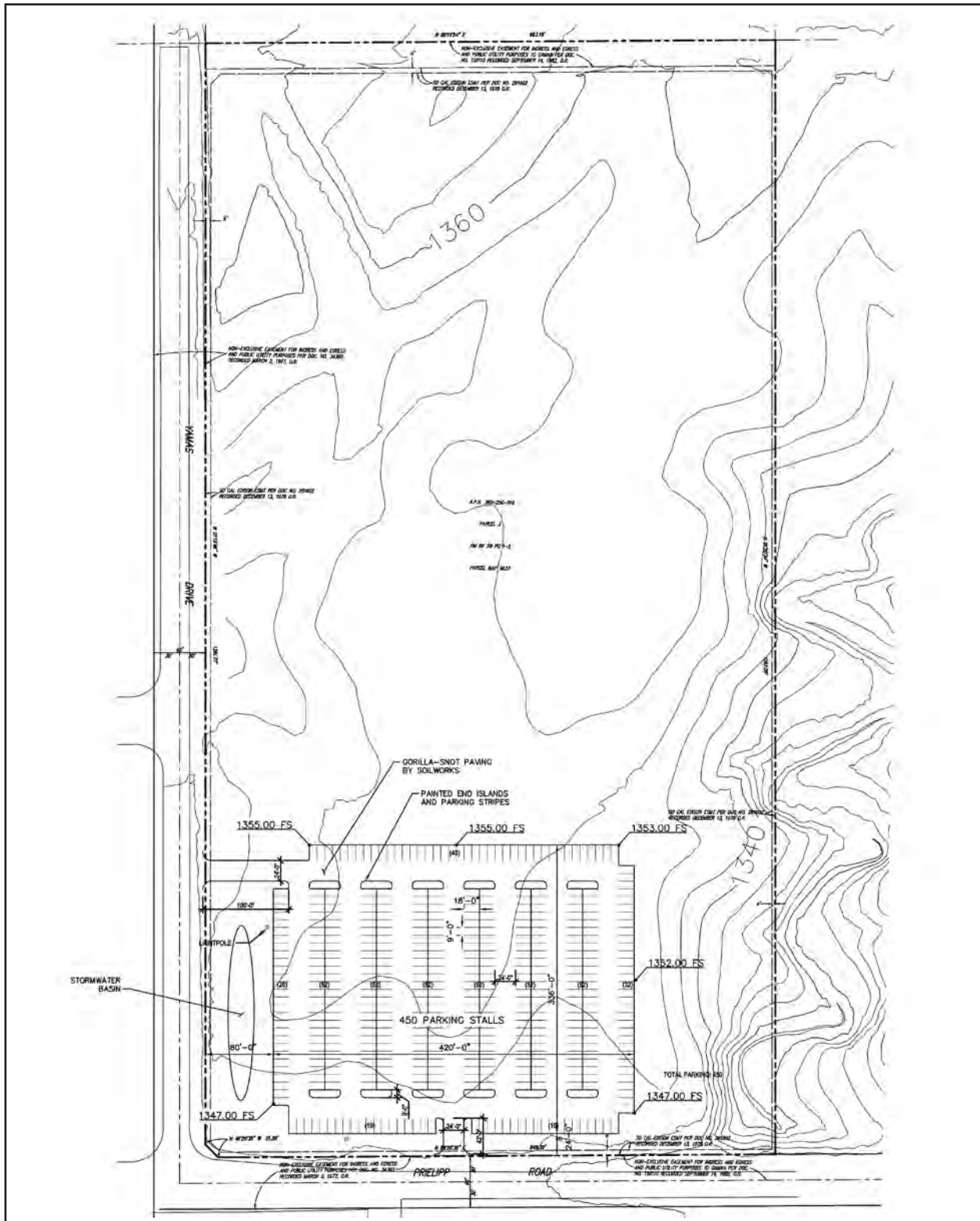


Source: NearMap, 2021

3. Project Description

This page intentionally left blank.

Figure 3-1d - Temporary Offsite Parking During Construction



Source: HO & K, 2019

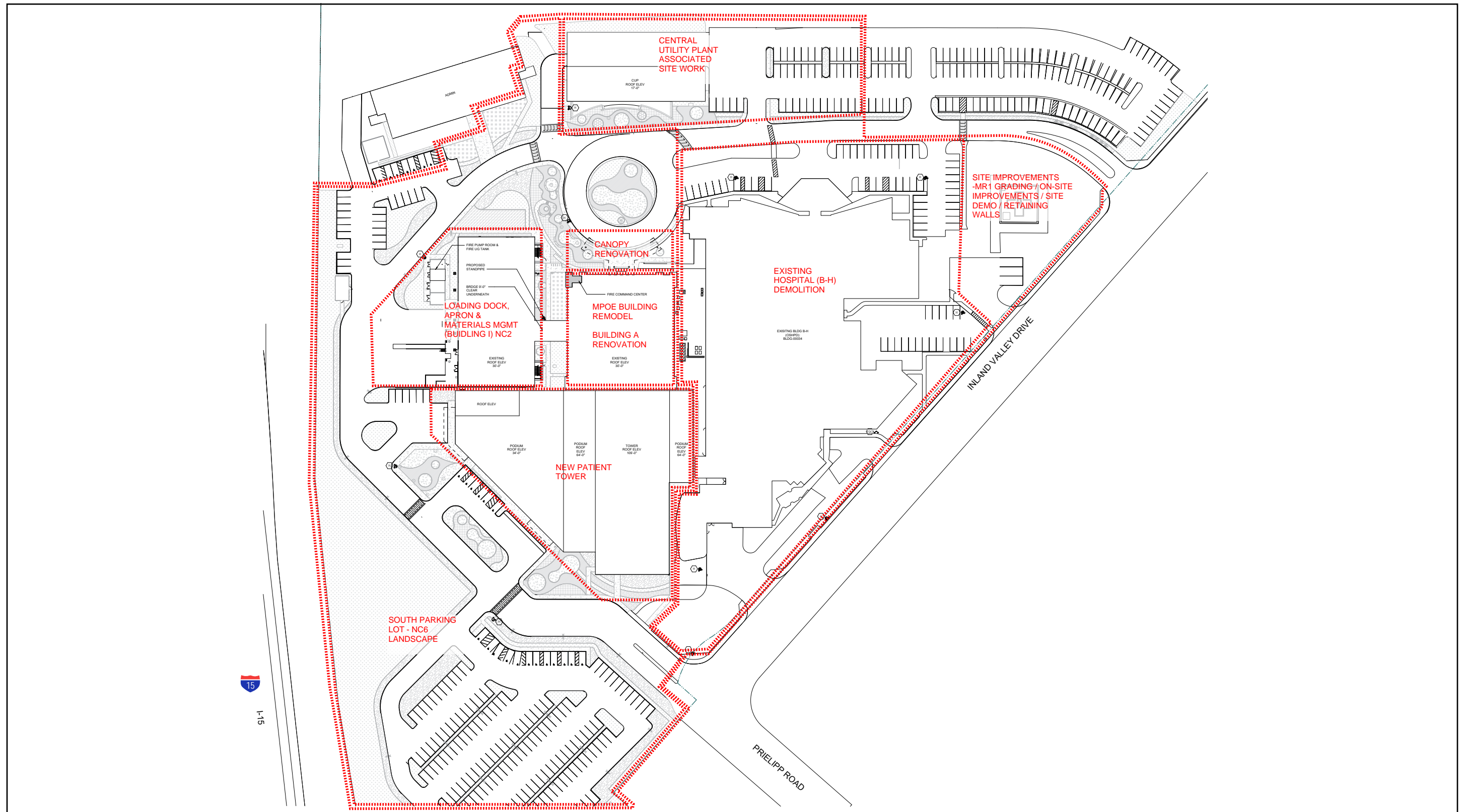


PlaceWorks

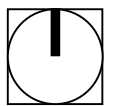
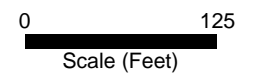
3. Project Description

This page intentionally left blank.

Figure 3-2 - Project Phasing



91-1



3. Project Description

This page intentionally left blank.

Figure 3a - Conceptual Elevations



Source: Hellmuth, Obata & Kassabaum, Inc., 2021

3. Project Description

This page intentionally left blank.

Figure 3b - Conceptual Elevations



0 65
Scale (Feet)

Source: Hellmuth, Obata & Kassabaum, Inc., 2021

3. Project Description

This page intentionally left blank.

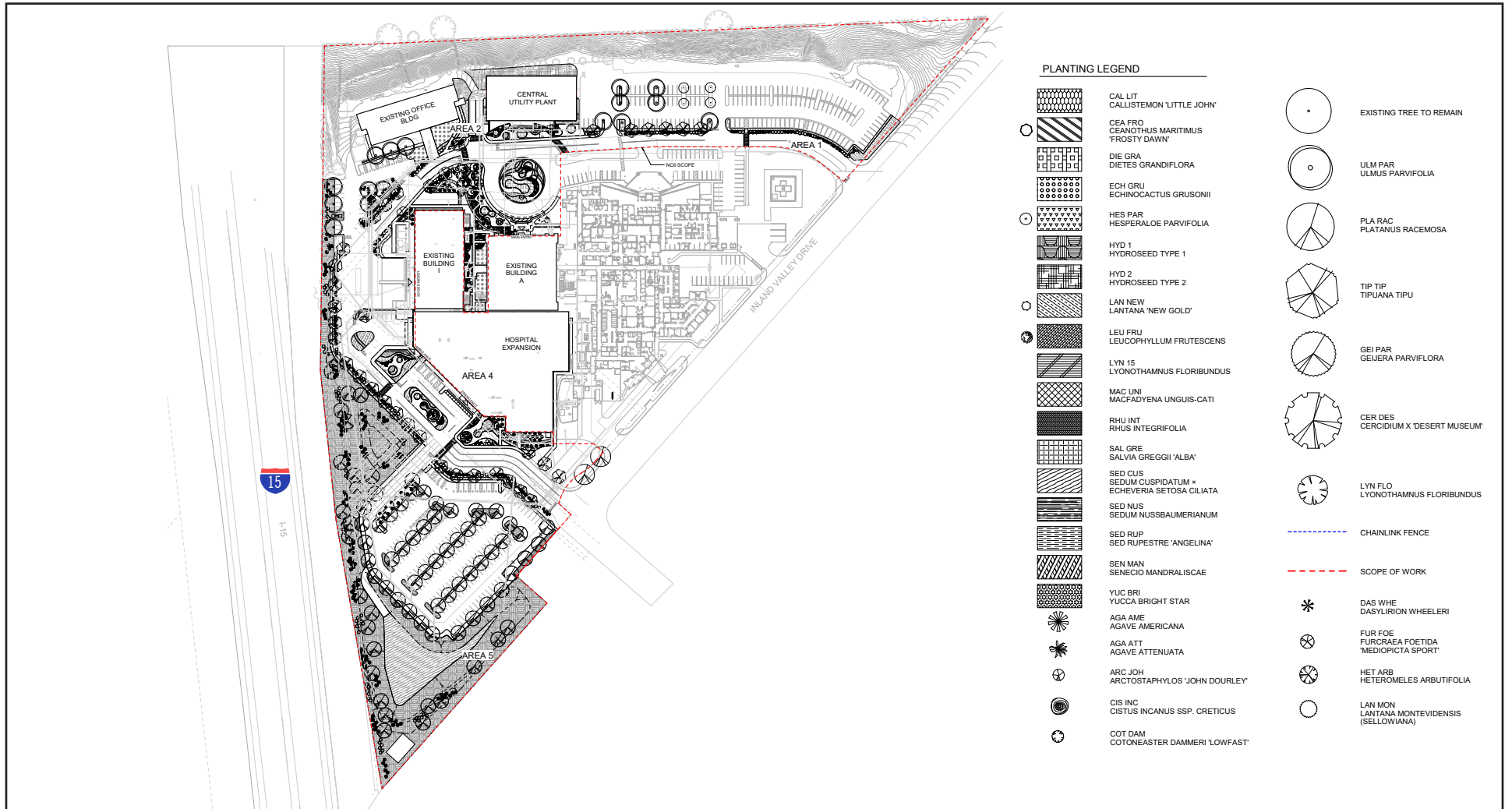
Figure 3-3c - Conceptual Rendering - Inland Valley Drive



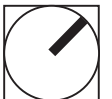
3. Project Description

This page intentionally left blank.

Figure 3-4 - Landscaping Plan



0 300
Scale (Feet)



3. Project Description

This page intentionally left blank.

3. Project Description

3.4 STATEMENT OF OBJECTIVES

The proposed project would update outdated facilities onsite, increase employment and the number of patient beds onsite, and would create internal efficiency through the construction of the proposed tower. Objectives for the Inland Valley Medical Center are used to aid decision makers in their review of the project and to effectiveness of the of project alternatives.

1. Expand the existing hospital campus to provide an expanded, state-of-the-art hospital facility to keep pace with community healthcare needs for residents in and adjacent to Wildomar.
2. Increase the number of beds to accommodate area needs and additional patient demand.
3. Create a hospital specific zone or overlay that would support hospital operations that meet community need.
4. Provide the optimum height for quality and efficient operations and patient care that maximizes proximity of internal departments by taking full advantage of the efficiency of vertical circulation within the hospital buildings.
5. Construct the new tower with maximum operational efficiency to optimize healthcare outcomes and create a space for increased patient and staff satisfaction.
6. Address seismic and other code-related deficiencies in aging buildings and replace with a new, state-of-the-art, seismically compliant facility that meets codes and sustainability standards.
7. Increase parking capacity at the hospital to meet future parking demand, thereby better serving patients.
8. Increase regional employment opportunities.

3.5 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:

- Change of Zone (CZ)
- Zoning Ordinance Amendment (ZOA)
- Conditional Use Permit (CUP)
- Plot Plan (PP)
- Permit from South Coast AQMD for emergency generators and boilers
- Compliance with State Water Resources Control Board's State Construction General Permit during construction phase
- Compliance with NPDES MS4 Permit No. CAS 0108766

3. Project Description

This page intentionally left blank.

4. Environmental Setting

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

The project site is in the City of Wildomar (“City”) in western Riverside County. The approximately 22.24-acre site is bound to open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and I-15 to the south and west. The General Plan land use designation for the site is Light Industrial and the zoning designation is I-P (Industrial Park). Figure 5.1-1a and Figure 5.1-1b, *Site Photographs*, show the existing conditions of the site.

The project site includes Building A (patient rooms and administration), Building I (patient rooms), Building B-H (diagnostic and treatment areas), Building C (linen storage, environmental storage, supervisor offices), a Central Utility Plant (CUP), Administration Building, helipad on the northeastern portion of the site, and a cell tower on the western portion 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.

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;

4. Environmental Setting

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 on regional infrastructure, 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 (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, 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 O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ 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 percent 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 VMT 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 (LOS), 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

4. Environmental Setting

development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code § 21099[b][1]). 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 vicinity of the project site include views of mountain ridgelines to the north, east, and west. The I-15 bounds the southern and western portions of the project site. Mountain ridgelines can be seen to the north and west of the temporary offsite parking location. 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 O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ 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 site is developed with existing hospital buildings, parking lots, and ornamental landscaping. The temporary offsite parking location is vacant and contains ruderal vegetation. A discussion of construction and operational activities of the proposed project are discussed in Section 5.3, *Biological Resources*, of this DEIR.

4.3.4 Energy

Energy service provides to the project site include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas. The temporary offsite parking location is vacant and does not consume energy. The energy impacts of the proposed project are discussed in Section 5.4, *Energy*, of this DEIR.

4.3.5 Geology and Soils

The project site is developed with an existing hospital, parking, and ornamental landscaping; the temporary offsite parking location is vacant. A discussion of the construction activities, as well as the impacts to geological resources are discussed in Section 5.5, *Geology and Soils*.

4.3.6 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

4. Environmental Setting

of regional GHG considerations is described in Section 4.2.1.2. Refer to Section 5.6, *Greenhouse Gas Emissions*, of this DEIR for a discussion of existing GHG emissions in California.

4.3.7 Hazards and Hazardous Materials

Onsite operations at the project site consist of general medical activities, which include patient care, emergency room services, administrative and medical records storage, food preparation, and building maintenance operations. Bio-medical and chemical wastes are stored on the project site. The temporary offsite parking location is vacant and does not produce or use hazardous materials. A discussion of the proposed project's construction and operational activities are discussed in Section 5.7, *Hazards and Hazardous Materials*, of this DEIR.

4.3.8 Hydrology and Water Quality

The project site is developed with an existing hospital, parking, and ornamental landscaping. The project site consists of three major drainage areas; the existing culvert crosses I-15 and discharges on the south of I-15, and runoff also sheet flows south and discharges along the northbound I-15 shoulder. The temporary offsite parking location is vacant; drainage flows from north to south. A discussion of the proposed project's construction and operational activities, as well as drainage patterns, are discussed in Section 5.8, *Hydrology and Water Quality*, of this DEIR.

4.3.9 Land Use and Planning

The existing zoning for the site is I-P (Industrial Park). While the proposed project would require a change of zone to establish the "M-C Zone" designation and a zoning ordinance amendment to establish specific design and development standards, the General Plan Designation of Light Industrial will not change. The land use impacts of the proposed project are discussed in Section 5.9, *Land Use and Planning*, of this DEIR.

4.3.10 Noise

The project site is developed with an existing hospital. Noise sources include traffic noise from the surrounding roadways and I-15, the existing helipad on northeast portion of the site, and noise from the CUP. Section 5.10, *Noise*, of the DEIR discussed noise impacts at the project site.

4.3.11 Population and Housing

The project site is developed with an existing hospital, and the proposed project could directly or indirectly induce population growth. There are no residential uses onsite and the existing and proposed zoning designations for the site do not permit housing onsite. Impacts to population and housing are discussed in Section 5.11, *Population and Housing*, of the DEIR.

4. Environmental Setting

4.3.12 Transportation

Local access to the existing hospital is from Inland Valley Drive which intersects with Clinton Keith Road which has an interchange with I-5. Interstate 15 provides regional access to the project site and runs north to south and bounds the project site's western and southern boundaries. Refer to Section 5.12, *Transportation*, for additional information concerning traffic and transportation.

4.3.13 Tribal Cultural Resources

The project site is fully developed with an existing hospital, parking, and ornamental landscaping. 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. While the site is developed, there is potential to uncover artifacts during excavation. The temporary offsite parking location would be striped and paved. A discussion of the construction activities as well as the impacts to tribal cultural resources on the project site is discussed in Section 5.13, *Tribal Cultural Resources*, of this DEIR.

4.3.14 Utilities and Service Systems

The project site is developed with an existing hospital. Sewer from the existing buildings discharge through laterals that connect offsite to 8-inch, 10-inch, and 15-inch Elsinore Valley Municipal Water District (EVMWD) sewer lines. Water service to the project site is provided by EVMWD. Stormwater runoff sheet flows south and discharges along the northbound I-15 shoulder. Mediowaste collects biohazard wastes, sharps, spent pharmaceuticals, and trace chemotherapy and pathology wastes. Section 5.14, *Utilities and Service Systems*, of the DEIR discussed the impacts of utility systems as a result of the proposed project.

4.3.15 Wildfire

The project site is located in a fire hazard zone. Section 5.15, *Wildfire*, of the DEIR discusses the impacts of 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:

4. Environmental Setting

- 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
Mt. San Jacinto Community College District	Community College Campus	Project site: 78.32-acre parcel 15,000 part-time or 10,000 full-time equivalent (FTE) students and 400 staff
Wildomar Ridge Residential	Residential Development	77 single-family (attached and detached)
Westpark Promenade	Mixed-Use Project	118,354 square feet commercial retail and 191 townhomes/condos
Villa Sienna Apartments	Residential Development	170 multi-family
Grove Park Mixed-Use	Mixed-Use Development	50,000 square feet commercial retail and 162 multi-family homes
Horizons Mixed-Use	Mixed-Use Development	86-unit assisted living facility and 138 multi-family homes
Rancon Medical and Retail Center	Medical, Office, and Retail	96,240 square feet of medical, office, and retail uses
Clinton Keith Village Retail Center	Commercial and Gas Station	40,000 square feet commercial retail (including 7-Eleven gas station)
Smith Ranch Self-Storage	Self-Storage	150,000 square feet self-storage with RV parking and 10,000 square feet office building
Veterans Wildomar South	Retail Cannabis	3,161 square feet
Element 7 Wildomar, LLC	Retail Cannabis	2,500 square feet

4. Environmental Setting

Table 4-1 Related Cumulative Projects

Project/Applicant Name	Land Use	Project Size
Wildomar Trail Town Center	Mixed-Use Development	152 dwelling units, 72,000 square feet professional office, 41,609 square feet commercial retail
Oak Springs Ranch Phase II	Residential Development	288 dwelling units
Bundy Canyon Retail Plaza	RV Fueling Station	RV fueling station on an approved 36,990 square foot retail center
Bundy Super Storage Project	RV and Boat Storage	116 spaces (76,500 square foot enclosed building), 303 spaces (uncovered) RV and board storage facility
Veterans Wildomar North	Cannabis Retail	3,379 square feet
Veterans Wildomar Central	Cannabis Retail	2,792 square feet

Source: LLG 2021; City project list

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

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 March 17, 2021, to April 15, 2021 (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 Geology and Soils
- 5.6 Greenhouse Gas Emissions
- 5.7 Hazards and Hazardous Materials
- 5.8 Hydrology and Water Quality
- 5.9 Land Use and Planning
- 5.10 Noise
- 5.11 Population and Housing
- 5.12 Transportation
- 5.13 Tribal Cultural Resources
- 5.14 Utilities and Service Systems
- 5.15 Wildfire

Sections 5.1 through 5.15 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
- 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, or that there may be an impact but compliance with existing ordinances, regulations, and permitting will reduce the impact to less than significant. The City assumes that all projects will comply with adopted regulations.
- **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 existing and proposed grade changes, 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:
 - 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.

5. Environmental Analysis

AESTHETICS

- **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:
 - 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.
 - 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.

5. Environmental Analysis AESTHETICS

- 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:
 - 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-10.2.** Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, and schools.
- **Policy LU-13.1.** Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.
- **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.
- **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.
- **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.
- **Policy LU-13.6.** Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State County Scenic Highways.)
- **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, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible.
- **Policy LU-13.8.** Avoid the blocking of public views by solid walls.

5. Environmental Analysis

AESTHETICS

City of Wildomar Municipal Code

Chapter 17.88, I-P Industrial Park Zone, provides general development standards for the industrial park zone within the City, which include development standards for minimum lot size, building height, and minimum side and rear yard setbacks.

5.1.1.2 EXISTING CONDITIONS

Visual Character and Visual Resources

An aerial photograph of the site is shown on Figure 1-2, *Aerial Photograph*, in Chapter 1, *Executive Summary*. The project site is approximately 22.24 acres and contains an existing hospital buildings, parking, and ornamental landscaping. The site is in an urbanized portion of the City of Wildomar and is bounded by open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and I-15 to the south and west. As shown in Figure 5.1-1a, Figure 5.1-1b, Figure 5.1-1c, and Figure 5.1-1d, *Site Photographs*, partially obstructed views of mountains, and surrounding roadways and development can be seen from the site. As shown in the site photographs, there are no rock outcroppings, massive trees, or historic buildings. Figure 5.1-2, *Freeway Hospital Sign*, shows the hospital's freeway sign from I-15.

The temporary offsite parking location contains ruderal vegetation and is located in an urbanized portion of the City. The temporary offsite parking location is bounded by vacant land to the north and east, and residential uses to the south and west. Mountains can be seen to the north and west.

Landform and Topography

Elevation on the site ranges from 1,270 feet above mean sea level (amsl) in the canyon where it drains under I-15 to the west, to 1,340 feet amsl along the eastern edge of the site.

Elevation on the offsite parking location ranges from 1,350 feet in the southern portion to 1,355 feet in the northern portion.

Scenic Vistas and Corridors

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 Elsinore Mountains are located to the west of the site and the Temescal Mountains are located to the north and east of the site. Views of the Elsinore Mountains from Inland Valley Drive adjacent to the hospital are already blocked by the existing buildings. Similarly, the existing hospital and existing landscaping obscure views of the Temescal Mountains. Both mountain ranges are typical of desert regions in that there are sparse trees, but ample scrub, sage, grasses, and rocky outcroppings. Ridgelines are sharp and provide contrast to the sky and a variation of the views of the horizon.

Figure 5.1-1a - Site Photographs



Photo 1. View from I-15 Temecula Valley Freeway.

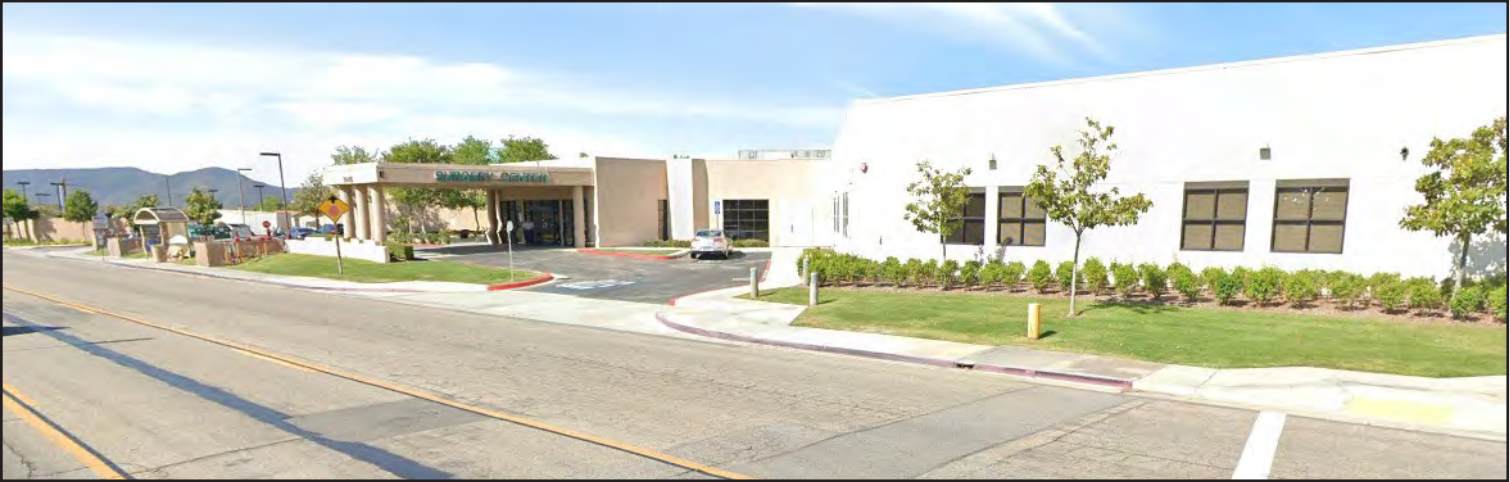


Photo 2. View from Inland Valley Drive.



Photo Location and Direction
— Project Boundary

Source: Google Earth, 2021

5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

Figure 5.1-1b - Site Photographs



Photo 3. View from Parking Lot off of Prielipp Road.



Photo 4. View of Existing Helipad from Inland Valley Drive.



Photo Location and Direction
— Project Boundary

5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

Figure 5.1-1c - Site Photographs



Photo 5. View from NB I-15 Temecula Valley Freeway.



Photo 6. View from NB I-15 Temecula Valley Freeway.



Photo Location and Direction
— Project Boundary

5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

Figure 5.1-1d - Site Photographs



Photo 7. View from SB I-15 Temecula Valley Freeway.



Photo 8. View from SB I-15 Temecula Valley Freeway.



Photo Location and Direction
— Project Boundary

Source: Google Earth, 2021

5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

Figure 5.1-2 - Freeway Hospital Sign



5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

5. Environmental Analysis

AESTHETICS

According to Figure C-9 of the City's General Plan, I-15, which bounds the southern and western portions of the site, is designated as a State Eligible Scenic Highway which means that the highway is considered a scenic resource, but the local jurisdiction has not adopted a scenic corridor protection program or applied to Caltrans for official designation (Wildomar 2003). I-15 is approximately 0.4-mile west of the temporary offsite parking location. Existing development, trees, and berms block views of the mountain ridgelines from I-15.

5.1.2 Thresholds of Significance

The City of Wildomar considers a project to 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.
- 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 outdoor and residential lighting provisions as outlined in Chapter 8.64, Light Pollution.

5.1.4 Environmental Impacts

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

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

Scenic Vistas

The project site is developed with an existing hospital, parking, and ornamental landscaping, and located in an urbanized portion of the City that is generally flat as shown in Figure 5.1-1a and Figure 5.1-1b. The topography of the project site and surrounding area offers wide views of mountains; as the buildings in the project area and on the project site are typically less than 30 feet.

5. Environmental Analysis

AESTHETICS

The proposed 7-story, 128.4-foot-tall tower would block views from Inland Valley Drive to the west across the property to the Elsinore Mountains, as shown in Figure 5.1-3a, *Visual Simulation – Inland Valley Drive*. While the existing buildings obscure views of the mountains from ground-level, the proposed hospital tower would be approximately 90 feet higher than the existing structures. As shown in Figure 5.1-1a and Figure 5.1-1b, the existing hospital does not obstruct views of the southern portion of the Temescal Mountains to the north and east of the City. Additionally, the existing cell tower on the western portion of the site would be relocated to the southern portion of the site adjacent to the I-15 (see Figure 3-1b, *Conceptual Site Plan*). The proposed hospital tower and cell tower would obstruct views of the peaks from I-15 which is designated as a State Eligible Scenic Highway by Caltrans and in the City's General Plan, but is not an officially designated Scenic Freeway (Caltrans 2021). Motorists on I-15 would experience temporary and small interruptions of scenic vistas. Scenic views to the west of the proposed hospital would not be blocked by the proposed building. Figure 5.1-3b, *Visual Simulation – I-15 Northbound*, shows the view of the proposed building from the I-15 headed northbound.

The temporary offsite parking location would be striped and paved to accommodate parked vehicles. Light poles would be placed on the western and southern frontages of the parking location. The parked cars and light poles would not fully obstruct views of scenic resources, and as parking at this location would be temporary, impacts would be less than significant.

Visual Character

Figure 3-1b, *Conceptual Site Plan*, shows that the proposed improvements would occur in the central portion of the site. As shown in Figure 3-2a and Figure 3-2b, *Conceptual Elevations*, the proposed structure would be 7-stories, and would have white solid walls with spandrel and vision glass. Figure 3-4, *Landscaping Plan*, shows the locations of the existing and proposed trees and groundcover. The proposed project would update and modernize the existing hospital.

The I-P zone allows a maximum height of 35 feet at the yard setback line; all buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet for buildings, or 105 feet for other structures is specifically permitted under the provisions of Section 17.172.230 of the Wildomar Municipal Code which lists alternative procedures to determine if a structure height request shall be granted. Because the proposed project would exceed the allowable maximum height of the I-P zone, a zoning ordinance amendment and change of zone has been requested as part of the proposed project to establish the "M-C Zone" district on the project site. The M-C Zone District will establish specific design and development standards, including a maximum building height of 170 feet. Additionally, the M-C Zone District requires a minimum setback of 50 feet from Inland Valley Drive, and the western and northern property lines, and a minimum setback of 25 feet from the southeastern property line. The I-P zone requires a minimum setback of 25 feet from any street. Therefore, the proposed M-C Zone District would require structures to be further away from property lines than the existing I-P zone.

Figure 5.1-3a - Visual Simulation- Inland Valley Drive



5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

Figure 5.1-3b - Visual Simulation- I-15 Northbound



5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

5. Environmental Analysis AESTHETICS

In terms of building height, the proposed project would be much taller than the surrounding buildings, which are two story structures; however, the exterior façade of the proposed building would be compatible with structures in the project area. Further, the hospital is consistent with the existing industrial and professional office building types that exist along Inland Valley Drive and Prielipp Road in the vicinity of the proposed project.

No structures are proposed to be constructed on the temporary offsite parking location; therefore, impacts to visual character would be less than significant.

Conclusion

The project site is currently developed with a hospital; there are medical uses to the east of the project site. The height of the proposed structure would be taller than the existing structures on site and surrounding the site, and which may block views of scenic vistas from Inland Valley Drive and I-15. However, the exterior façade of the development proposed for the site is not a dramatic departure from what currently exists within the surrounding area. The proposed appearance and character of the building's exterior would be consistent with development in the area and on the site; the visual appearance of the existing site would be enhanced with modernized facilities. The proposed project would not substantially alter the appearance and character of the surrounding area because there are medical uses adjacent to the project site. 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. However, as the proposed structure would block scenic views from adjacent roadways.

The posted speed limit for I-15 along the frontage of the project is 65 miles per hour. At that speed, a vehicle is travelling at approximately 95 feet per second. The tower is approximately 200-feet wide which means that the obstruction will be approximately 2 seconds in duration. On either side of the tower, the existing buildings are lower resulting in a partially obstructed view of the mountains to the east. Views of the mountains to the west from I-15 are unobstructed by the project. As a local roadway, Inland Valley Drive has views of the Elsinore Mountain ranges to the west and that would be partially obstructed by the proposed project. However, as the proposed building footprint would be smaller than the existing building footprint, view obstruction from ground level would be less. Although views are not completely obstructed, and a viewer looking further north or south would still be able to see views of the mountains, views from the public roadway would be obstructed by the proposed project.

As the site is entirely along I-15, relocating the tower would change the location of the obstruction on the site, but not eliminate the obstruction along the roadway. Assuming that the building size stays the same, a shorter tower would likely obstruct more of the view than the existing condition because it would result in a larger building footprint along the same frontage. Because of the physical restrictions of the project site and the location of the scenic features, there are no mitigation measures that would make it so that the proposed hospital tower did not obstruct a view from I-15. This impact is significant and unavoidable.

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

5. Environmental Analysis

AESTHETICS

Mitigation Measures

There are no feasible mitigation measures.

Level of Significance After Mitigation: Impact 5.1-1 would be significant and unavoidable.

Impact 5.1-2: The proposed project would alter scenic resources within a state scenic highway. [Threshold AE-2]

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which bounds the southern and western boundaries of the project site, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway (Wildomar 2003). The roadway is also listed as an eligible scenic highway by Caltrans (Caltrans 2021). Although development would occur within the project site boundary, development of the proposed project would result in the relocation of the existing cell tower to the southern portion of the site and construction of a 7-story hospital tower which would change views of the Temescal Mountains to the east from I-15. Views of the Elsinore Mountains to the west would be unaffected by the proposed project. Project implementation would not damage other scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway as none of these features exist (see Figure 5.1-1a and Figure 5.1-1b) Therefore, impacts would be significant and unavoidable.

The temporary offsite parking location is approximately 0.4-mile west of I-15 and would not impact I-15 due to the distance and temporary nature of the parking lot. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.1-2 would significant.

Mitigation Measures

There are no feasible mitigation measures.

Level of Significance After Mitigation: Impact 5.1-2 would be significant and unavoidable.

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

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 currently developed, it contains existing sources of nighttime illumination from existing buildings, helipad, parking lot, cell tower, and security lights. Onsite light and glare are caused by the surrounding land uses and roadways including I-15. The proposed project would expand the existing hospital and would include a new 7-story tower and surface parking lots, as well as related lighting sources (vehicle lights, security lights, and exterior lighting). Additionally, the proposed structure would result in exterior glazing (e.g., windows

5. Environmental Analysis AESTHETICS

and doors) that could result in additional sources of glare. The existing cell tower would be relocated to the southern portion of the site which would move light sources further away from surrounding uses and closer to I-15. Nighttime light and glare from the relocated heliport would be reduced compared to the existing heliport, as the future relocated heliport would be placed on top of the parking structure, further away from surrounding uses and closer to I-15. Pedestrian lighting and lights for pathways that lead to public rights-of-way would be included. Additionally, the temporary offsite parking location would include light poles on the western and southern frontages.

The proposed hospital tower will introduce light from windows above the existing building height as the proposed tower is approximately 90 feet taller than the existing hospital building. Even with the project design features that will reduce the potential for glare, nighttime lighting of the hospital rooms will be visible from the surrounding area. While curtains or shutters would reduce the amount of light visible in the nighttime, it is unlikely that no light will occur. 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-1) and General Plan, which regulate lighting which provide requirements for total light output permitted per acre for the different lighting areas; for example, fixtures would be installed under canopies and overhangs, lights would be required to be shielded as indicated in Chapter 8.64, Light Pollution, of the Wildomar Municipal Code, and Policy LU-4.1 requires mitigating lighting impacts on surrounding properties. Additionally, the proposed perimeter landscaping and proposed buildings would block glare from parked cars and traffic from surrounding roadways and land uses. As there are no sensitive receptors near the project site, and the project site is located in an urbanized area, the project lighting impacts will not be significant. The light poles proposed at the temporary offsite parking location would temporary. 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 similar to the existing hospital buildings. Building features such as glass and light-colored building materials, along with vehicles parked and traveling along neighboring streets, all have the potential for glare. The project site is fully developed and already has light and glare impacts. The proposed project includes design features such as textured non-reflective exterior surfaces and non-reflective glass, as well as directional lighting consistent with City regulations and is not expected to increase glare beyond the existing condition. There are no sensitive uses surrounding the project site, the proposed tower would be setback from adjoining property lines, and the project site is in an urbanized area. The proposed buildings would be constructed of white solid walls with spandrel and vision glass. Additionally, as there are no sensitive uses surrounding the site, shade and shadow is not a concern. Therefore, daytime glare impacts from the proposed project would be less than significant.

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

Mitigation Measures

No mitigation measures are required.

5. Environmental Analysis

AESTHETICS

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

5.1.5 Cumulative Impacts

Because of its height, the proposed tower will be visible to travelers along I-15 from Elsinore. Aesthetic impacts are localized to the project site and its immediate surroundings. For the project site, cumulative projects within the project vicinity would not substantially alter the visual character of the area surrounding the project site, which include medical and industrial 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 onsite and surrounding uses, the proposed project is not expected to add significantly to nighttime light and glare in the vicinity. As with the existing buildings onsite and the buildings in the project site's vicinity, the proposed project would create additional sources of light and glare, 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. However, the height of the proposed building could impact the visual character and scenic vistas in the immediate surroundings. Therefore, the proposed project's contribution to cumulative aesthetic impacts is significantly considerable, and therefore, is cumulatively significant.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.1-3.

5.1.7 Mitigation Measures

Impact 5.1-1 and Impact 5.1-2

There are no feasible mitigation measures.

5.1.8 Level of Significance After Mitigation

The proposed project would develop a 7-story, 128.4-foot-tall structure which would block views of scenic resources and vistas (i.e., the expansive views of the mountains), including views of scenic vistas from I-15. Additionally, the height of the proposed building would not be compatible with other structures in the project area, which are two stories tall. As such, impact 5.1-1 and 5.1-2 would be **significant and unavoidable**.

5. Environmental Analysis AESTHETICS

5.1.9 References

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

http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf.

California Department of Transportation (Caltrans). 2021, August 21.

<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

5. Environmental Analysis

AESTHETICS

This page intentionally left blank.

5. Environmental Analysis

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 (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB).

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

- *Air Quality Analysis for the Inland Valley Medical Center Project*, RECON Environmental, Inc., July 27, 2021

A complete copy of this study is included as Appendix 5.2-1 to this DEIR.

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_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) 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 (South Coast AQMD 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 O₃, PM₁₀, and PM_{2.5}. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). 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_x produced by combustion is NO, but NO reacts quickly with oxygen to form NO₂, creating the mixture of NO and

5. Environmental Analysis

AIR QUALITY

NO₂ commonly called NO_x. NO₂ is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO₂ is only potentially irritating. NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO₂ 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 NO₂ concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005; EPA 2018). The SoCAB is designated an attainment area for NO₂ 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 because 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 SO₂. When sulfur dioxide forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO₂, 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, SO₂ 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 (South Coast AQMD 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 PM₁₀, 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_{2.5}, 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 PM₁₀ and PM_{2.5} 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_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ 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) (South Coast AQMD 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

5. Environmental Analysis

AIR QUALITY

effects to the heart, lungs, and other organs (South Coast AQMD 2013). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,¹ environmental damage,² and aesthetic damage³ (South Coast AQMD 2005; EPA 2018). The SoCAB is a nonattainment area for PM_{2.5} under California and National AAQS and a nonattainment area for PM₁₀ under the California AAQS (CARB 2018).⁴

- **Ozone**, or O₃, is a key ingredient of “smog” and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O₃ can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O₃ also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O₃ also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O₃ harms sensitive vegetation during the growing season (South Coast AQMD 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 (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O₃, South Coast AQMD 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 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

¹ PM_{2.5} is the main cause of reduced visibility (haze) in parts of the United States.

² 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.

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

⁴ CARB approved the South Coast AQMD’s request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM₁₀ standards from 2004 to 2007. The EPA approved the State of California’s request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

5. Environmental Analysis

AIR QUALITY

contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; EPA 2018). The major sources of lead emissions have historically been mobile and industrial sources. As a 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.⁵ As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2018).

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

Source: CARB 2009; South Coast AQMD 2005.

⁵ 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 (South Coast AQMD 2012).

5. Environmental Analysis

AIR QUALITY

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 2019a). 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 several 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. Most of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the proposed 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 proposed project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD 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 proposed 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.

5. Environmental Analysis

AIR QUALITY

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 (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), 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 ¹	Federal Primary Standard ²	Major Pollutant Sources
Ozone (O ₃) ³	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 ₂)	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 ₂)	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 ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	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 ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5}) ⁴	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	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 ³	

5. Environmental Analysis AIR QUALITY

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

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Lead (Pb)	30-Day Average	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m ³	
	Rolling 3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄) ⁵	24 hours	25 µg/m ³	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km 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 ₂ 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/m³: micrograms per cubic meter

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

¹ California standards for O₃, CO (except 8-hour Lake Tahoe), SO₂ (1 and 24 hour), NO₂, and particulate matter (PM₁₀, PM_{2.5}, 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.

² National standards (other than O₃, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O₃ 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 PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, 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.

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

⁴ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

⁵ On June 2, 2010, a new 1-hour SO₂ 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.

5. Environmental Analysis

AIR QUALITY

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.⁶

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

⁶ The green building standards became mandatory in the 2010 edition of the code.

5. Environmental Analysis

AIR QUALITY

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

South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast QMD 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, South Coast AQMD 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_{2.5} standard by 2025⁷
- 2006 National 24-hour PM_{2.5} standard by 2019

⁷ The 2016 AQMP requests a reclassification from moderate to serious nonattainment for the 2012 National PM_{2.5} standard.

5. Environmental Analysis

AIR QUALITY

- 1997 National 8-hour ozone standard by 2023
- 1979 National 1-hour ozone standard by year 2022

It is projected that total NO_x 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 (South Coast AQMD 2017), which requires reducing NO_x 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_x emissions would also reduce PM_{2.5} concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual PM_{2.5} standard no later than year 2025, South Coast AQMD 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 (South Coast AQMD 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.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD 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

5. Environmental Analysis

AIR QUALITY

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 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 because 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 South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD 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:

5. Environmental Analysis

AIR QUALITY

- **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.

5. Environmental Analysis

AIR QUALITY

- **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

Regional Setting and Climate

The project site and surrounding area, like other inland valley areas in southern California, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The Lake Elsinore climate monitoring station (ID 042805) is approximately 8 miles northwest of the project site. Based on measurements taken at this climate monitoring station, the average annual precipitation is 12 inches, falling primarily from November to April. Annual temperatures for the project site and surrounding area average about 64 degrees Fahrenheit, winter low temperatures average about 37 degrees Fahrenheit, and summer high temperatures average about 96 degrees Fahrenheit.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

The prevailing westerly wind pattern is sometimes interrupted by regional “Santa Ana” conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Existing Air Quality

The State of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. The project is in the SoCAB. The SoCAB includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone and PM_{2.5} standards. The SoCAB is designated as in nonattainment for state air quality standards for 8-hour ozone and PM_{2.5}, and additionally is in nonattainment of state PM₁₀ standards.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by CARB or federal standards set by the U.S. EPA. South Coast AQMD has divided its jurisdictional territory of the SoCAB into 38 Source Receptor Areas (SRAs), most of which have monitoring stations that collect air quality data. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. These geographical areas include urbanized regions, interior valleys, coastal areas, and mountains. The project site is located within SRA 25. The South Coast AQMD maintains 41 active air quality monitoring sites located throughout the SoCAB.

5. Environmental Analysis

AIR QUALITY

Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The Lake Elsinore Monitoring Station, located approximately 8 miles northwest of the project site at 506 West Flint Street, is the closest monitoring station. The Lake Elsinore monitoring station measures ozone, NO₂, PM₁₀, and PM_{2.5}. Table 5.2-3, *Summary of Air Quality Measurements Recorded at the Lake Elsinore Air Quality Monitoring Stations*, provides a summary of measurements collected at these monitoring stations for the years 2017 through 2019.

Table 5.2-3 Summary of Air Quality Measurements Recorded at the Lake Elsinore Air Quality Monitoring Stations

Pollutant/Standard	2017	2018	2019*
Ozone			
Federal Max 8-hr (ppm)	0.098	0.095	0.089
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	54	30	28
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	35	26	11
State Max 8-hour (ppm)	0.098	0.096	0.089
Days State 8-hour Standard Exceeded (0.07 ppm)	56	31	31
Max. 1-hour (ppm)	0.121	0.116	0.108
Days State 1-hour Standard Exceeded (0.09 ppm)	23	16	4
Nitrogen Dioxide			
Max. 1-hour (ppm)	0.049	0.0413	0.038
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0
Annual Average (ppm)	0.008	0.008	0.006
PM₁₀¹			
Federal Max. Daily (µg/m ³)	134.1	105.3	93.8
Measured Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0.0	0.0	0.0
Federal Annual Average (µg/m ³)	23.6	23.3	19.7
State Max. Daily (µg/m ³)	-	-	-
Measured Days State 24-hour Standard Exceeded (50 µg/m ³)	-	-	-
Calculated Days State 24-hour Standard Exceeded (50 µg/m ³)	-	-	-
State Annual Average (µg/m ³)	-	-	-
PM_{2.5}¹			
Federal Max. Daily (µg/m ³)	-	-	-
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	-	-	-
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	-	-	-
Federal Annual Average (µg/m ³)	-	-	-
State Max. Daily (µg/m ³)	27.2	31.3	17.6
State Annual Average (µg/m ³)	11.3	6.7	-

Source: RECON 2021

*Most current year data available.

ppm = parts per million; µg/m³ = micrograms per cubic meter; - = not available

¹ Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

5. Environmental Analysis AIR QUALITY

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 5.2-4, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.2-4 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 ₁₀	Serious Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only) ¹
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2018.

¹ 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, South Coast AQMD conducted its third update, MATES III, based on the Office of Environmental Health Hazards

5. Environmental Analysis

AIR QUALITY

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 (South Coast AQMD 2008).

South Coast AQMD 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 (South Coast AQMD 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, South Coast AQMD 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) (South Coast AQMD 2015).

Site Conditions

The project site is currently developed with the Inland Valley Medical Center. The existing buildings include several one- and two-story structures. The project site is bound to open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and Interstate 15 (I-15) to the south and west.

5.2.2 Thresholds of Significance

The City of Wildomar considers a project to 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. Environmental Analysis AIR QUALITY

5.2.2.1 REGIONAL SIGNIFICANCE THRESHOLDS

The South Coast AQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions. These significance thresholds are updated as needed to appropriately represent the most current technical information and attainment status in the SoCAB. The City of Wildomar uses the current South Coast AQMD thresholds to determine whether a proposed project would have a significant impact. South Coast AQMD's significance thresholds for impacts to regional air quality are shown in Table 5.2-5, *South Coast AQMD Significance Thresholds – Mass Daily Thresholds*.

Table 5.2-5 South Coast AQMD Significance Thresholds – Mass Daily Thresholds

Air Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO _x)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM ₁₀)	150	150
Fine Particulate Matter (PM _{2.5})	55	55
Oxides of Sulfur (SO _x)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb) ¹	3	3

Source: RECON 2021

Localized Significance Thresholds

The South Coast AQMD's Final Localized Significance Threshold (LST) Methodology was developed as a tool to assist lead agencies to analyze localized air quality impacts to sensitive receptors in the vicinity of the project. The LST Methodology outlines how to analyze localized impacts from common pollutants of concern including NO₂, CO, PM₁₀, and PM_{2.5}. Localized air quality impacts would occur if pollutant concentrations at sensitive receptors exceeded applicable NAAQS or CAAQS.

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The South Coast AQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}, both of which are non-attainment pollutants.

5. Environmental Analysis

AIR QUALITY

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). The 2019 Building and Energy Efficiency Standards became effective January 1, 2020. Additionally, new buildings are required to comply with Section 5.304 of the California Green Building Standards Code (CALGreen) regarding outdoor potable water use in landscaped areas. 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 AQ-2 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-3 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

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. South Coast AQMD’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,

5. Environmental Analysis AIR QUALITY

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. Following is a summary of the assumptions used for the proposed project analysis.

Construction Phase

Table 5.2-6, *Construction Phases and Equipment*, summarizes the anticipated construction schedule, phases, and duration as well as the modeled construction equipment.

Table 5.2-6 Construction Phases and Equipment

Equipment	Quantity	Daily Operation Time (Hours)
Building A Remodel for Building C Relocation		
March 30, 2021 – September 24, 2021 (129 Days)		
Forklift	3	8
Generator Set	1	8
Welder	1	8
Central Utility Plant Site Clearing		
February 23, 2022 – March 24, 2022 (22 Days)		
Rubber Tired Dozer	1	8
Tractor/Loader/Backhoe	1	8
Central Utility Plant Construction		
March 25, 2022 – May 8, 2023 (292 Days)		
Crane	1	7
Forklift	3	8
Generator Set	1	8
Tractor/Loader/Backhoe	3	7
Welder	1	8
Building I Renovation		
April 23, 2022 – November 28, 2022 (164 Days)		
Forklift	3	8
Generator Set	1	8
Welder	1	8
Building C Demolition		
November 1, 2021 – March 10, 2022 (94 Days)		
Concrete/Industrial Saw	1	8
Excavators	3	8
Rubber Tired Dozers	2	8
New Tower Site Preparation		
March 11, 2022 – March 31, 2022 (15 Days)		
Rubber Tired Dozer	3	8
Tractor/Loader/Backhoe	4	8
New Tower Grading		
April 1, 2022 – May 12, 2022 (30 Days)		
Excavator	1	8
Grader	1	8
Rubber Tired Dozer	1	8
Tractor/Loader/Backhoe	3	8

5. Environmental Analysis

AIR QUALITY

Table 5.2-6 Construction Phases and Equipment

Equipment	Quantity	Daily Operation Time (Hours)
New Tower Construction		
May 19, 2022 – August 9, 2024 (582 Days)		
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
Welder	1	8
New Tower Architectural Coatings		
April 14, 2023 – August 9, 2024 (84 Days)		
Air Compressor	1	8
Building A Canopy		
February 27, 2023 – September 20, 2023 (148 Days)		
Crane	1	7
Forklifts	3	8
Generator Set	1	8
Tractors/Loaders/Backhoes	3	7
Welder	1	8
Building A Renovations		
February 27, 2023 – September 20, 2023 (148 Days)		
Forklifts	1	8
Generator Set	1	8
Welder	1	8
Building A Construction – Post Occupancy		
May 29, 2025 – September 19, 2025 (82 Days)		
Forklifts	3	8
Generator Set	1	8
Welder	1	8
Building B-H Demolition		
June 6, 2025 – December 12, 2025 (136 Days)		
Concrete/Industrial Saw	1	8
Excavators	3	8
Rubber Tired Dozers	2	8
South Parking Lot		
October 4, 2024 – January 30, 2025 (85 Days)		
Paver	2	8
Paving Equipment	2	8
Roller	2	8
East Parking Lot		
December 15, 2025 – April 21, 2026 (92 Days)		
Paver	2	8
Paving Equipment	2	8
Roller	2	8

Source: RECON 2021

Note: Each Phase would also include vehicles associated with work commutes, dump trucks for hauling, and trucks for deliveries.

5. Environmental Analysis

AIR QUALITY

Operational Phase

- **Mobile Sources.** Mobile source operational emissions are based on the trip rate, trip length, and vehicle mix. Based on the Traffic Impact Analysis prepared for the project, the project would generate 2,232 daily trips while the existing portion of the hospital that would be demolished generates 402 daily trips, for a net increase of 1,830 daily trips.
- **Area Sources.** Area sources are defined as direct sources of operational emissions located at the project site. Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the project would not include hearths or woodstoves.
- **Stationary Sources.** As discussed, there is an existing Central Utility Plant on the project site. The equipment in the existing Central Utility Plant includes air cooled chillers, chilled water pumps, three natural gas-fired boilers, heating water pumps, and three emergency generators (600 kilowatts [kW], 400 kW, and 150 kW). The new Central Utility Plant equipment would include two 1,500 kW emergency generators, three 600-ton water cooled chillers, three 600-ton cooling towers, chilled and condenser water pumps, and ventilation, heating, and cooling systems. Additionally, three new 6,000 MBH boilers would be installed on the new tower roof. The new Central Utility Plant is anticipated to come online in mid-2023 and would not operate at full capacity until after the new tower is both online and fully occupied. The new Central Utility Plant would result in less emissions than the existing Central Utility Plant because the newer equipment would be cleaner and more efficient than the existing equipment which is over 20 years old. The existing Central Utility Plant will remain online until mid-2025, at which point it would be decommissioned and demolished. The proposed project would not affect the existing operational emissions of the existing Central Utility Plant until it is decommissioned, at which point, emissions would cease.

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: The proposed project would not obstruct or conflict with the implementation of an applicable air quality plan. [Threshold AQ-1]

The SoCAB is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except for the 8-hour ozone and PM_{2.5} standards. The SoCAB is also designated as in nonattainment for state air quality standards for 8-hour ozone and PM_{2.5}, and additionally is in nonattainment of state PM₁₀ standards. The regional air quality plan, the 2016 AQMP, outlines measures to reduce emissions of ozone and PM_{2.5}. Whereas reducing PM concentrations is achieved by reducing emissions of PM_{2.5} to the atmosphere, reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, VOC, and NO_x.

5. Environmental Analysis

AIR QUALITY

The growth forecasting for the AQMP is based in part on the land uses established by local general plans. Therefore, if a project is consistent with land use as designated in the local general plan, it can normally be considered consistent with the AQMP. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the AQMP if the proposed land use is less intensive than buildout under the current designation. For projects that propose a land use that is more intensive than the current designation, analysis that is more detailed is required to assess conformance with the AQMP. As the proposed project is consistent with the land use designation identified in the General Plan, the proposed project is considered consistent with the AQMP.

The proposed project would include construction of a new hospital tower, interior hospital renovations, various site improvements, and relocation of the helipad platform. The project site is located within the existing Inland Valley Medical Center campus that is designated as Light Industrial in the General Plan. While the proposed project would increase the number of hospital beds on the project site, it would not result in regional growth. Rather, the project would expand the existing operations in order to provide an increase in capacity to serve the existing community. The proposed project would not result in an exceedance of the growth forecasting used to develop the AQMP.

Another factor used to determine if a project would conflict with implementation of the AQMP is determining if the project would 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 (NAAQS and CAAQS) or interim emissions reductions specified in the AQMP. NAAQS and CAAQS violations could occur if project emissions would exceed regional significance thresholds or LSTs. As shown in Table 5.2-7, *Construction Emissions Compared to South Coast AQMD Significance Thresholds*, and Table 5.2-8, *Summary of Project Operational Emissions (pounds per day)*, construction and operational emissions would not exceed the regional significance thresholds.

Table 5.2-7 Construction Emissions Compared to South Coast AQMD Significance Thresholds

Year	Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021	3	32	22	<1	3	2
2022	7	83	62	<1	13	8
2023	42	73	85	<1	12	5
2024	2	19	22	<1	3	2
2025	4	31	34	<1	4	2
2026	1	9	15	<1	<1	<1
Maximum Daily Emissions	42	83	85	<1	<1	<1
<i>South Coast AQMD Regional Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<i>Exceeds Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: RECON 2021

5. Environmental Analysis
AIR QUALITY

Table 5.2-8 Summary of Project Operational Emissions (pounds per day)

Source	Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter						
Area Sources	6	<1	<1	<1	<1	<1
Energy Sources	1	5	4	<1	<1	<1
Mobile Sources	3	13	34	<1	15	4
Emergency Generators	5	22	12	<1	1	1
Boilers	2	5	19	<1	3	3
Total	16	43	69	<1	19	8
<i>South Coast AQMD Significance Threshold</i>	55	55	550	150	150	55
<i>Exceeds Threshold?</i>	No	No	No	No	No	No
Summer						
Area Sources	6	<1	<1	<1	<1	<1
Energy Sources	1	5	4	<1	<1	<1
Mobile Sources	3	12	37	<1	15	4
Emergency Generators	5	21	12	<1	1	1
Boilers	2	5	19	<1	3	3
Total	16	43	72	<1	19	8
<i>South Coast AQMD Significance Threshold</i>	55	55	550	150	150	55
<i>Exceeds Threshold?</i>	No	No	No	No	No	No
Source: RECON 2021 Totals may vary due to independent rounding.						

Additionally, as shown in Table 5.2-9, *Localized Construction Emissions*, construction emissions would not exceed the LSTs. The operational emissions, as shown in Table 5.2-10, *Localized Operations Emissions*, would exceed the South Coast AQMD recommended localized screening threshold for PM₁₀. Although the emergency generators and boilers would have an increased capacity compared to the existing Central Utility Plant equipment, they would replace equipment that is approximately 20 years old or older. The newer equipment would likely be more efficient and cleaner than the older emergency generators and boilers. Additionally, the emergency generators and boilers would require permits from the South Coast AQMD. Once the Central Utility Plant design is finalized and the exact equipment is selected, as a part of the final permitting process, the South Coast AQMD will review the emissions and emission rates for permitted equipment (including the emergency generators and boilers) and ensure that health risks are minimized. Therefore, through the implementation of the mandated South Coast AQMD permitting process, the proposed project would not conflict with or obstruct the implementation of the AQMP or applicable portions of the SIP, and impacts would be less than significant.

Table 5.2-9 Localized Construction Emissions

	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emission	83	85	13	8
<i>LST Threshold</i>	371	1,965	13	8
<i>Threshold Exceeded?</i>	No	No	No	No
Source: RECON 2021				

5. Environmental Analysis

AIR QUALITY

Table 5.2-10 Localized Operations Emissions

	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	<1	<1	<1	<1
Energy Sources	5	4	<1	<1
Emergency Generators	21	12	1	1
Boilers	5	19	3	3
Maximum Onsite Emissions	31	35	4	4
<i>Operational LST Threshold¹</i>	<i>371</i>	<i>1,965</i>	<i>4</i>	<i>2</i>
<i>Threshold Exceeded?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>Yes</i>

Source: RECON 2021

¹ Emissions are assessed against the threshold for 5-acre project sites with sensitive receptors within 25 meters of the project site boundary.

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.

Impact 5.2-2: The proposed project would not 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 air quality standard. [Threshold AQ-2]

The SoCAB is classified as in attainment for all criterion pollutants except for ozone, PM₁₀, and PM_{2.5}. The SoCAB is designated as a nonattainment area for federal AAQS for the 8-hour ozone and PM_{2.5} standards, and is in nonattainment area under state PM₁₀ standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone.

Based on South Coast AQMD cumulative significance methodologies, the emissions-based thresholds shown in Table 5.2-5 are used to determine if a project’s contribution to regional cumulative emissions is cumulatively considerable. These thresholds were used to assess the significance of the project specific and cumulative air quality impacts. Air quality impacts are basin-wide, and air quality is affected by all pollutant sources in the SoCAB. As the individual project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the project’s contribution to cumulative impacts.

As shown in Table 5.2-7 and Table 5.2-8, emissions of ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5} from construction and operation would be below the South Coast AQMD’s thresholds of significance. These thresholds are designed to provide limits below which project emissions from an individual project would not significantly affect regional air quality or the timely attainment of the NAAQS and CAAQS. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

5. Environmental Analysis AIR QUALITY

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

Mitigation Measures

No mitigation measures are required. PPP AQ-2 and PPP AQ-3 would ensure impacts would be less than significant.

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

Impact 5.2-3: The proposed project would not expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

The sensitive receptors nearest to the project site include residential uses northwest and east of the project site, and medical uses east of the project site as well as on the project site. Figure 5.10-1, *Sensitive Receptor Locations*, shows the locations of the sensitive receptors within the project area.

Diesel Particulate Matter

Construction of the proposed project would result in short-term diesel exhaust emissions from onsite heavy-duty equipment. Other construction-related sources of DPM include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Not all construction worker vehicles would be diesel-fueled and most DPM emissions associated with material delivery trucks and construction worker vehicles would occur offsite.

Based on the CalEEMod calculations for project construction, the proposed project would result in on-site maximum annual emissions of 0.24348 tons of PM₁₀ exhaust. This maximum annual emissions rate was modeled over the entire construction period. This is, therefore, a conservative assessment. Based on AERSCREEN modeling results, the maximum 1-hour ground-level DPM concentration from construction activities would be 0.0994 µg/m³. This was converted to an annual average concentration of 0.00796 µg/m³ using a conversion factor of 0.08. It was calculated that the excess cancer risk would be 5.43 in a million. DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer. Additionally, the hazard quotient, which estimates health impacts from non-carcinogenic concentrations for individual substances, would be 0.0016, which is less than one. Therefore, no non-cancer risks are expected and all health risks are considered less than significant.

Diesel Particulate Matter – Construction

Results of the LST analysis indicate that the project would not exceed the South Coast AQMD LSTs during construction (see Table 5.2-9). As demonstrated in the construction health risk assessment, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1

5. Environmental Analysis

AIR QUALITY

million of contracting cancer. Additionally, the hazard quotient would be 0.0010, which is less than one. Therefore, health risks are considered less than significant.

Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. As discussed previously, all construction equipment is subject to CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

Diesel Particulate Matter – Freeway

The CARB handbook indicates that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. The project site is located adjacent to Interstate 15. The project would not site a new sensitive land use adjacent to the freeway; however, it would expand the existing hospital and therefore increase capacity. The risk to sensitive receptors (patients and hospital staff) would be greatly reduced through the design of the proposed hospital filtration systems. Because clean indoor air is critical in medical facilities, the hospital ventilation system has been designed to include high-efficiency particulate air (HEPA) filtration systems that are extremely effective at capturing and removing airborne particles and other contaminants from the facility's indoor air. Filters are categorized according to minimum efficiency reporting value (MERV) rating. The higher the MERV rating, the better the filtration. MERV-13 filters are effective at filtering DPM. The project ventilation systems would include code required MERV-8 pre-filters and MERV-14 final filters, which would provide greater filtration than MERV-13 filters. The filters would be maintained and periodically replaced as needed through on-going hospital ventilation system maintenance. Therefore, the proposed ventilation system would effectively filter DPM, and impacts to sensitive receptors would be less than significant.

Stationary Sources

As discussed, the project would include the construction of a new Central Utility Plant to replace the existing facility. The emergency generators and boilers would be stationary sources of emissions associated with the project. As shown in Table 5.2-8, emissions are not anticipated to exceed the South Coast AQMD's regional emissions significance thresholds, however, as shown in Table 5.2-10, PM_{2.5} emissions could exceed the operational LSTs. It should be noted that although the emergency generators and boilers would have an increased capacity compared to the existing Central Utility Plant equipment, as the proposed project replaces equipment that is approximately 20 years or older, the newer equipment would be more efficient and cleaner than the older emergency generators and boilers. This is because the emergency generators and boilers would require permits from the South Coast AQMD which would review the emissions and emission rates for permitted equipment (including the emergency generators and boilers) and ensure that health risks are

5. Environmental Analysis

AIR QUALITY

minimized. Therefore, through implementation of the South Coast AQMD permitting process, impacts to sensitive receptors would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near congested intersections where idling and queuing occurs. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. In 2007, the SoCAB was designated in attainment for CO under both the CAAQS and NAAQS. The CO hotspot analysis conducted by the South Coast AQMD for the CO attainment did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods. The South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for CO indicate that peak CO concentrations in the years before the attainment redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, the Bay Area Air Quality Management District found that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. The project would not result in an increase in traffic at any intersection that would exceed these volumes described above. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with CO hot spots, and impacts would be less than significant.

Helipad

The existing hospital has a helicopter pad that is located at the northern project boundary adjacent to Inland Valley Drive. The existing helipad is located approximately 800 feet from the nearest residential use and 300 feet from the nearest off-site medical use. The project would relocate the helipad to the western project boundary adjacent to Interstate 15. The new helipad location would be further away from the nearby residential and medical uses than the existing helipad. The proposed relocation of the helipad would not result in increases in the number of flights or expansion of operations; the number of helicopter flights would remain unchanged.

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.

5. Environmental Analysis

AIR QUALITY

Impact 5.2-4: The proposed project would not result in other emissions, such as those leading to odors adversely affecting a substantial number of people. [Threshold AQ-4]

The potential for an odor impact is dependent on several variables, including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. During construction, diesel equipment may generate some nuisance odors.

Sensitive receptors near the project site include medical offices to the east and multi-family uses to the east and northwest; however, exposure to odors associated with project construction would be short term and temporary in nature. Additionally, all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. CARB also limits idling time to five minutes or less. These regulatory requirements reduce construction equipment emissions, including odor emissions. Therefore, construction odor impacts would be less than significant.

The following list provides some common types of facilities that are known producers of objectionable odors. This list of facilities is not meant to be all-inclusive:

- Wastewater Treatment Plant
- Wastewater Pumping Facilities
- Sanitary Landfill
- Transfer Station
- Composting Facility
- Petroleum Refinery
- Asphalt Batch Plant
- Chemical Manufacturing
- Fiberglass Manufacturing
- Painting/Coating Operations
- Rendering Plant
- Coffee Roaster
- Food Processing Facility
- Confined Animal Facility/Feed Lot/Dairy
- Green Waste and Recycling Operations
- Metal Smelting Plants

The project does not include any of the aforementioned uses that are typically associated with odor complaints. The existing Central Utility Plant uses natural gas and has diesel generators as backup; City staff has noted that there have been no complaints on the operations of the existing Central Utility Plant; steam is visible from the Central Utility Plant on cold days and the Central Utility Plant's generator is exercised periodically. The proposed Central Utility Plant would be relocated to the northern portion of the site,

5. Environmental Analysis

AIR QUALITY

further away from the onsite hospital uses, adjacent to the open space area (part of the Oak Springs Ranch Specific Plan area). Trash pick-up is located at the northwest corner of the site; trash is picked up regularly and compactors are used on days when garbage is not picked up. The project does not propose any uses or activities that would result in potentially significant operational-source odor impacts. Additionally, South Coast AQMD Rule 402 acts to prevent occurrences of odor nuisances. Therefore, the project would not generate odors adversely affecting a substantial number of people, and impacts would be less than significant.

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.

5.2.5 Cumulative Impacts

The proposed project would be consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. In addition, the South Coast AQMD 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 that exceed the South Coast AQMD'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 South Coast AQMD thresholds for project-specific impacts would be considered cumulatively considerable. As the proposed project would not exceed South Coast AQMD's thresholds, air quality impacts because of the proposed project would not be cumulatively considerable.

Level of Significance Before Mitigation

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

5.2.6 Mitigation Measures

No mitigation measures are required. PPP AQ-1 through PPP AQ-3, as well as the project design features listed in Chapter 3, *Project Description*, would ensure impacts would be less than significant.

5.2.7 Level of Significance After Mitigation

Impacts would be less than significant.

5. Environmental Analysis

AIR QUALITY

5.2.8 References

- CARB (California Air Resources Board). 1998, April 22. The Report on Diesel Exhaust. <http://www.arb.ca.gov/toxics/dieseltac/de-fnds.htm>.
- . 1999. Final Staff Report: Update to the Toxic Air Contaminant List.
- . 2009. CARB Fact Sheet: Air Pollution and Health. Website: <http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm>
- . 2016, May 4. Ambient Air Quality Standards. <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.
- . 2018, October. Area Designations Maps/State and National. <http://www.arb.ca.gov/desig/desig.htm>.
- RECON Environmental, Inc. (RECON). 2021, July 27. Air Quality Analysis for the Inland Valley Medical Center Project. Appendix 5.2-1.
- South Coast Air Quality Management District (South Coast AQMD). 2003. Revised July 2008. Final Localized Significance Threshold Methodology. June. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significancethresholds/final-lst-methodology-document.pdf>.
- . 2005, May. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.
- . 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>.
- . 2015, October 3. Final Report Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV). <http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv>.
- . 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>.
- U.S. Environmental Protection Agency (EPA). 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 (O₃) Station and Air Quality; EPA/600/8-90/057F.
- . 2018, March 8. Criteria Air Pollutants. <https://www.epa.gov/criteria-air-pollutants>.

5. Environmental Analysis

AIR QUALITY

- . 2019a. Health and Environmental Effects of Hazardous Air Pollutants.
<https://www.epa.gov/haps/health-and-environmental-effects-hazardous-air-pollutants>
- . 2019b. Air Data: Air Quality Data Collected at Outdoor Monitors across the U.S. Website:
<https://www.epa.gov/outdoor-air-quality-data>.
- Wildomar, City of. 2008. City of Wildomar General Plan.

5. Environmental Analysis

AIR QUALITY

This page intentionally left blank.

5. Environmental Analysis

5.3 BIOLOGICAL RESOURCES

The analysis in this section is based in part on the following technical reports:

- *Biological Technical Report and MSHCP Consistency Analysis*, RECON Environmental, Inc., July 27, 2021
- *Biology Addendum Report of Off-Site Parking Lot*, RECON Environmental, Inc., January 27, 2022
- *Western Burrowing Owl Surveys for the Inland Valley Medical Center Project*, RECON Environmental, Inc., July 27, 2021

A complete copy of these studies is included as Appendix 5.3-1a, Appendix 5.3-1b, and Appendix 5.3-2, respectively, 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.

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,

5. Environmental Analysis

BIOLOGICAL RESOURCES

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.”¹ 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 and any mitigation measures that the Corps requires. Section 7 consultation with 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 requiring Section 401 certification 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.

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 Com-

¹ 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

mission. 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.
- **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.
- **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.
- **Policy LU-8.4.** Allow development clustering and/or density transfers in order to preserve open space, natural resources, and/or biologically sensitive resources.
- **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.
- **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.
- **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.
- **Policy OS-6.2.** Preserve buffer zones around wetlands where feasible and biologically appropriate.
- **Policy OS-6.3.** Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.

5. Environmental Analysis

BIOLOGICAL RESOURCES

- **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.

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

The project site, which is in an urbanized area of the City, is developed with existing a hospital, parking, and ornamental landscaping. The temporary offsite parking location is vacant and contains ruderal vegetation.

Topography and Soils

The project site is relatively flat, but slopes down into a canyon in the northern portion. Elevations range from 1,270 feet amsl in the canyon bottom where it drains under I-15 to the west, to 1,340 feet amsl along the eastern edge of the site. There are a total of four soils onsite: Ramona and Buren Loam, Arlington and Greenfield, Rough broken land, and Handford sandy loam (RECON 2021a).

Vegetation

Seven vegetation communities were identified onsite: freshwater marsh, riparian forest, riparian scrub, coast live oak woodland, Riversidean sage scrub, disturbed land, and developed land. Additionally, a total of 44 plant species were identified in the survey area, including 26 native (59 percent) and 18 non-native (41 percent) species.

5. Environmental Analysis BIOLOGICAL RESOURCES

Freshwater Marsh

Freshwater marsh occurs in one small patch at a storm drain outlet within the manufactured channel in the southern portion of the survey area, about 120 feet west of the intersection of Prielipp Road and Inland Valley Drive. Vegetation in this area is dominated by broad-leaved cattail (*Typha latifolia*) with occasional mule fat (*Baccharis salicifolia*), bull thistle (*Cirsium vulgare*), and coyote brush (*Baccharis pilularis*) around the periphery.

Riparian Forest

Riparian forest occurs in the canyon in the far northern portion of the survey area. It is dominated by a mix of coast live oak (*Quercus agrifolia*), Fremont cottonwood (*Populus fremontii*), red willow (*Salix laevigata*), and Goodding's black willow (*Salix gooddingii*). The understory is characterized by a mix of native and non-native species, including broad-leaved cattail, horseweed (*Erigeron canadensis*), western ragweed (*Ambrosia psilostachya*), and short-pod mustard (*Hirschfeldia incana*).

Riparian Scrub

A small strip of primarily exotic vegetation mapped as riparian scrub occurs within the manufactured channel just south of the freshwater marsh. This area is strongly dominated by Spanish false fleabane (*Pulicaria paludosa*) with small amounts of bull thistle, annual beard grass (*Polygogon monspeliensis*), and other non-native annual grasses. In addition, scattered native perennials occur along the edges of the riparian scrub, including recently sprouted Fremont cottonwood, Goodding's black willow, and coyote brush.

Coast Live Oak Woodland

Coast live oak woodland occurs as a small patch in the western portion of the survey area, west of the existing hospital buildings and just east of I-15. It consists of a cluster of five small- to moderate-sized coast live oak trees.

Riversidean Sage Scrub

Riversidean sage scrub occurs in the northern portion of the survey area, primarily on the northern portion of the slope leading down into the canyon. Portions of this vegetation community occurring on slopes adjacent to developed land, such as along I-15 and the hospital parking lot, may have been graded and revegetated as part of past development. Vegetation in this community varies from a virtual monoculture of California buckwheat (*Erigonum fasciculatum*), to more diverse areas that include California buckwheat, brittlebush (*Encela farinose*), and California sagebrush (*Artemisia californica*). Other subdominant species in the Riversidean sage scrub include cane cholla (*Cylindropuntia californica* var. *parkeri*), doveweed (*Croton setiger*), western jimson weed (*Datura wrightii*), tocalote (*Centaurea melitensis*), and short-pod mustard.

Disturbed Land

Disturbed land occurs in several patches throughout the survey area, including a large area southwest of the intersection of Prielipp Road and Inland Valley Drive, the strip of land running along the edge of I-15, and a strip just outside a parking lot in the northern portion of the survey area. These areas appear to have been

5. Environmental Analysis

BIOLOGICAL RESOURCES

historically graded and have low overall vegetation cover consisting mostly of bare ground, non-native weeds, and scattered natives. Dominant plant species present in the disturbed land include short-pod mustard, prickly lettuce (*Lactuca serriola*), telegraph weed (*Heterotheca grandiflora*), tocalote, and non-native grasses.

Developed Land

Developed land (identified in the MSHCP as residential/urban/exotic) is the dominant vegetation community mapped in the survey area, and consists of the hospital and associated facilities, I-15, and other roadways, and the neighboring light industrial developments. Vegetation within the developed land consists of ornamental and exotic species, including Canary Island pine (*Pinus canariensis*), gum tree (*Eucalyptus* sp.), and blue jacaranda (*Jacaranda mimosifolia*).

Table 5.3-1, *Vegetation Communities within the Survey Area*, shows the acreages of each vegetation community within the survey area. Figure 5.3-1a, *Existing Biological Resources – IVMC Campus*, shows the vegetation communities within the survey area.

Table 5.3-1 Vegetation Communities within the Survey Area

Vegetation Communities	Project Site (acres)	100-foot Off-Site Survey Buffer (acres)	Survey Area Total (acres)
Freshwater marsh	0.02	-	0.02
Riparian forest	0.27	2.52	2.79
Riparian scrub	0.04	-	0.04
Coast live oak woodland	0.22	0.06	0.28
Riversidean sage scrub	1.17	1.14	2.31
Disturbed Land	3.75	1.54	5.29
Developed Land	16.67	6.69	23.36
Total	22.14	11.95	34.09

Source: RECON 2021a (Appendix 5.3-1a)


Temporary Offsite Parking Lot

The vegetation communities observed in the survey area (the temporary parking lot plus 500-foot buffer) include Riversidean sage scrub (0.45 acre), disturbed land (8.03 acres), and developed land (2.23 acres). Figure 5.3-1b, *Existing Biological Resources – Temporary Offsite Parking Lot*, shows the existing biological resources within the survey area of the temporary offsite parking lot.

Figure 5.3-1a - Existing Biological Resources - IVMC Campus



 Project Boundary

 Survey Area

Vegetation Communities

 Coast Live Oak Woodland

 Freshwater Marsh

 Disturbed Land

 Developed Land

 Riparian Forest

 Riparian Scrub

 Riversidean sage Scrub

0 300
Scale (Feet)



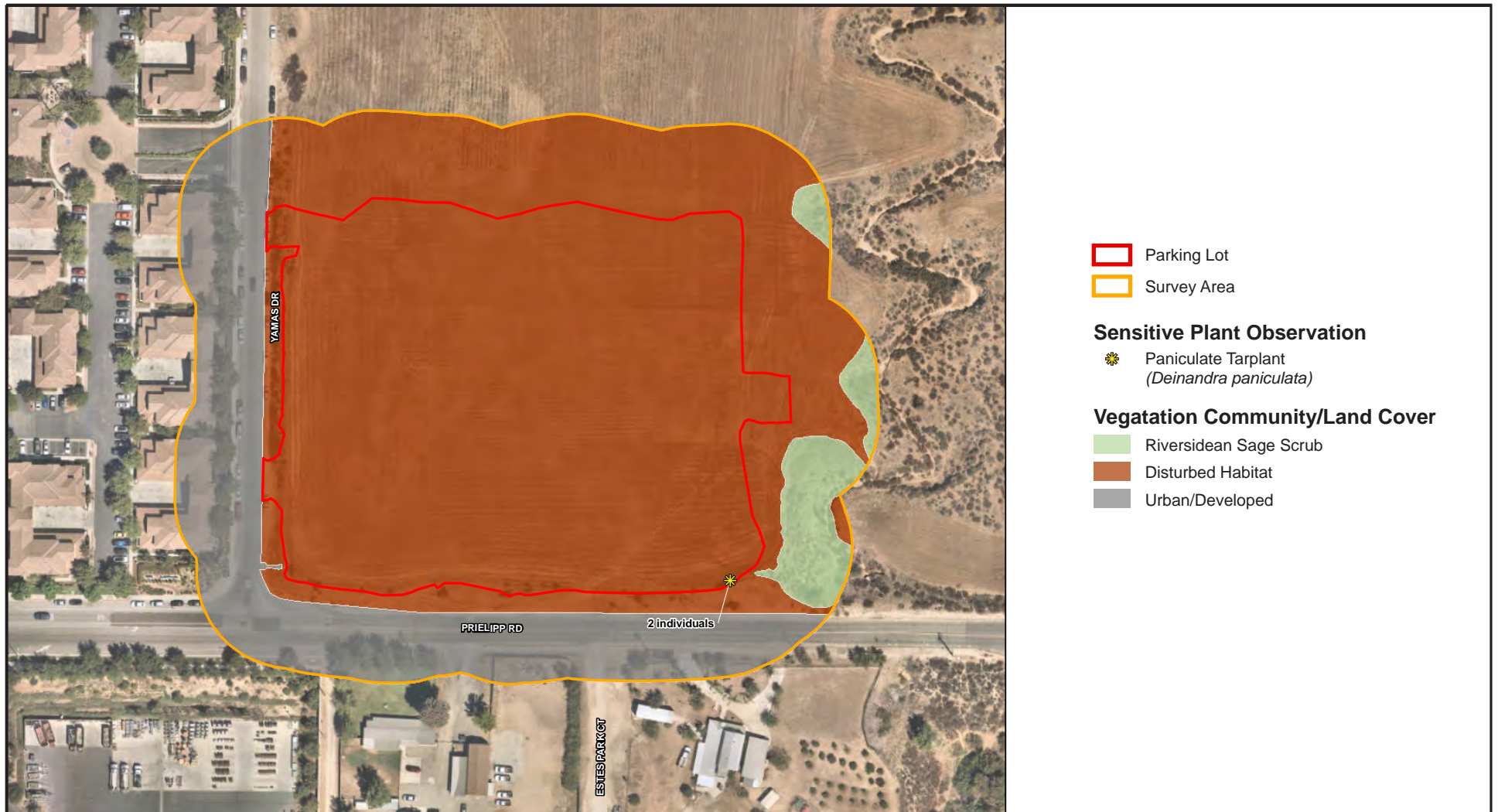
Source: Recon, 2020

5. Environmental Analysis

BIOLOGICAL RESOURCES

This page intentionally left blank.

Figure 5.3-1b - Existing Biological Resources - Temporary Offsite Parking Lot



Source: Recon, 2022

5. Environmental Analysis

BIOLOGICAL RESOURCES

This page intentionally left blank.

5. Environmental Analysis BIOLOGICAL RESOURCES

Riversidean Sage Scrub

The Riversidean sage scrub occurs in the eastern portions of the survey area, outside the parking lot boundary. Within this area, this vegetation community is dominated by California buckwheat (*Eriogonum fasciculatum*) and California sagebrush (*Artemisia californica*) occurring at a combined shrub cover of approximately 25 percent. The understory and inter-shrub spaces are comprised of mostly non-native annual species, including red brome (*Bromus rubens*), short-pod mustard (*Hirschfeldia incana*), and tocalote (*Centaurea melitensis*). The Riversidean sage scrub within the survey area occurs as part of a larger, linear area of this habitat that occurs on slopes adjacent to the nearby drainage. It is considered moderate-quality habitat due to its dominance of native shrubs but occurrence within a large expanse of mostly disturbed or developed land.

Disturbed Land

Disturbed land occurs throughout majority of the survey area as mostly flat land that has been recently tilled. Due to the recent disturbance, the soils were loose in this area and vegetation cover was minimal, at approximately 5 percent. Common plant species observed within the disturbed land include short-pod mustard, red brome, and ripgut grass (*Bromus diandrus*). This vegetation community is considered low-quality habitat due to an abundance of disturbance and lack of ecological diversity.

Developed Land

Developed land within the survey area occurs as the paved roadways, building structures, developed residential lots, and associated ornamental landscaping. Due to their lack of ecological resources, these areas are considered low-quality habitat.

Wildlife

A total of 10 wildlife species were identified within the survey area. The wildlife observed onsite are typical species found in developed sites and adjacent natural or naturalized habitats. Species detected include harvester ant (*Pogonomyrmex sp.*), Great Basin fence lizard (*Sceloporus occidentalis longipes*), mourning dove (*Zenaidura macroura*), Anna's hummingbird (*Calypte anna*), California scrub-jay (*Aphelocoma californica*), California towhee (*Melospiza crissalis*), warbler (*Setophaga sp.*), desert cottontail (*Sylvilagus audubonii*), northern raccoon (*Procyon lotor*), and coyote (*Canis latrans*).

On the temporary offsite parking lot, very few wildlife species were observed during the survey, likely due to the disturbed nature of the site. The most common species observed include western meadowlark (*Sturnella neglecta*) and white-crowned sparrow (*Zonoreichia leucophrys*) (RECON 2022).

Western Riverside County MSHCP

The project site is not located inside a Criteria Area, Criteria Cell, Conservation Area, or Narrow Endemic Plant Species Survey Area (NEPSSA) identified by the MSHCP. In addition, it is not located within the MSHCP Additional Survey Areas for amphibians, mammals, or within any Special Linkage Areas; however, it is located partially within the MSHCP western burrowing owl survey area. As such, the proposed project is required to comply with the western burrowing owl survey requirements identified in the MSHCP.

5. Environmental Analysis

BIOLOGICAL RESOURCES

Stephens' Kangaroo Rat Habitat Conservation Plan

The survey area is not part of a SKR core reserve but does occur within the SKR fee area. As the proposed project would occur entirely within areas that have previously been graded, disturbed, or developed, the proposed project would comply with the City's Stephens' Kangaroo Rat Habitat Ordinance. As the survey area is situated outside of a SKR core reserve, focused SKR surveys are not required.

Sensitive Plants

One sensitive plant species, paniculate tarplant (*Deinandra paniculata*), was observed within the survey area. Paniculate tarplant is not state- or federally-listed and is not an MSHCP-covered species or narrow endemic species; however, it is identified by the California Native Plant Society (CNPS) as a California Rare Plant Rank (CRPR) 4.2 species. Paniculate tarplant is an annual plant that generally occurs on sandy soils in grassland, open chaparral, open woodland, and disturbed habitat. It was present scattered throughout the patch of disturbed land in the southern portion of the project site.

On the temporary parking lot and surrounding area, paniculate tarplant (*Deinandra paniculata*) was detected during the survey. Two individuals of this species were observed in the southern corner of the survey area outside the parking lot boundary. No other sensitive plant species were observed or are expected to occur. The previously disturbed nature of the site eliminates the site's ability to support most rare plant species.

Sensitive Wildlife

No sensitive wildlife species were observed within the survey area; however, there is moderate potential for Cooper's hawk (*Accipiter cooperii*), western burrowing owl, and San Diego black-tailed jackrabbit (*Lepus californiicus bennettii*), to nest/occur within the survey area. Sensitive species observed or with moderate or high potential to occur within the survey area are as follows:

Cooper's Hawk

Cooper's hawk is a CDFW watch list species and an MSHCP-covered species and has a moderate potential to nest within the gum trees and other exotic trees within the hospital property. Additional, higher quality nesting habitat occurs in the riparian forest habitat within the canyon to the north of the project site. The Riversidean sage scrub and disturbed lands within the survey area and in the surrounding land provide foraging opportunities for this species.

Western Burrowing Owl

The western burrowing owl is a CDFW species of special concern and an MSHCP-covered species. A burrowing owl survey was completed in accordance with Step I and Step II Part A of the survey guidelines (Appendix 5.3-2 of the DEIR). Based on the habitat assessment, there is suitable habitat on the project site and within 500 feet, although no western burrowing owls or evidence of owl activity (e.g., active burrows, whitewash, feathers, pellets, or bones) were detected during the focused burrow survey. The habitat is open and sparsely vegetated with low-growing species and supports numerous rodent burrows. Although there is

5. Environmental Analysis BIOLOGICAL RESOURCES

Riversidean sage scrub within the survey area, the shrub density in this community is too dense to provide suitable habitat for western burrowing owl.

There are five areas of suitable habitat for western burrowing owl within the burrowing owl survey area that were evaluated during the focused burrow survey, as shown in Figure 5.3-2a, *Western Burrowing Owl Habitat Survey Results – IVMC Campus*. A total of 14 bird species were detected during the focused burrow survey; no western burrowing owls were detected (RECON 2021b).

Survey Area 1

This area was characterized by a disturbed, previously graded area to the south of the hospital. Numerous small burrows with diameters of approximately 1 to 3 inches were found in this area, including a large cluster of burrows adjacent to the parking lot. Most of the burrows appeared to be from Botta's pocket gopher (*Thomomys bottae*); however, it is possible some of the burrows in this area were very small California ground squirrel burrows. Suitable habitat for western burrowing owl were identified onsite.

Survey Area 2

This area consisted of two patches of disturbed habitat and mowed Riversidean sage scrub east of Inland Valley Drive. Vegetation in this area was low and open and contained a small number of 1- to 3-inch diameter burrows. All burrows in this area were too small to be suitable for use as owl burrows.

Survey Area 3

This area consisted of a graded, disturbed lot with a homeless encampment, and a detention basin that was landscaped, irrigated, and maintained. The detention basin was within a fenced lot associated with the adjacent Oak Springs Ranch apartment complex. Direct access to the detention basin was not possible; however, the ground was largely visible from the surrounding fence line. No burrows of any kind were found in either the disturbed lot or detention basin.

Survey Area 4

This area was on private property with access restricted by gated roads through additional private property. The nearest viewpoint of this area was the hospital parking lot, approximately 340 feet to the east, across I-15. While the habitat in this area appeared suitable, it was not possible to detect any burrows.

Survey Area 5

This area was on a graded lot associated with the Oak Springs Ranch apartment complex. It was not directly accessible and visibility of the lot within the 500-foot survey area was extremely limited by slopes and dense, tall trees. The nearest viewpoint of this lot was from Inland Valley Road approximately 225 feet northeast of the northern edge of the survey area. Based on this view, the habitat appeared suitable, but no burrows of any kind were observed. Habitat in this area appeared suitable; however, as noted above, it is located approximately 1,000 feet north of suitable habitat on-site (Survey Area 1) and separated from the suitable habitat by the existing hospital and a canyon with tall riparian trees.

5. Environmental Analysis

BIOLOGICAL RESOURCES

San Diego Black-tailed Jackrabbit

The San Diego black-tailed jackrabbit is a CDFW species of special concern and an MSHCP-covered species. This species has moderate potential to occur within the Riversidean sage scrub and adjacent disturbed land within the survey area.

Temporary Offsite Parking Lot

No sensitive wildlife species were detected during the survey of the offsite temporary parking lot. However, two species—California horned lark (*Eremophila alpestris actia*) and burrowing owl—have the moderate potential to occur onsite.

California Horned Lark





The California horned lark is a CDFW watch list species and a covered species under the MSHCP. The disturbed land within the survey area provides suitable nesting and foraging habitat for this species due to the presence of bare ground and low-growing vegetative cover (RECON 2022).

Burrowing Owl

During the habitat assessment, it was determined that all undeveloped areas within the temporary offsite parking lot site and 500-foot buffer provide potentially suitable habitat for burrowing owl due to the sparse and low-lying nature of the undeveloped areas on-site, as shown in Figure 5.3-2b, *Western Burrowing Owl Survey Map – Temporary Offsite Parking Lot*. The offsite parking lot is located in a burrowing owl survey area. The parking lot is mostly flat and soil disturbance has occurred recently throughout the site, appearing to be the result of tilling (RECON 2022). A small area in the southeastern portion of the survey area (parking lot site plus 500-foot buffer) contains sloped land leading down to an adjacent drainage occurring outside the survey area. This sloped land has not been recently disturbed. The parking lot site is also bordered by Yamas Drive to the west and Prielipp Road to the south. It was determined that all undeveloped areas within the parking lot site and 500-foot buffer provide potentially suitable habitat for burrowing owls due to the sparse and low-lying nature of the undeveloped areas. Small-mammal burrows, likely those of California ground squirrel (*Oteoperomophilus beecheyi*) were observed within the parking lot and surrounding survey area. These burrows were, on average, four to six inches in diameters, large enough to be suitable for burrowing owls. However, no burrowing owls were observed during the surveys and no sign of owls was observed (RECON 2022). There is a moderate potential for this species to both forage and breed onsite; there are no records of this species within two miles (RECON 2022).

Figure 5.3-2a - Western Burrowing Owl Habitat Survey Results - IVMC Campus



-  Project Boundary
-  Habitat Assessment Area
-  Survey Area
-  Photo Point

0 400
Scale (Feet)



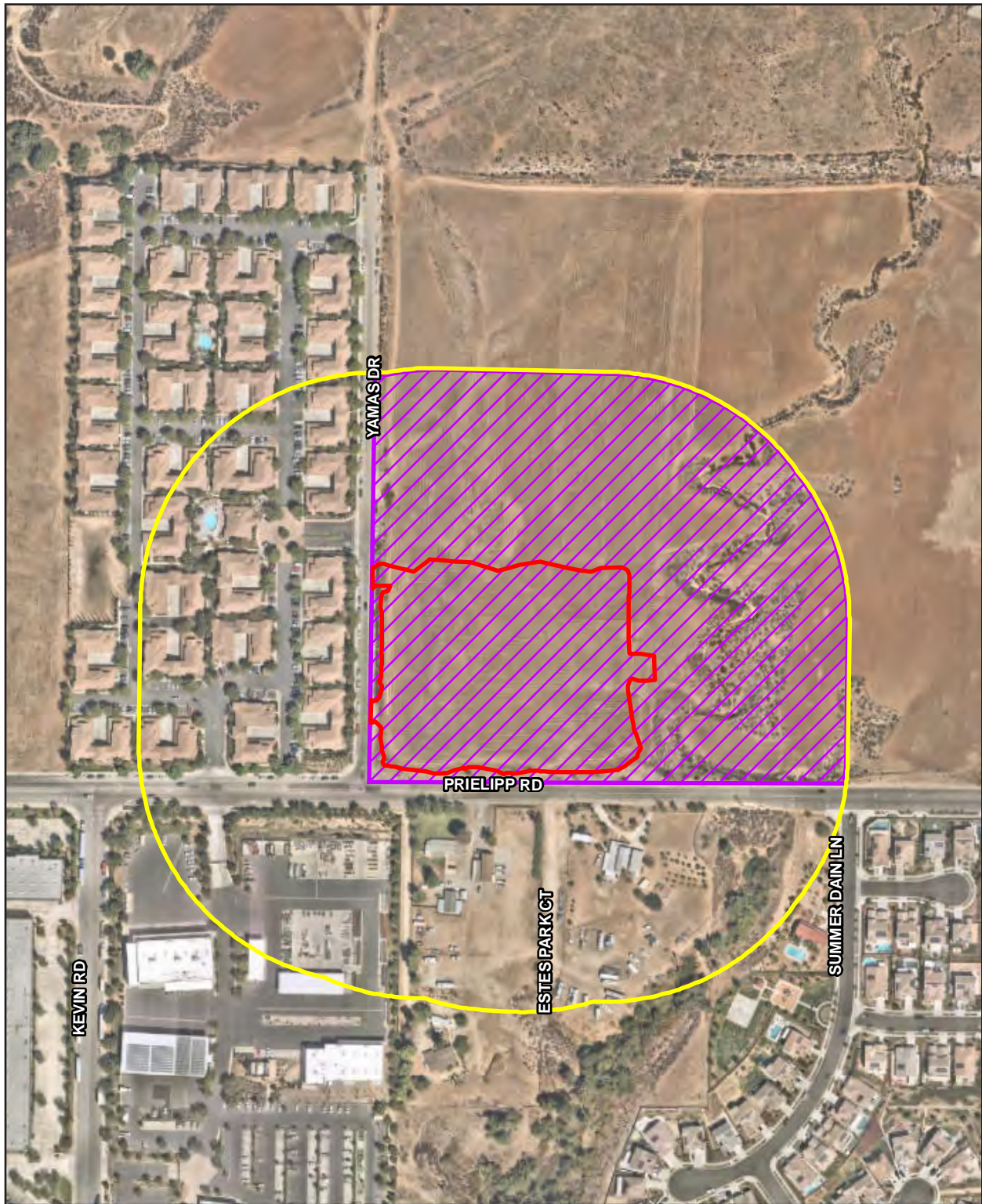
Source: Recon, 2021




5. Environmental Analysis

BIOLOGICAL RESOURCES

This page intentionally left blank.

Figure 5.3-2b - Western Burrowing Owl Survey Map - Temporary Offsite Parking Lot



-  Parking Lot
-  Burrowing Owl Survey Area
-  Habitat Assessment Area

0 300
Scale (Feet)



Source: Recon, 2022

5. Environmental Analysis

BIOLOGICAL RESOURCES

This page intentionally left blank.

5. Environmental Analysis BIOLOGICAL RESOURCES

Jurisdictional Resources and Riparian/Riverine Area

The southern portion of the IVMC survey area supports a manufactured channel that contains freshwater marsh and riparian scrub habitat in the upstream portion and indicators of hydrology in the downstream portion. The canyon in the northern portion of the survey area supports riparian forest along an unnamed channel. As noted above, potential jurisdictional areas within the project site (i.e., areas that could be impacted by the proposed project) were assessed to determine potential jurisdictional status. The assessment occurred within the manufactured drainage, and the canyon to the north of the project site footprint was not directly assessed.

Sample soil pits were dug within the freshwater marsh and riparian scrub habitats in the manufactured channel in the southern portion of the survey area. The soils within these vegetation communities met the hydric soil parameter, and these areas also met the hydrology and hydrophytic vegetation parameters to qualify as wetlands according to the U.S. Army Corps of Engineers (USACE). The downstream portion of this drainage does not contain hydrophytic vegetation as it contains a mixture of mostly upland native and non-native species. However, hydrology indicators were observed throughout the drainage as it extends west, eventually becoming concrete-lined and spilling into a culvert that extends under I-15. Aerial photography indicates that water flowing out of this culvert likely have connectivity with a network of downstream channels, eventually emptying into the Murrieta Creek. The prevalence of willow trees (*Salix* spp.) and wetland species in the understory indicates that this habitat likely meets the hydrophytic vegetation parameter. This habitat meets these wetland parameters. The riparian forest is located within the offsite survey area buffer, and entirely outside the project impact footprint.

Waters of the U.S. – USACE

The USACE reviewed the manufactured channel and determined it was not a jurisdictional Water of the U.S. because it “is a non-perennial ditch that was excavated in uplands and is draining only uplands.” Therefore, although this manufactured channel and associated riparian scrub and freshwater marsh contains portions that meet the wetland (0.06-acre) and non-wetland waters (0.05-acre) criteria, it is assumed to be excluded from the USACE jurisdiction. Although the areas of riparian forest in the northern portion of the survey area were not formally assessed, they support a prevalence of hydrophytic vegetation growing along an established drainage. Therefore, the 2.79-acre area is considered to be potential wetland Waters of the US, as indicated in Table 5.3-2, *Summary of Potential Jurisdictional Waters*. However, the area is located within the offsite survey buffer and entirely outside the project impact footprint.

5. Environmental Analysis

BIOLOGICAL RESOURCES

Table 5.3-2 Summary of Potential Jurisdictional Waters¹

Jurisdictional Areas	Acres
USACE Waters of the U.S.¹	
Wetland Waters of the U.S.	2.79
Non-wetland Waters of the U.S.	-
RWQCB Waters of the State¹	
Wetland Waters of the State	2.79
Non-wetland Waters of the State	-
CDFW Waters of the State¹	
Wetland Waters of the State	2.85
Non-wetland Waters of the State	0.05

Source: RECON 2021a (Appendix 5.3-1a)

¹ The riparian habitat in the northern canyon was not formally assessed but would likely be considered a USACE, RWQCB, and CDFW wetland. Per communication from USACE and RWQCB, the manufactured channel (0.05-acre) and associated vegetation (0.06-acre) in the southern portion of the site is not under their jurisdiction. CDFW has been contacted to determine if they concur with this finding.

Waters of the State – CDFW

The 2.79-acre riparian forest in the canyon in the northern portion of the survey area would likely be considered a CDFW jurisdictional wetland. This area is located primarily within the offsite survey buffer and entirely outside the project impact footprint.

The CDFW are being notified to determine if they concur with the USACE and RWQCB determination that the manufactured channel in the southern portion of the project site is non-jurisdictional. Based on the jurisdictional assessment, the 0.06 acre of riparian scrub and freshwater marsh support hydrophytic vegetation and may meet the CDFW criteria for wetlands. The remainder of the manufactured channel may be a CDFW jurisdictional non-wetland Water of the State.

Waters of the State – Regional Water Quality Control Board (RWQCB)

The 2.79-acre riparian forest in the canyon in the northern portion of the survey area is dominated by the hydrophytic vegetation along a natural stream and would likely be considered a RWQCB wetland Water of the State. This area is located primarily within the offsite survey buffer and entirely outside the project impact footprint. A 401 Certification is not required because the RWQCB stated that they would not take jurisdiction over the manufactured channel as it is a ditch excavated outside of waters of the United States and/or State, would not require a federal permit or license, and would not threaten discharge into waters of the United States and/or State (RECON 2021a).

Riparian/Riverine Area and Vernal Pools

The 2.79-acre riparian forest within the canyon along the northern edge of the survey area would be considered a riparian/riverine resource because it is dominated by riparian vegetation and is supported by persistent flows within a drainage channel. The channel flows at the canyon bottom from northeast to southwest, and flows through a culvert under I-15, from which point it drains into Murrieta Creek, which flows generally south until it merges with Temecula Creek becomes the Santa Margarita River, which, in turn,

5. Environmental Analysis BIOLOGICAL RESOURCES

flows southwest into San Diego County and empties into the Pacific Ocean. This 2.79-acre area is located primarily within the off-site survey buffer, entirely outside the project impact footprint.

The manufactured channel in the southern portion of the site supports a small amount (0.06 acre) of wetland vegetation but is not considered a riparian/riverine area because it is an artificially created feature manufactured to collect runoff from the existing hospital parking lot and is not fed by a freshwater source. As noted above, this artificial feature was reviewed by the USACE and RWQCB and was determined not to be a jurisdictional feature.

Figure 5.3-3, *Jurisdictional Resources*, shows the locations of the potential jurisdictional resources within the survey area.

5.3.2 Thresholds of Significance

The City of Wildomar considers a project to 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.
- 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 comply with Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee, of the City of Wildomar Municipal Code.

5. Environmental Analysis

BIOLOGICAL RESOURCES

5.3.4 Environmental Impacts

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

Impact 5.3-1: Development of the proposed project could impact the candidate, sensitive, or special status species. [Threshold B-1]

Sensitive Plant Species

Implementation of the proposed project would result in impacts to a patch of paniculate tarplant, including approximately 30 plants. Paniculate tarplant has only a low level of sensitivity and is common in disturbed areas. The proposed project is not expected to jeopardize the local or regional population of this species, and therefore, impacts would be less than significant.

Use of the temporary parking lot would cause direct impacts to 5.35 acres of disturbed land; per the MSHCP, impacts to disturbed land do not require mitigation, and therefore, impacts would be less than significant.

Wildlife Species

Stephens' Kangaroo Rat Fee Area

The proposed project would impact a total of 17.53 acres within the SKR fee area. However, SKR is not expected to occur within the survey area and the proposed project would occur entirely within the previously graded, disturbed, or developed area; the proposed project would comply with the City's Stephens' Kangaroo Rat Habitat Ordinance. Additionally, due to the lack of suitable habitat within the project site, focused SKR surveys are not required. Therefore, impacts would be less than significant.

Cooper's Hawk and Other Raptors

Native trees in riparian forest and numerous large exotic trees in the developed land may provide suitable nesting habitat for Cooper's hawk and other tree-nesting raptors. These species are considered adequately covered by the MSHCP and take is authorized outside Criteria Cells. Therefore, impacts to these species would be considered less than significant under the MSHCP.

Western Burrowing Owl


The disturbed land within the project site provides suitable nesting and foraging habitat for western burrowing owl; however, based on the results of the focused burrow survey, no suitable burrows were present. Therefore, no impacts would occur.

The disturbed land on the temporary offsite parking lot and surrounding area provide suitable nesting and foraging habitat for burrowing owls. However, no burrowing owls were observed during the surveys and no sign of owls was observed (RECON 2022).

Figure 5.3-3 - Jurisdictional Resources



 Project Boundary

 Survey Area

Jurisdictional Resources

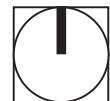
 Potential CDFW Non-Wetland Waters of the State

 Potential CDFW Wetland Waters of the State

 Potential USACE Wetland Waters of the US/RWQCB and CDFW Wetland Waters of the the State

Source: Recon, 2021

0 300
Scale (Feet)



5. Environmental Analysis

BIOLOGICAL RESOURCES

This page intentionally left blank.

5. Environmental Analysis BIOLOGICAL RESOURCES

San Diego Black-tailed Jackrabbit

Vegetation removal and grading within disturbed lands could result in impacts to San Diego black-tailed jackrabbit. Since this species is considered adequately covered under the MSHCP, take is authorized outside Criteria Cells. Any potential impacts area not expected to reduce the overall populations below self-sustaining levels. Therefore, impacts of the proposed project to San Diego black-tailed jackrabbit would be considered less than significant.

Migratory or Nesting Birds

The proposed project has the potential to result in direct impacts to migratory or nesting birds, and Cooper's hawk and other tree-nesting raptors protected by the MBTA and California Fish and Game Code (CFGC) Sections 3503 and 3503.5, as well as western burrowing owls. Direct impacts to nesting and migratory birds, Cooper's hawk, other tree-nesting birds, and western burrowing owls would be considered significant.

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

Mitigation Measures

- BIO-1 To remain in compliance with the MBTA and CFGC Sections 3503 and 3503.5, no direct impacts shall occur to any nesting birds or raptors, their eggs, chicks, or nests during breeding season (February 1 to September 15). If vegetation removal activities must occur during this breeding season, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of breeding migratory birds or raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer would be determined by a qualified biologist, and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required.
- BIO-2 Pre-construction focused surveys for western burrowing owl shall be conducted by a qualified biologist on suitable habitat within the impact footprint (the 3.45-acre patch of suitable habitat in the southern portion of the site, Survey Area 1; and the 5.35-acre patch of suitable habitat on the temporary offsite parking lot and 500-foot buffer) 30 days prior to ground disturbance to avoid direct take of burrowing owls. The results of the study shall be shared with the City of Wildomar and applicable resource agencies. If burrowing owls are not detected during the surveys, then no further mitigation is required. If burrowing owls are detected during surveys, 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. Environmental Analysis

BIOLOGICAL RESOURCES

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

Impact 5.3-2: Development of the proposed project could impact riparian/riverine areas and wetlands. [Thresholds B-2 and B-3]

As the area of disturbance will be outside of the riparian forest in the northern portion of the survey area, no project related impacts will occur. The USACE and RWQCB have previously determined that the manufactured channel in the southern portion of the survey area (including the freshwater marsh and riparian scrub totaling 0.06 acre) is not a jurisdictional Water of the U.S. Therefore, this section only addresses impacts to Waters of the State under CDFW jurisdiction.

Waters of the State under CDFW jurisdiction are regulated under a no-net-loss policy, and all impacts are considered significant and need to be avoided to the greatest extent possible. Impacts to potential RWQCB and CDFW Waters of the State would be impacted in the southern portion of the site, as the manufactured drainage would be removed, and the flows placed in a culvert. A formal delineation would be required to confirm the extent of jurisdictional resources and associated impacts. Impacts to potential jurisdictional resources are shown in Table 5.3-3, *Impacts to Potential Jurisdictional Waters*.

Table 5.3-3 Impacts to Potential Jurisdictional Waters¹

Jurisdictional Areas	Existing (Acres)	Impacts (Acres)
USACE Waters of the U.S.		
Wetland Waters of the U.S.	2.79	-
Non-wetland Waters of the U.S.	-	-
RWQCB Waters of the State		
Wetland Waters of the State	2.79	-
Non-wetland Waters of the State	-	-
CDFW Waters of the State		
Wetland Waters of the State	2.85	0.06
Non-wetland Waters of the State	0.05	0.05

Source: RECON 2021a (Appendix 5.3-1a)

¹ USACE and RWQCB have assessed the manufactured channel in the southern portion of the survey area and determined it is not a jurisdictional water of the U.S. or State.

The proposed project would not impact riparian/riverine areas, as the riparian forest within the canyon in the northern portion of the site would be avoided. The manufactured channel in the southern portion of the site was constructed to collect runoff from the hospital parking lot and does not meet the criteria of “riparian/riverine” under the MSHCP. Figure 5.3-3 shows the locations of the jurisdictional resources, which are located outside the project impact footprint.

Anticipated mitigation requirements for impacts to potential jurisdictional resources are summarized in Table 5.3-4, *Mitigation for Impacts to Jurisdictional Resources*. As noted above, USACE and RWQCB have been consulted and declined to take jurisdiction over the manufactured channel in the southern portion of the site. CDFW is being contacted to seek concurrence with the USACE and RWQCB findings. If CDFW takes jurisdiction,

5. Environmental Analysis BIOLOGICAL RESOURCES

unavoidable impacts to CDFW jurisdictional waters would require mitigation. In compliance with the CDFW no-net-loss policy, impacts to non-wetland waters would require mitigation at a 1:1 ratio. Impacts to wetlands would require mitigation at a 2:1 ratio, including a minimum 1:1 creation component.

Table 5.3-4 Mitigation for Impacts to Jurisdictional Waters¹

Jurisdictional Areas	Impacts (Acres)	Mitigation ²	
		Ratio	Acreage
CDFW Jurisdictional Areas (1602)			
Wetland Waters of the State	0.06	2:1	0.12
Non-wetland Waters of the State	0.05	1:1	0.05

Source: RECON 2021a (Appendix 5.3-1a)
¹ All areas are presented in acres rounded to the nearest 0.01.
² Mitigation would occur in-kind with a minimum 1:1 creation component, and the remainder consisting of restoration or enhancement. Mitigation ratio assumes mitigation site would occur within the same watershed. Final mitigation ratios will be determined in consultation with CDFW.

Mitigation for impacts to jurisdictional waters can be achieved either through permittee responsible mitigation (e.g., habitat creation) or the purchase of credits from an approved mitigation bank. The approval of mitigation for impacts to jurisdictional waters would be a part of the 1602 Streambed Alteration Agreement process.

There are no riparian areas located on the temporary offsite parking location; therefore, impacts would be less than significant (USFWS 2021).

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

Mitigation Measures

BIO-3 Prior to issuance of a grading permit, a determination by California Department of Fish and Wildlife (CDFW) shall be made on whether the feature is under their jurisdiction. If the feature is not under CDFW's jurisdiction, then no further action is required. If the feature is under CDFW's jurisdiction, then in compliance with the resource agencies' no-net-loss policy, impacts to jurisdictional non-wetland waters would require mitigation at a 1:1 ratio, and impacts to wetlands would require mitigation at a 2:1 ratio, including a minimum 1:1 creation component. A total of 0.17 acre of mitigation would be required for the proposed project.

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

Impact 5.3-3: The proposed project could interfere with the movement of migratory wildlife or wildlife movement within the City. [Threshold B-4]

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

5. Environmental Analysis

BIOLOGICAL RESOURCES

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 in an urbanized area and is not situated inside a Criteria Area, Criteria Cell, Conservation Area, or NEPSSA identified by the MSHCP. The area surrounding the project site include medical and industrial uses, and is bound by I-15 to the south and west. The riverine/riparian canyon in the northern portion of the site could be considered a corridor; the proposed project would avoid disturbance in this area, and therefore, impacts would be less than significant. However, the proposed project has the potential to result in direct impacts to migratory or nesting birds protected by the MBTA and CFGC Section 3503 if vegetation removal and/or project grading occurs during bird breeding season (February 1 to September 15). Direct impacts to nesting and migratory birds would be considered significant.

Moreover, native trees in the riparian forest and numerous large exotic trees in the developed land may provide suitable nesting habitat for Cooper's hawk and other tree-nesting raptors. Because these species are protected by the MBTA and CFGC Section 3503.5, direct impacts to nesting individuals would need to be avoided. The disturbed land within the project site provides suitable nesting and foraging habitat for western burrowing owls. Grading and vegetation removal within this area could result in impacts to western burrowing owl, if occupied. Impacts would be significant.

The proposed tower would be the tallest building in the area and would have glass windows that could reflect the sky and confusing birds resulting in collisions that could injure or kill the bird. The use of glass and façade treatments, such as fritted glass (ceramic dots applied between glass layers), frosted glass, angled glass, ultra-violet glass, external screens, architectural features (overhangs, louvers, awnings), and netting can reduce the number of bird strikes (San Francisco 2011). Because the building has the potential to injure or kill raptors and migratory birds, mitigation measure BIO-4 requires treatment of the glass to reduce the potential for birds striking the building.

The temporary offsite parking location is in an urbanized area; no sensitive biological resources, such as wildlife movement corridors or rookery/roosting sites, occur within the temporary offsite parking lot survey area. Impacts would be less than significant.

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

Mitigation Measures

Implementation of Mitigation Measures BIO-1 and BIO-2.

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

Impact 5.3-4: The proposed project would require compliance with the MSHCP. [Thresholds B-5 and B-6]

The following demonstrates the compliance of the proposed project with respect to biological aspects of the MSHCP.

5. Environmental Analysis BIOLOGICAL RESOURCES

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The proposed project would not impact riparian/riverine areas, as the riparian forest within the canyon, as shown on Figure 5.3-3, in the northern portion of the site would be avoided. Similarly, the temporary offsite parking lot does not support riparian/riverine areas, vernal pools, or vernal pool associated species. Therefore, a Determination of Biologically Equivalent or Superior Preservation (DBESP) in compliance with MSHCP Section 6.1.2 would not be required.

Protection of Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP addresses measures required to ensure protection of narrow endemic species which are species that live in a small or well-defined geographic area such as a wetland or vernal pool. The project is not located within a NEPSSA and no narrow endemic species have moderate or high potential to occur onsite. Similarly, the temporary offsite parking lot is not within a MSHCP Narrow Endemic Plant Survey Area. Therefore, no narrow endemic species are expected to be impacted so the project would be in compliance with Section 6.1.3 of the MSHCP.

Guidelines Pertaining to the Urban/Wildland Interface

MSHCP Section 6.1.4 addresses requirements related to indirect impacts for projects adjacent to or within a MSHCP Criteria Area, Criteria Cell, or Conservation Area. As the project site and offsite parking lot are not located within or adjacent to any of these areas, it complies with Section 6.1.4 of the MSHCP.

Additional Survey Needs and Procedures

MSHCP Section 6.3.2 addresses survey requirements for covered plant and animal species to achieve coverage for these species. The project site and offsite parking lot are not located within the MSHCP Additional Survey Areas for amphibians, mammals, or within any Special Linkage Areas but are within the survey area for western burrowing owl. Therefore, a western burrowing owl habitat assessment (Step I) and focused burrow survey (Step II, Part A) were conducted in accordance with County of Riverside survey guidelines. For the project site, suitable habitat was detected during the habitat assessment in Survey Area 1, but no suitable burrows were detected during the focused burrow survey, and no additional focused surveys are recommended. For the offsite parking lot, suitable habitat was detected during the habitat assessment and suitable burrows were detected onsite. Therefore, additional focused surveys are required in accordance with Step II, Part B for the offsite parking site, which will consist of site visits on four separate days. The survey guidelines require pre-construction surveys for western burrowing owl, given the presence of suitable habitat. The survey would be conducted within the impact area 30 days prior to ground disturbance (see Mitigation Measure BIO-2).

Level of Significance Before Mitigation: Impact 5.3-4 would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure BIO-2.

5. Environmental Analysis

BIOLOGICAL RESOURCES

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

5.3.5 Cumulative Impacts

The area considered for cumulative impacts to biological resources is the project site, temporary offsite parking lot, and the region. The proposed project increases the intensity of development on an existing hospital site (See Photos 1 through 4). The proposed project is adjacent on three sides by existing industrial and office development, and Interstate 15. The riparian/riverine feature that is along the proposed project's northern side is fully avoided by this project. Because the site is surrounded by urban development and will avoid the only sensitive area adjacent to the site, there is no potential for this project to lead to future development that would result in biological impacts. While other projects in the City could impact sensitive species directly and/or indirectly through impacts on those species' habitats they would be required to comply with existing laws, including the MSHCP, state, and federal regulations protecting biological resources.

The proposed project would have a significant impact on sensitive species and habitats, and riparian areas, however, with the implementation of mitigation measures, impacts to biological resources would not be cumulatively considerable.

5.3.6 Level of Significance Before Mitigation

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

- **Impact 5.3-1** Development of the proposed project could impact candidate, sensitive, or special status species.
- **Impact 5.3-2** Development of the proposed project could impact riparian/riverine areas and wetlands.
- **Impact 5.3-3** Development of the proposed project could interfere with the movement of migratory wildlife or wildlife movement.
- **Impact 5.3-4** The proposed project would require compliance with the MSHCP.

5.3.7 Mitigation Measures

Impact 5.3-1 and Impact 5.3-3

BIO-1 To remain in compliance with the MBTA and CFGC Sections 3503 and 3503.5, no direct impacts shall occur to any nesting birds or raptors, their eggs, chicks, or nests during breeding season (February 1 to September 15). If vegetation removal activities must occur during this breeding season, a qualified biologist will conduct a pre-construction survey to determine the presence or absence of breeding migratory birds or raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer would be determined by a qualified biologist,

5. Environmental Analysis BIOLOGICAL RESOURCES

and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required.

- BIO-2 Pre-construction focused surveys for western burrowing owl shall be conducted by a qualified biologist on suitable habitat within the impact footprint (the 3.45-acre patch of suitable habitat in the southern portion of the site, Survey Area 1; and the 5.35-acre patch of suitable habitat on the temporary offsite parking lot and 500-foot buffer) 30 days prior to ground disturbance to avoid direct take of burrowing owls. The results of the study shall be shared with the City of Wildomar and applicable resource agencies. If burrowing owls are not detected during the surveys, then no further mitigation is required. If burrowing owls are detected during surveys, 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 thare 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.

Impact 5.3-2

- BIO-3 Prior to issuance of a grading permit, a determination by California Department of Fish and Wildlife (CDFW) shall be made on whether the feature is under their jurisdiction. If the feature is not under CDFW's jurisdiction, then no further action is required. If the feature is under CDFW's jurisdiction, then in compliance with the resource agencies' no-net-loss policy, impacts to jurisdictional non-wetland waters would require mitigation at a 1:1 ratio, and impacts to wetlands would require mitigation at a 2:1 ratio, including a minimum 1:1 creation component. A total of 0.17 acre of mitigation would be required for the proposed project.

Impact 5.3-3

- BIO-4 Final development plans for the medical tower shall include design elements to reduce or prevent birds striking the medical tower. The design elements may include, but are not limited to, the use of glass and façade treatments, such as fritted glass (ceramic dots applied between glass layers), frosted glass, angled glass, ultra-violet glass, external screens, architectural features (overhangs, louvers, awnings), and netting. The City shall review and approve the design elements prior to issuing a building permit for construction of the medical tower.

Impact 5.3-4

- BIO-2 Pre-construction focused surveys for western burrowing owl shall be conducted by a qualified biologist on suitable habitat within the impact footprint (the 3.45-acre patch of suitable habitat in the southern portion of the site, Survey Area 1; and the 5.35-acre patch of suitable habitat on the temporary offsite parking lot and 500-foot buffer) 30 days prior to ground disturbance to avoid direct take of burrowing owls. The results of the study shall be shared with the City of Wildomar and applicable resource agencies. If burrowing owls are not detected during the

5. Environmental Analysis

BIOLOGICAL RESOURCES

surveys, then no further mitigation is required. If burrowing owls are detected during surveys, 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.

5.3.9 References

RECON Environmental, Inc. (RECON). 2021a, July 27. Biological Technical Report and MSHCP Consistency Analysis. (Appendix 5.3-1a)

_____. 2021b, July 27. Western Burrowing Owl Surveys for the Inland Valley Medical Center Project. (Appendix 5.3-2)

_____. 2022, January 27. Biology Addendum Report of Off-Site Parking Lot. (Appendix 5.3-1b).

San Francisco Planning Department, City of (San Francisco). 2011, July 14. Standards for Bird-Safe Buildings. https://sfplanning.org/sites/default/files/documents/reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%202011-30-11.pdf

United States Fish and Wildlife Service (USFWS). 2021, May 3. Wetlands Mapper. <https://www.fws.gov/wetlands/data/mapper.html>.

5. Environmental Analysis

5.4 ENERGY

This section of the draft environmental impact report (DEIR) evaluates the potential for energy-related impacts with the implementation of the Inland Valley Medical Center Project (proposed project). 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*, 5.6, *Greenhouses Gas Emissions*, and Chapter 5.12, *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).

5. Environmental Analysis

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

5. Environmental Analysis ENERGY

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. The most recent Title 24 standards were updated in 2019 and became effective 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). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings that are necessary because of local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24.

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)

5. Environmental Analysis

ENERGY

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 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).¹ 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).

Natural Gas

SoCalGas provides natural 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

¹ One GWh is equivalent to one million kilowatt-hours.

5. Environmental Analysis

ENERGY

consumption in SoCalGas's service area was 7,498 million therms which is equivalent to 2,054 MMcf/day (CEC 2020b).

The project site is developed with the existing Inland Valley Medical Center. Energy used on the site include transportation fuels, diesel power emergency generators, electricity, and natural gas. The existing yearly electrical usage is 7,305,101 kWh and the existing yearly natural gas usage is 183,000 Therms.

The temporary offsite parking location is vacant and does not use electricity or natural gas.

5.4.2 Thresholds of Significance

The City of Wildomar considers a project to 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 and Efficiency Standards (Title 24, Part 6). The 2019 Building and Energy Efficiency Standards became effective January 1, 2020. Additionally, new buildings are required to comply with Section 5.304 of the California Green Building Standards Code (CALGreen) regarding outdoor potable water use in landscaped areas. 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 E-2 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-3 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 SCE. 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

5. Environmental Analysis

ENERGY

of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.

PPP E-4 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-5 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, 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 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.

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]

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. Natural gas is not generally required to power construction equipment, and therefore, is not anticipated during construction phases.

5. Environmental Analysis

ENERGY

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.

Electricity

Electricity use during construction would vary during different phases of construction: most of the 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, as shown in Table 5.2-6, *Construction Phases and Equipment*, of Section 5.2, *Air Quality*. The use of electricity 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

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 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 required by law 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.

The construction contractors would use the best available engineering techniques, construction and design practices, and equipment operating procedures, thereby ensuring that the wasteful consumption of fuels and use of energy would not occur. In accordance with California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, idling of onsite equipment during construction would be limited to no more than 5

5. Environmental Analysis

ENERGY

minutes (see PPP AQ-2 in Section 5.2, *Air Quality*). The construction contractors would use the best available engineering techniques, construction and design practices, and equipment operating procedures, thereby ensuring that the wasteful consumption of fuels and use of energy would not occur (see PPP AQ-3 in Section 5.2, *Air Quality*). 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 onsite electrical generators. Additionally, the temporary offsite parking location would be striped and paved, and would include light poles. The temporary improvements onsite would require minimal construction activities. 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.

Electricity

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; diesel powered emergency generators; and use of onsite equipment and appliances. The proposed project is estimated to result in a yearly electrical usage of 13,301,195 kWh which is an increase of 5,996,094 kWh from the existing electrical usage (7,305,101 kWh). The new Central Utility Plant would result in less emissions than the existing Central Utility Plant because the newer equipment would be cleaner and more efficient than the existing equipment which is over 20 years old. The temporary offsite parking location would include light poles which would be powered by generators. Nonetheless, 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. Additionally, the newly renovated portions of the proposed hospital expansion would be more energy efficient than the existing buildings onsite. Therefore, the proposed project would not result in a significant impact related to electricity.

Natural Gas

The proposed yearly natural gas consumption of 231,905 Therms for the proposed project would result in an increase of 48,905 Therms compared to the existing gas usage of 183,000 Therms. 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.

5. Environmental Analysis ENERGY

Transportation

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. Bus route 23 operates along Inland Valley Drive, with stops adjacent to the site. Since the proposed project would involve development of an expanded hospital, its implementation would provide more opportunities for employment for residents in the City and would accommodate more patients within Wildomar who might otherwise have to travel to other hospitals in the region for medical care. Therefore, this could contribute to minimizing per capita VMT and transportation-related fuel usage. The proposed project would increase hospital capacity for an additional 100 patient beds and would add approximately 663 employees. Energy used for trips generated by operation of uses associated with the project would support emergency care and would not be considered inefficient, wasteful, and unnecessary. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

As listed in Chapter 3, *Project Description*, the proposed project would include project design features, such as providing 21 electric charging stalls, improving the existing bus stop on Inland Valley Drive, encouraging the use of transit and alternative transportation modes, enhancing the existing mid-block pedestrian crosswalk, installing LED fixtures, as so forth, which would reduce operational energy.

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.

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]

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

5. Environmental Analysis

ENERGY

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. While the proposed project would increase fuel usage, federal and state regulations including the Low Carbon Fuel Standard, Clean Car Standards, and Low Emission Vehicle Program would reduce the transportation fuel demand. Adherence to the increasingly stringent building and vehicle efficiency standards as well as design features would reduce energy consumption to be consistent with applicable plans, policies, and regulations for renewable energy or energy efficiency. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

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 to 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.

5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

5. Environmental Analysis ENERGY

5.4.9 References

California Air Resources Board (CARB). 2017, January 11 (reviewed). Clean Car Standards - Pavley, Assembly Bill 1493. <https://ww3.arb.ca.gov/cc/ccms/ccms.htm>.

California Building Standards Commission (CBSC). 2019. 2019 California Code of Regulations Title 24, Part 11. <https://www.ladbs.org/docs/default-source/publications/code-amendments/2013-california-green-building-standards-code.pdf?sfvrsn=5>.

California Energy Commission (CEC). 2007, December. State Alternative Fuels Plan. https://ww2.energy.ca.gov/publications/displayOneReport_cms.php?pubNum=CEC-600-2007-011-CMF.

———. 2017, January. 2016 Appliance Efficiency Regulations. https://ww2.energy.ca.gov/publications/displayOneReport_cms.php?pubNum=CEC-400-2017-002

———. 2018a. News Release: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation. <https://www.energy.ca.gov/news/2018-05/energy-commission-adopts-standards-requiring-solar-systems-new-homes-first#:~:text=First%20in%20Nation,Energy%20Commission%20Adopts%20Standards%20Requiring%20Solar,New%20Homes%2C%20First%20in%20Nation&text=SACRAMENTO%20%2D%20Moving%20to%20cut%20energy,photovoltaic%20systems%20starting%20in%202020>.

———. 2018b. 2019 Building Energy Efficiency Standards Frequently Asked Questions. https://ww2.energy.ca.gov/title24/2019standards/documents/Title24_2019_Standards_detailed_faq.pdf.

———. 2020a. Electricity Consumption by Planning Area. <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>.

———. 2020b. Gas Consumption by Planning Area. https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf.

California Gas and Electric Utilities (CGEU). 2020. 2020 California Gas Report. https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf

California Public Utilities Commission (CPUC). 2016. Renewables Portfolio Standard Quarterly Report: 4th Quarter 2016. https://www.cpuc.ca.gov/uploadedFiles/CPUC_Website/Content/Utilities_and_Industries/Energy/Reports_and_White_Papers/Q4_2016_RPS_Report_to_the_Legislature_FINAL.pdf.

United States Environmental Protection Agency (USEPA). 2019, May 6 (updated). Summary of the Energy Independence and Security Act Public Law 110-140 (2007). <https://www.epa.gov/laws-regulations/summary-energy-independence-and-security-act>.

5. Environmental Analysis

ENERGY

This page intentionally left blank.

5. Environmental Analysis

5.5 GEOLOGY AND SOILS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Inland Valley Medical Center project to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Wildomar. The analysis in this section is based in part on the following technical reports:

- *Geotechnical Investigation, Proposed Multi-Story Tower and CUP Area, Inland Valley Regional Medical Center, 36485 Inland Valley Drive, Wildomar, California*, NOVA Services, Inc., December 12, 2019.
- *Addendum, Expanded Recommendations for Earthwork and Foundations, Multi-Story Tower and CUP Area, Inland Valley Regional Medical Center, 36485 Inland Valley Drive, Wildomar, California*, NOVA Services, Inc., April 16, 2020.
- *Paleontological Resources Technical Report, Inland Valley Medical Center Expansion, City of Wildomar, Riverside County, California*, RECON Environmental, November 6, 2020.

Complete copies of these studies are included in the Draft EIR as Appendices 5.5-1, 5.5-2, and 5.5-3, respectively.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 was intended to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program. Pursuant to this Act, the National Earthquake Hazards Reduction Program (NEHRP) was established, which designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program. NEHRP programs provide valuable resources to guide building code requirements and planning efforts such as emergency evacuation responsibilities and seismic code standards.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo (AP) Earthquake Fault Zoning Act of 1972 was intended to mitigate the hazard of surface fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act delineates “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The Act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface

5. Environmental Analysis

GEOLOGY AND SOILS

displacement from future faulting. Pursuant to this Act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. As described later, no AP zones are delineated in the project site.

Seismic Hazards Mapping Act

Earthquakes can cause significant damage even if surface ruptures do not occur. The Seismic Hazards Mapping Act (SHMA) of 1990 was intended to protect the public from the hazards of nonsurface fault rupture from earthquakes, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to nonsurface fault hazards. SHMA requires responsible agencies to approve projects within seismic hazard zones only after a site-specific investigation to determine if the hazard is present, and the inclusion, if a hazard is found, of appropriate mitigation(s). The part of Wildomar where the project site is located has been issued maps showing geologic hazards, discussed later in this chapter.

California Building Code

Every public agency enforcing building regulations must adopt the provisions of the California Building Code (CBC), which is Title 24, Part 2 of the California Code of Regulations. The most recent version is the 2019 CBC (effective January 1, 2020). The CBC is updated every three years and provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC also contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site. A city may adopt more restrictive codes than state law based on conditions in their community.

California General Plan Law and General Plan Guidelines

State law (Government Code § 65302) requires cities to adopt a comprehensive long-term general plan that includes a safety element. The safety element is intended to provide guidance for protecting the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; other seismic hazards identified by Public Resources Code (PRC) Sections 2691 et. seq.; and other geologic hazards known to the legislative body. The seismic safety element must also include mapping of known seismic and geologic hazards from the California Geological Survey and a series of responsive goals, policies, and implementation programs to improve public safety.

Regional Regulations

Riverside County Fault Zones

Due to rapid development, Riverside County has zoned fault systems and required similar special studies prior to development. Although many of the new fault zones were interpreted from groundwater studies and could be viewed as doubtful, until field evidence has been compiled, Riverside County considers them as a

5. Environmental Analysis GEOLOGY AND SOILS

legitimate hazard. Riverside County also employs a County Engineering Geologist to review fault studies that are submitted to the County and to provide insight to development interests so that structures designed for human occupancy and critical infrastructure can avoid fault rupture impacts.

Local Regulations

City of Wildomar General Plan

The City of Wildomar General Plan Chapter 6, Safety, includes goals and policies aimed at protecting the community from seismic and soil hazards. 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-2.1.** Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:
 - Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map.
 - Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The County may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.
 - Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur.
 - Support efforts by the California Department of Conservation, Division of Mining and Geology to develop geologic and engineering solutions in areas of disseminated ground deformation due to faulting, in those areas where a through-going fault cannot be reliably located.
 - Encourage and support efforts by the geologic research community to define better the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.
- **Policy S-2.2.** Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.

5. Environmental Analysis

GEOLOGY AND SOILS

- **Policy S-2.3.** Require that a State-licensed professional investigate the potential for liquefaction in areas designated as underlain by "Susceptible Sediments" and "Shallow Ground Water" for all general construction projects (Figure S-3).
- **Policy S-2.4.** Require that a State-licensed professional investigate the potential for liquefaction in areas identified as underlain by "Susceptible Sediments" for all proposed critical facilities projects (Figure S-3).
- **Policy S-2.5.** Require that engineered slopes be designed to resist seismically-induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.
- **Policy S-2.6.** Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.
- **Policy S-2.7.** Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement. As demonstrated by past earthquakes, seismic settlement is primarily damaging in areas subject to differential settlement. These can include cut/fill transition lots built on hillsides, where a portion of the house is built over an area cut into the hillside while the remaining portion of the house projects over man-made fill. During an earthquake, even slight settlement of the fill can lead to a differentially-settled structure and significant repair costs. Pseudo-static stability analyses requires detailed geotechnical investigations, including subsurface soil sampling and laboratory testing.
- **Policy S-2.8.** Encourage research into new foundation design systems that better resist the County's climatic, geotechnical, and geological conditions.
- **Policy S-3.1.** Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act: (AI 104):
 - Preliminary geotechnical and geologic investigations.
 - Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.
 - Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by State-licensed professionals.
- **Policy S-3.2.** Require that stabilized landslides be provided with redundant drainage systems. Provisions for the maintenance of subdrains must be designed into the system.
- **Policy S-3.3.** Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.

5. Environmental Analysis GEOLOGY AND SOILS

- **Policy S-3.4.** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions, or from loss of aesthetic resources for development occurring on slope and hillside areas.
- **Policy S-3.6.** Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.
- **Policy S-5.3.** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.

City of Wildomar Municipal Code

- Chapter 15.12, Building Code: This Chapter adopts the 2019 California Building Code by reference.
- Chapter 15.76, Earthquake Fault Area Construction Regulations: The intent of this Chapter is to administer a program for the purpose of building in the area of earthquake faults identified by maps created by the State of California.
- Chapter 16.48, Soil Erosion: This chapter sets conditions of approval for subdivisions relating to the prevention of soil erosion and wind erosion.

5.5.1.2 SOUTHWEST HEALTHCARE SYSTEM PLANS, POLICIES, AND PROCEDURES

Southwest Healthcare System (SWHS) in Riverside County, consists of two acute care hospitals; the Inland Valley Medical Center and Rancho Springs Medical Center. SWHS's plans, policies, and procedures govern the design, construction, maintenance, and operation of the Inland Valley Medical Center.

Emergency Operations Plan

The Emergency Operations Plan (EOP) is designed to outline the basic infrastructure and operating procedures utilized to mitigate, prepare for, respond to, and recover from emergency situations. The EOP is updated annually and is reviewed by the SWHS's Emergency Management Committee. The EOP is exercised two times or more a year through drills or actual events. The lessons learned assist with revising the EOP. The hospital completes an After Action Report (AAR) for each drill, and or real-world event. Improvement priorities are identified in the Action Plan and reevaluated in subsequent drills (SWHS 2020).

5.5.1.3 EXISTING CONDITIONS

The site is located within the northern portion of the Peninsular Range Geomorphic Province (NOVA Services, Inc. 2019). This province, which stretches from the Los Angeles basin to the tip of Baja California, is characterized by a series of northwest trending mountain ranges separated by subparallel fault zones, and a coastal plain of subdued landforms. The mountain ranges are underlain primarily by Mesozoic metamorphic rocks that were intruded by plutonic rocks of the southern California batholith. The active Elsinore fault

5. Environmental Analysis

GEOLOGY AND SOILS

zone, part of the larger San Andreas fault system, divides the Santa Ana Mountains block to the west from the Perris block to the east.

Bedrock underlying the site is the sandstone member of the Pauba Formation (Qps). The Pauba Formation was deposited during the early to middle Pleistocene and primarily consists of alluvial stream deposits composed of interbeds and mixtures of brownish siltstones, sandstones, and conglomerates that are moderately cemented. The Pauba Formation includes two informal members: an upper sandstone member consisting of brown, moderately well-indurated, cross-bedded sandstone with sparse cobble to boulder conglomerate interbeds; and a lower fanglomerate member (Qpf) consisting of grayish brown, well-indurated, poorly sorted fanglomerate and mudstone. According to Kennedy and Morton (2003), only the sandstone member is exposed near the site. Underlying the Pauba Formation in the area of the site is the informal unit named “sandstone of Wildomar area” which generally consists of pale yellowish green, friable, caliche-rich, medium-grained sandstone (Kennedy and Morton 2003).

There are no known active faults underlying the property. The nearest mapped active fault one is the Elsinore fault zone, Temecula section (Wildomar Fault), about 0.63 miles to the southwest.

The temporary offsite parking location is vacant; the closest fault to the site is the Riverside County Fault approximately 2.7 miles northwest.

Paleontological Setting

Paleontological resources are fossils—that is, organisms or fragments, impressions, or traces of organisms preserved in rock. As noted earlier under “Existing Conditions,” the bedrock underlying the site contains various sedimentary bedrock units at the ground surface or at a shallow depth. The San Diego Natural History Museum and Western Science Center have records of over five fossil localities within a five-mile radius of the site, including one within a one-mile radius of the site. In addition, the sedimentary bedrock units have yielded various vertebrate fossils throughout western Riverside County. Besides illuminating the striking differences between California in the past and today, this abundant fossil record has been vital in studies of extinction, ecology, and climate change.

5.5.2 Thresholds of Significance

The City of Wildomar considers a project to have a significant effect on the environment if the project would:

- G-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
 - ii) Strong seismic ground shaking.

5. Environmental Analysis GEOLOGY AND SOILS

- iii) Seismic-related ground failure, including liquefaction.
 - iv) Landslides.
- G-2 Result in substantial soil erosion or the loss of topsoil.
- G-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- G-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- G-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

5.5.3 Plans, Programs, and Policies

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

- PPP GEO-1 The project will comply with the California Building Code.
- PPP GEO-2 Site-specific geotechnical studies conducted under the supervision of a California Registered Certified Engineering Geologist or licensed geotechnical engineer and recommendations for geotechnical hazard prevention and abatement will be incorporated into project design.
- PPP GEO-3 The project will use site-specific seismic ground motions for analysis and design. Site-specific ground motions provide more current geo-seismic data than the U.S. Geological Survey (USGS) and are used for performance-based analyses.

5.5.4 Environmental Impacts

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

Impact 5.5-1: Project occupants and visitors would be subject to potential seismic-related hazards. [Threshold G-1a-d]

The location of the project site and its underlying geology make it likely to experience seismic hazards, including strong seismic shaking, and secondary hazards, like liquefaction.

5. Environmental Analysis

GEOLOGY AND SOILS

Earthquake Faults

The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. No known active faults are mapped on the site. The nearest known active fault to the site is the Temecula section of the Elsinore Fault Zone, located about 0.6 miles southwest of the site at its closest point. This fault segment generally is northwest oriented. The closest fault to the temporary offsite parking location is the Riverside County Fault approximately 2.7 miles northwest. Based on the distance from known active faults and the lack of any evidence of fault rupture hazards (NOVA 2019), there is no potential hazard from fault rupture on the site. Impacts would be less than significant.

Earthquake Ground Shaking

During large earthquakes, strong ground shaking will be produced.

The proposed project would implement PPP GEO-1 through PPP GEO-3 establish a series of actions and procedures that the project must comply with to reduce risks associated with seismic hazards, consistent with other existing federal, State, and local regulations. The ongoing implementation of PPP GEO-1 through PPP GEO-3 would not create additional geology and soils impacts and would ensure that any construction under the proposed project would not cause substantial adverse effects involving earthquake ground shaking.

Development under the proposed project would not create or exacerbate earthquake ground shaking. Mandatory compliance with PPP GEO-1 through GEO-3 referenced above, would ensure that development of the project would not cause substantial adverse effects involving earthquake ground shaking by implementing design parameters to prevent such damage, and compliance with applicable regulations designed to ensure seismic safety, and impacts would thus be less than significant.

Liquefaction and Related Ground Failure

The geotechnical investigation by NOVA (2019) identified the presence of liquefiable deposits, however they would not exceed one inch of movement and would not threaten the integrity of the planned development. Therefore, liquefaction is not considered a significant hazard on the project site, and the proposed project would not exacerbate any existing or create new liquefaction hazards.

Lateral spreading occurs when liquefied soils are present near a free face (such as a stream channel), and the materials move in a horizontal fashion toward the open area. Based on the geotechnical investigation by NOVA (2019), the potential for lateral spreading on the project site is very low.

Seismic densification can occur when loose soils above the level of the groundwater are subject to strong ground shaking and densify. The sandy soils beneath future structures will be overexcavated and densified to optimal compaction. Therefore, seismic densification is unlikely to occur once the project construction is complete.

Mandatory compliance with PPPs GEO-1 through GEO-3 would ensure that project development would not cause substantial adverse effects involving liquefaction and related ground failure, and impacts would be less than significant.

5. Environmental Analysis GEOLOGY AND SOILS

Landslides

Landslides are a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and lurching (earth movement at right angles to a cliff or steep slope during ground shaking) depend on several factors that are usually present in combination—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity. Based on the relatively flat topography of the project site, NOVA (2019) concluded that the potential for landslides at the site is low. The temporary offsite parking location is also relatively flat and is surrounded by roadways, vacant land, and residential uses. The project would not expose people or the new buildings to adverse effects from landslides. No impact would occur.

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.

Impact 5.5-2: Unstable geologic unit or soils conditions, including soil erosion, could result from development of the project. [Thresholds G-2, G-3 and G-4]

New development or redevelopment within the project site and changes in land use could result in an increase in impervious surfaces. This in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, the potential to cause erosion or siltation in drainage swales and streams, and potential loss of topsoil. Increases in tributary flows can exacerbate creek bank erosion or cause destabilizing channel incision.

As described in further detail in Section 5.8, *Hydrology and Water Quality*, of this Draft EIR, the project would be required to implement construction phase best management practices (BMPs) as well as post-construction site design, source control, and treatment control measures in accordance with permit requirements. Typical construction BMPs include silt fences, fiber rolls, catch basin inlet protection, water trucks, street sweeping, and stabilization of truck entrance/exits. Any project that disturbs one or more acre of land would also be required by the State Water Resources Control Board to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) to control discharges from construction sites. A SWPPP would outline drainage areas on a construction site and develop engineering solutions for the controlled detention and outflow of stormwater, which in turn reduces the potential for erosion.

New projects are required by OSHPD to implement BMPs and low-impact development (LID) measures pursuant to the post-construction measures in the Phase II Small MS4 Permit, which are expected to increase the potential for rainwater infiltration. Site design measures, source control measures, and LID treatment measures minimize the impact of impervious areas with pervious pavements, drainage to landscaped areas and bioretention areas, and the collection of rooftop runoff in cisterns or discharge to rain gardens. These measures also increase the potential for groundwater recharge, prevent the loss of topsoil, and reduce the

5. Environmental Analysis

GEOLOGY AND SOILS

potential for erosion and siltation. Site design measures include limits on clearing, grading, and soil compaction; minimizing impervious surfaces; conserving the natural areas of the site and topsoil as much as possible; complying with stream setback ordinances; and protecting slopes and channels from erosion. LID measures include the use of permeable pavements, directing runoff to pervious areas, and the construction of bioretention areas. The requirements also include operation and maintenance procedures and an agreement to maintain any stormwater treatment and control facilities in perpetuity. Compliance with this PPP and SWPPP requirements would therefore ensure that impacts relate to topsoil loss, erosion, and siltation from the project would be less than significant.

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.

Impact 5.5-3: Soil conditions could result in risks to life or property and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. [Thresholds G-3 and G-4]

The proposed project would not substantially increase the amount of groundwater pumped from beneath the project site and thus would not exacerbate any potential hazard from subsidence.

Settlement and collapse risks are likely to exist in areas with undocumented fill soils. Areas of large settlement can damage, or in extreme cases, destroy structures. The presence of compressible soils in the project area represents a hazard to structures and people.

The CBC has been adopted by the City of Wildomar and requires that structures be designed to mitigate compressible soils. Methods that could be used to reduce the impact of compressible soils include in-situ densification, transferring the load to underlying noncompressible layers with piles, and over-excavation of compressible soil and recompaction with engineered fill. OSHPD will inspect buildings and connections to the source, and the City will review all other utilities and sitework. These design measures, or a combination of them, would reduce the impact of compressible soils to less than significant.

As stated under impact discussion GEO-1, mandatory compliance with the CBC would ensure that any construction under the proposed project would not cause substantial adverse effects involving landslides and liquefaction, and related ground failure, including lateral spreading, and impacts would therefore be less than significant.

Level of Significance Before Mitigation: Impact 5.5-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-3 would be less than significant.

5. Environmental Analysis GEOLOGY AND SOILS

Impact 5.5-4: Soil conditions may not adequately support septic tanks. [Threshold G-5]

The project site would be served by sewer mains in adjacent roadways and the onsite emergency 25,000-gallon sewage tank. Project development would not use septic tanks or other alternative wastewater disposal systems. Therefore, no impact would occur.

Level of Significance Before Mitigation: Impact 5.5-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-4 would not be significant.

Impact 5.5-5: The project would not directly or indirectly destroy a unique paleontological resource or unique geologic feature. [Threshold G-6]

As described in Section 5.5.1.3, *Existing Conditions*, the geologic processes in the project area are generally the same as those in other parts of Wildomar and are not considered unique. The paleontological resources report indicated that no fossils were encountered during the paleontological field survey. While the project site has been developed, paleontological resources could be discovered during ground-disturbing activities.

As discussed in Section 5.5.1.3, *Existing Conditions*, fossil localities have been found in the vicinity of the project area. Highly sensitive geologic formations where fossils could potentially be found include Pauba Formation and the informal unit “sandstone of Wildomar area” which both outcrop on the site. Paleontological resources are recognized as nonrenewable and therefore receive protection under PRC Sections 5097.5 and 30244 and CEQA. Grading and construction activities could potentially disturb paleontological resources.

PaleoServices (2020) anticipates that ground disturbance will occur during all three phases of development, including the construction of stormwater retention basins, upgrading site utilities, new tower construction, new CUP construction, construction of new south surface parking and south section of ring road for earthwork extending more than 2 feet bgs.

Where areas of known sensitivity for paleontological resources are disturbed due to project development, there is a likelihood of discovering a paleontological resource onsite during ground-disturbing activities. Accordingly, impacts would be potentially significant.

Level of Significance Before Mitigation: Impact 5.5-5 would be potentially significant.

Mitigation Measures

GEO-1 Prior to the start of earthwork, a qualified Project Paleontologist shall be retained to oversee the paleontological monitoring program and shall attend the pre-construction meeting to consult with Project contractors concerning excavation schedules, paleontological field

5. Environmental Analysis

GEOLOGY AND SOILS

techniques, and safety issues. In addition, a professional repository shall be designated to receive and curate any discovered fossils.

GEO-2 A paleontological monitor shall be on-site during all earthwork operations impacting previously undisturbed deposits of the Pauba Formation (Qps) or underlying “sandstone of Wildomar area” (QTws). The paleontological monitor shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Paleontological monitoring may be reduced (e.g., part-time monitoring or spot-checking) or eliminated, at the discretion of the Project Paleontologist and in consultation with appropriate agencies (e.g., Project proponent, City of Wildomar representatives). Changes to the paleontological monitoring schedule shall be based on the results of the mitigation program as it unfolds during site development, and current and anticipated conditions in the field.

GEO-3 If fossils are discovered, the Project Paleontologist (or paleontological monitor) shall make an initial assessment to determine their significance. All identifiable vertebrate fossils (large or small) and uncommon invertebrate, plant, and trace fossils are considered to be significant and shall be recovered (SVP, 2010). Representative samples of common invertebrate, plant, and trace fossils shall also be recovered. Although fossil salvage can often be completed in a relatively short period of time, the Project Paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt earthwork at his or her discretion during the initial assessment phase if additional time is required to salvage fossils. If it is determined by the Project Paleontologist that the fossil(s) should be recovered, the recovery shall be completed in a timely manner. Some fossil specimens (e.g., a large mammal skeleton) may require an extended salvage period. Because of the potential for the recovery of small fossil remains (e.g., isolated teeth of small vertebrates), it may be necessary to collect bulk-matrix samples for screen washing.

GEO-4 In the event that fossils are discovered during a period when a paleontological monitor is not on site (i.e., an inadvertent discovery), earthwork within the vicinity of the discovery site shall temporarily halt, and the Project Paleontologist shall be contacted to evaluate the significance of the discovery. If the inadvertent discovery is determined to be significant, the fossils shall be recovered, as outlined in Mitigation Measure GEO-3.

GEO-5 Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, taxonomically identified, and cataloged as part of the mitigation program. Fossil preparation may also include screen-washing of bulk matrix samples for microfossils or other laboratory analyses (e.g., radiometric carbon dating), if warranted in the discretion of the Project Paleontologist. Fossil preparation and curation activities may be conducted at the laboratory of the contracted Project Paleontologist, at an appropriate outside agency, and/or at the designated repository, and shall follow the standards of the designated repository.

5. Environmental Analysis GEOLOGY AND SOILS

GEO-6 Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be curated at a professional repository (e.g., Western Science Center, San Diego Natural History Museum). The Project Paleontologist shall have a written repository agreement with the professional repository prior to the initiation of mitigation activities.

GEO-7 A final summary report shall be completed at the conclusion of the monitoring and curation phases of work and shall summarize the results of the mitigation program. A copy of the paleontological monitoring report should be submitted to the City of Wildomar and to the designated museum repository. The report and specimen inventory, when submitted to the City of Wildomar with confirmation of the curation of recovered specimens into an established, accredited repository, will signify completion of the program to mitigate impacts to paleontological resources.

Level of Significance After Mitigation: Impact 5.5-5 would be less than significant with mitigation incorporated.

5.5.5 Cumulative Impacts

Geology and soils impacts are site specific and generally do not combine to result in cumulative impacts. Additionally, CEQA is concerned with whether project implementation exacerbates existing hazards on site. Similar to the proposed project, future development projects would be required to comply with applicable State and local building regulations including the CBC and the City of Wildomar's Municipal Code Chapter 15.12. Site-specific geologic hazards would be addressed in each project's geotechnical investigation. Therefore, no significant cumulative impact would occur. The impact is less than significant.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.5-1 through 5.5-4.

Without mitigation, this impact would be **potentially significant**:

- **Impact 5.5-5** The project could destroy a unique paleontological resource.

5.5.7 Mitigation Measures

Impact 5.5-5

GEO-1 Prior to the start of earthwork, a qualified Project Paleontologist shall be retained to oversee the paleontological monitoring program and shall attend the pre-construction meeting to consult with Project contractors concerning excavation schedules, paleontological field techniques, and safety issues. In addition, a professional repository shall be designated to receive and curate any discovered fossils.

5. Environmental Analysis

GEOLOGY AND SOILS

- GEO-2 A paleontological monitor shall be on-site during all earthwork operations impacting previously undisturbed deposits of the Pauba Formation (Qps) or underlying “sandstone of Wildomar area” (QTws). The paleontological monitor shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Paleontological monitoring may be reduced (e.g., part-time monitoring or spot-checking) or eliminated, at the discretion of the Project Paleontologist and in consultation with appropriate agencies (e.g., Project proponent, City of Wildomar representatives). Changes to the paleontological monitoring schedule shall be based on the results of the mitigation program as it unfolds during site development, and current and anticipated conditions in the field.
- GEO-3 If fossils are discovered, the Project Paleontologist (or paleontological monitor) shall make an initial assessment to determine their significance. All identifiable vertebrate fossils (large or small) and uncommon invertebrate, plant, and trace fossils are considered to be significant and shall be recovered (SVP, 2010). Representative samples of common invertebrate, plant, and trace fossils shall also be recovered. Although fossil salvage can often be completed in a relatively short period of time, the Project Paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt earthwork at his or her discretion during the initial assessment phase if additional time is required to salvage fossils. If it is determined by the Project Paleontologist that the fossil(s) should be recovered, the recovery shall be completed in a timely manner. Some fossil specimens (e.g., a large mammal skeleton) may require an extended salvage period. Because of the potential for the recovery of small fossil remains (e.g., isolated teeth of small vertebrates), it may be necessary to collect bulk-matrix samples for screen washing.
- GEO-4 In the event that fossils are discovered during a period when a paleontological monitor is not on site (i.e., an inadvertent discovery), earthwork within the vicinity of the discovery site shall temporarily halt, and the Project Paleontologist shall be contacted to evaluate the significance of the discovery. If the inadvertent discovery is determined to be significant, the fossils shall be recovered, as outlined in Mitigation Measure GEO-3.
- GEO-5 Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, taxonomically identified, and cataloged as part of the mitigation program. Fossil preparation may also include screen-washing of bulk matrix samples for microfossils or other laboratory analyses (e.g., radiometric carbon dating), if warranted in the discretion of the Project Paleontologist. Fossil preparation and curation activities may be conducted at the laboratory of the contracted Project Paleontologist, at an appropriate outside agency, and/or at the designated repository, and shall follow the standards of the designated repository.
- GEO-6 Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be curated at a professional repository (e.g., Western Science Center, San Diego Natural History

5. Environmental Analysis GEOLOGY AND SOILS

Museum). The Project Paleontologist shall have a written repository agreement with the professional repository prior to the initiation of mitigation activities.

GEO-7 A final summary report shall be completed at the conclusion of the monitoring and curation phases of work, and shall summarize the results of the mitigation program. A copy of the paleontological monitoring report should be submitted to the City of Wildomar and to the designated museum repository. The report and specimen inventory, when submitted to the City of Wildomar with confirmation of the curation of recovered specimens into an established, accredited repository, will signify completion of the program to mitigate impacts to paleontological resources.

5.5.8 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts associated with geology and soils to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to geology and soils have been identified.

5.5.9 References

Kennedy, M. P., and D. M. Morton, 2003. Preliminary geologic map of the Murrieta 7.5' quadrangle, Riverside County, California. U. S. Geological Survey Open-File Report OF 2003-189, scale 1:24,000.

Southwest Healthcare System (SWHS). 2020, March 26. Emergency Operations Plan.

5. Environmental Analysis

GEOLOGY AND SOILS

This page intentionally left blank.

5. Environmental Analysis

5.6 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the Inland Valley Medical Center 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 (South Coast AQMD).

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

- *Greenhouse Gas Analysis for the Inland Valley Medical Center Project*, RECON Environmental, Inc., July 27, 2021

A complete copy of this study is included as Appendix 5.6-1 to 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 (CO₂) over a given period of time (20, 100, and 500 years). CO₂ has a GWP of 1.
- **Carbon dioxide-equivalent (CO₂e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO₂ that would cause the same amount of warming. CO₂e is based on the GWP ratios between the various GHGs relative to CO₂.
- **MTCO₂e.** Metric ton of CO₂e.
- **MMTCO₂e.** Million metric tons of CO₂e.

5.6.1 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.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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 (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).^{1,2} The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO₂)** 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 (CH₄)** 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 (N₂O)** 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 5.6-1. The GWP is used to convert GHGs to CO₂-equivalence (CO₂e) 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 CH₄, 10 MT of CH₄ would be equivalent to 250 MT of CO₂.

Table 5.6-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO₂

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO ₂ ¹	Fourth Assessment Report Global Warming Potential Relative to CO ₂ ¹
Carbon Dioxide (CO ₂)	50 to 200	50 to 200	1	1
Methane ² (CH ₄)	12 (±3)	12	21	25
Nitrous Oxide (N ₂ O)	120	114	310	298

¹ Water vapor (H₂O) 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.

² 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.

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

Table 5.6-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO₂

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO ₂ ¹	Fourth Assessment Report Global Warming Potential Relative to CO ₂ ¹
<p>Source: IPCC 1995, 2007.</p> <p>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 CO₂. 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.</p> <p>¹ Based on 100-year time horizon of the GWP of the air pollutant compared to CO₂.</p> <p>² 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 CO₂ is not included.</p>				

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 AR4.³ Based on these GWPs, California produced 424.10 MMTCO_{2e} GHG emissions in 2017. The California Air Resources Board (CARB) categorizes GHG generation into the following seven sectors (CARB 2019a).

- **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 in-state 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 attributed 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 (CH₄) and nitrous oxide (N₂O) 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).

³ 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).

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

- **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 2019b).

California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG-emitting activities statewide were 424 MMTCO_{2e}, 5 MMTCO_{2e} lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004 and 7 MMTCO_{2e} 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_{2e} per capita to 10.7 MTCO_{2e} 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 CO₂ 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-

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

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.
- 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 5.6-1), 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 5.6-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

Table 5.6-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.

5.6.1.1 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).

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

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_{2e} 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 CO₂ 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:

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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

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_{2e} in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMTCO_{2e} (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_{2e} 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_{2e} 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, are slightly higher at 431 MMTCO_{2e} (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).

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

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 adaption strategy, Safeguarding California, 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_{2e} for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017a).

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.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

- 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.
- 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_{2e} or less per capita by 2030 and 2 MTCO_{2e} 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 5.6-3, *2017 Climate Change Scoping Plan Emissions Reduction Gap*. 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_{2e} 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.

5. Environmental Analysis
GREENHOUSE GAS EMISSIONS

Table 5.6-3 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions MMTCO ₂ e
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target	60

Source: CARB 2017a.

Table 5.6-4, *2017 Climate Change Scoping Plan Emissions Change by Sector*, provides estimated GHG emissions compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 5.6-4 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990	2030 Proposed Plan Ranges	% Change from 1990
	MMTCO ₂ e	MMTCO ₂ e	
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 ¹	-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 2017a.

Notes: TCU = Transportation, Communications, and Utilities; TBD = To Be Determined.

¹ 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

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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_{2e} of reductions by 2020 and 15 MMTCO_{2e} 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).

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_{2e} 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

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

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) 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 CO₂e 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.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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.

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_{2e} 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

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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 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.⁴ 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.

⁴ The green building standards became mandatory in the 2010 edition of the code.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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 5.608 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.

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.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

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 CH₄. 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 2017b). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

Regional

South Coast Air Quality Management District

The South Coast Air Quality Management District (South Coast AQMD) is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, South Coast AQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin. The Working Group developed several different options that are contained in the South Coast AQMD Draft Guidance – *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans*, that could be applied by lead agencies. The working group met again in 2010 to review the guidance. The South Coast AQMD Board has not approved the thresholds; however, 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. The current interim thresholds consist of the following tiered approach:

- Tier 1 – The project is exempt from the California Environmental Quality Act (CEQA)
- Tier 2 – The project is consistent with an applicable regional GHG emissions reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

- Tier 3 – Project GHG emissions represent an incremental increase below or mitigated to less than Significance Screening Levels, where:
 - Residential/Commercial Screening Level
 - Option 1 – 3,000 MT CO₂E screening level for all residential/commercial land uses.
 - Option 2 – Screening level thresholds for land use type acceptable if used consistently by a lead agency:
 - > Residential: 3,500 MT CO₂E
 - > Commercial: 1,400 MT CO₂E
 - > Mixed-Use: 3,000 MT CO₂E
 - 10,000 MT CO₂E is the Permitted Industrial Screening Level
- Tier 4 – The project achieves performance standards, where performance standards may include:
 - Option 1: Percent emission reduction target. South Coast AQMD has no recommendation regarding this approach at this time.
 - Option 2: The project would implement substantial early implementation of measures identified in the CARB’s Scoping Plan. This option has been folded into Option 3.
 - Option 3: South Coast AQMD Efficiency Targets.
 - 2020 Targets: 4.8 MT CO₂E per service population (SP) for project-level analyses where service population includes residential and employment populations provided by a project.
 - 2035 Targets: 3.0 MT CO₂E per SP for project-level analyses or 4.1 MT CO₂E per SP for plan level analyses.
- Tier 5 – Offsets along or in combination with the above target Significance Screening Level. Offsets must be provided for a 30-year project life, unless the project life is limited by permit, lease, or other legally binding condition.

If a project complies with any one of these tiers, its impacts related to GHG emissions would be considered less than significant.

The South Coast AQMD’s interim thresholds used the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the EO’s objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 parts per million, thus stabilizing global climate. South Coast AQMD only has authority over GHG emissions from development projects that include air quality permits.

South Coast AQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the South Coast AQMD.

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the South Coast AQMD. The South Coast AQMD will fund through contracts in response to request for proposals or purchase reductions from other parties.

Southern California Association of Governments

In September 2020, SCAG adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Connect SoCal plan identifies that land use strategies that focus on new housing and job growth in areas with a variety of destinations and mobility options would support and complement the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands. The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth as well as projected development that promotes active transport and reduces GHG emissions.

Western Riverside Council of Governments

The City is a participant in the Western Riverside Council of Governments' (WRCOG) Subregional Climate Action Plan (CAP). The Subregional CAP includes strategies to help the region achieve GHG emissions reduction goals along with other economic and environmental benefits. The CAP contains GHG reduction measures related to energy, transportation and land use, solid waste, and water. The CAP establishes a community-wide emissions reduction target of 15 percent below 2010 emission levels, following guidance from CARB and the Governor's Office of Planning and Research. The CAP does not establish a reduction target for year 2035 or future years; however, the CAP identifies a reduction goal of 49 percent below baseline (2010) emissions levels to set the WRCOG subregion on a trajectory to meet targets identified in SB 375 and EO 2-3-05.

5.6.1.2 EXISTING CONDITIONS

City of Wildomar Emissions

A City of Wildomar emissions inventory was prepared for baseline year 2010. The total community-wide GHG emissions in 2010 were 176,046 MT CO₂E. Table 5.6-5, *City of Wildomar GHG Emissions in 2010*, summarizes the sources and quantities of community emissions. The largest source of emissions is transportation.

Table 5.6-5 City of Wildomar GHG Emissions in 2010

Sector	2010 GHG Emissions (MT CO ₂ E)
Residential Energy and Water Use	47,173 (27%)
Commercial/Industrial Energy and Water Use	14,379 (8%)
Transportation	111,119 (63%)
Waste Generation	3,375 (2%)

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

Total	176,046
-------	---------

Source: RECON 2021

Site Conditions

The project site is currently developed with the Inland Valley Medical Center. The existing buildings include several one- and two-story structures. The project site is bound to open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and Interstate 15 (I-15) to the south and west.

5.6.2 Thresholds of Significance

The City of Wildomar considers a project to 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.

5.6.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

The City has not adopted its own GHG Thresholds of Significance for CEQA. The South Coast AQMD published its *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans* in 2008. The interim thresholds are a tiered approach; projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers.

In 2008, South Coast AQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin. The Working Group developed several different options that are contained in the South Coast AQMD Draft Guidance Document – *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans*, that could be applied by lead agencies. The working group met again in 2010 to review the guidance. The South Coast AQMD Board has not approved the thresholds; however, 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. The current interim thresholds consist of the following tiered approach:

- Tier 1 – The project is exempt from the California Environmental Quality Act (CEQA).
- Tier 2 – The project is consistent with an applicable regional GHG emissions reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 – Project GHG emissions represent an incremental increase below or mitigated to less than Significance Screening Levels, where:

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

- Residential/Commercial Screening Level:
 - Option 1: 3,000 MT CO₂E screening level for all residential/commercial land uses
 - Option 2: Screening level thresholds for land use type acceptable if used consistently by a lead agency:
 - > Residential: 3,500 MT CO₂E
 - > Commercial: 1,400 MT CO₂E
 - > Mixed-Use: 3,000 MT CO₂E
 - > 10,000 MT CO₂E is the Permitted Industrial Screening Level
- Tier 4 – The project achieves performance standards, where performance standards may include:
 - Option 1: Percent emission reduction target. South Coast AQMD has no recommendation regarding this approach at this time.
 - Option 2: The project would implement substantial early implementation of measures identified in the CARB’s Scoping Plan. This option has been folded into Option 3.
 - Option 3: South Coast AQMD Efficiency Targets.
 - 2020 Targets: 4.8 MT CO₂E per service population (SP) for project level analyses or 6.6 MT CO₂E per SP for plan level analyses where service population includes residential and employment populations provided by a project.
 - 2035 Targets: 3.0 MT CO₂E per SP for project-level analyses or 4.1 MT CO₂E per SP for plan level analyses.
- Tier 5 – Offsets along or in combination with the above target Significance Screening Level. Offsets must be provided for a 30-year project life, unless the project life is limited by permit, lease, or other legally binding condition.

If a project complies with any one of these tiers, its impacts related to GHG emissions would be considered less than significant. The South Coast AQMD’s interim thresholds used the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the EO’s objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 parts per million, thus stabilizing global climate.

South Coast AQMD only has authority over GHG emissions from development projects that include air quality permits. The proposed project’s emergency generators and boilers in the new Central Utility Plant would require review by the South Coast AQMD for compliance with adopted regulations.

Consistent with the South Coast AQMD guidance, the recommended tiered approach for land use development projects in South Coast AQMD jurisdiction is assessment against the applicable screening levels. The proposed project has several stationary sources (emergency generators, boilers) and the main source of emissions associated with the project would be permitted stationary sources associated with the Central Utility Plant. Therefore, the South Coast AQMD screening threshold of 10,000 MT CO₂E for permitted industrial uses was used. This screening level is intended to exempt projects that are too small to

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

have significant impacts from further analysis. For projects including a stationary source, emissions calculations must also include construction emissions and operational emissions associated with mobile sources, electricity use, water delivery, and other non-stationary sources associated with the facility to ensure all GHG emissions are included in the evaluation. Therefore, emissions from all construction and operational sources were calculated and compared to the screening threshold.

5.6.3 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). The 2019 Building and Energy Efficiency Standards became effective January 1, 2020. Additionally, new buildings are required to comply with Section 5.304 of the California Green Building Standards Code (CALGreen) regarding outdoor potable water use in landscaped areas. 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 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.

5.6.4 Environmental Impacts

5.6.4.1 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 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.

Construction Phase

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in water use for fugitive dust control.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

Every phase of the construction process, including demolition, grading, paving, and building, emits GHGs in volumes directly related to the quantity and type of construction equipment used when building the project. GHG emissions associated with each phase of project construction are calculated by multiplying the total fuel consumed by the construction equipment and worker trips by applicable emission factors. The number and pieces of construction equipment are calculated based on the project-specific design. In the absence of project-specific construction information, equipment for all phases of construction is estimated based on the project size.

Standard construction equipment includes dozers, rollers, scrapers, backhoes, loaders, paving equipment, delivery/haul trucks, jacking equipment, welding machines, and so on. Duration of each individual construction phase was based on a construction schedule that is anticipated to last approximately five years. Specific equipment parameters are not available as the equipment mix will vary by contractor and portion of the project under construction. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The construction equipment estimates are based on surveys of typical construction projects performed by the South Coast AQMD and the Sacramento Metropolitan Air Quality Management District that provide a basis for scaling equipment needs and schedule with a project's size. CalEEMod default construction equipment was modeled for each phase with the exception of the remodeling/renovation phases. For these phases, cranes and heavy tractors were removed. Construction activities would also include the demolition of Building B-H, Building C, and the Central Utility Plant; and an additional 40,000 square feet of building demolition was modeled to account for hauling of remodeling/renovation debris. Additionally, project earthwork would consist of a net export of approximately 1,200 cubic yards of soil.

Table 5.2-6, *Construction Phases and Equipment*, of Chapter 5.2, *Air Quality*, summarizes the anticipated construction schedule, phases, and duration as well as the modeled construction equipment. Based on guidance from the South Coast AQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project.

Operational Phase

- **Mobile Emissions.** GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. Based on the Traffic Impact Analysis prepared for the proposed project, the project would generate 2,232 daily trips while the existing portion of the hospital that would be demolished would generate 402 daily trips, for a net increase of 1,830 daily trips. GHG emissions result from combustion of fuel in helicopters. The existing hospital has a helipad that is located at the northern project boundary. The future relocation of the helipad to the western portion of the site would not result in an increase in helicopter trips, and would therefore, not result in an increase in GHG emissions from helicopter fuel combustion.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

- **Energy Use Emissions.** GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants.
- **Area Sources.** Area source include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model.
- **Water/Wastewater.** The Western Municipal Water District would provide water to the project site. The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH₂ and N₂O.
- **Solid Waste Emissions.** The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery.
- **Stationary Sources.** There is an existing Central Utility Plant on the project site. The equipment in the existing Central Utility Plant includes air cooled chillers, chilled water pumps, three gas-fired boilers, heating water pumps, and three emergency generators (600 kilowatts [kW], 400 kW, and 150 kW). The new Central Utility Plant equipment would include two 1,500 kW emergency generators, three 600-ton water cooled chillers, three 600-ton cooling towers, chilled and condenser water pumps, and ventilation, heating, and cooling systems. Additionally, three new 6,000 MBH boilers would be installed on the new tower roof. The new Central Utility Plant is anticipated to come on-line in mid-2023, and would not operate at full capacity until after the new tower is both on-line and fully occupied. The existing Central Utility Plant will remain on-line until mid-2025, at which point it would be decommissioned and demolished.

5.6.4.2 IMPACT ANALYSIS

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

Impact 5.6-1: Implementation of the project would not generate a substantial increase in the magnitude of GHG emissions. [Threshold GHG-1]

This analysis uses South Coast AQMD's *Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules, and Plans*. The interim thresholds are a tiered approach; project impacts may be determined to be less than significant under each tier or require further analysis under subsequent tiers. Because the project is subject to CEQA and is not subject to a regional GHG emissions reduction plan, the project does not fall under Tiers 1 or 2. As shown in Table 5.6-6, *Summary of Project GHG Emissions (MT CO_{2e})*, construction and operation of the

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

project would result in a net increase in emissions of 7,695 MT CO₂E annually. Project GHG emissions would be less than the applicable South Coast AQMD screening level of 10,000 MT CO₂E. As project emissions would be less than the 10,000 MT CO₂E screening level, GHG emissions impacts would be less than significant.

Table 5.6-6 Summary of Project GHG Emissions (MT CO₂e)

Source	Existing Building to be Demolished	Proposed Project	Net Increase
Mobile	510	2,836	2,326
Energy Source	913	1,755	842
Area Sources	<1	<1	<1
Water/Wastewater Sources	7	32	25
Solid Waste Sources	26	147	120
Construction (Amortized over 30 years)	0	159	159
Emergency Generators	Not Calculated ¹	13	13
Boilers	Not Calculated ¹	4,209	4,209
Total	1,457	9,152	7,695
<i>South Coast AQMD Significance Threshold</i>			<i>10,000</i>

Source: RECON 2021

MT CO₂E = metric tons of carbon dioxide equivalent

¹ There was not enough information available to calculate these emissions. However, by not including these sources in the existing GHG inventory results in a conservative analysis since the net increase in emissions would be less than what is shown in this table.

LEVEL OF SIGNIFICANCE

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.

Impact 5.6-2: Implementation of the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2]

Executive Order S-3-05 (EO S-3-05) established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target. As discussed above, the project emissions would be below the screening level of 10,000 MT CO₂E for stationary sources. This threshold is based on the concept of establishing a 90 percent GHG emission capture rate. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, which includes analyzing feasible alternatives and imposing feasible mitigation measures.

The market capture rate is based on guidance from the California Air Pollution Control Officers Association (CAPCOA) report CEQA & Climate Change, dated January 2008, which identifies several potential

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

approaches for assessing a project's GHG emissions. Following the market capture rate approach, a lead agency defines an acceptable capture rate and identifies the corresponding emissions level. Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than the identified market capture rate would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would therefore be less than cumulatively considerable. A 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

Project GHG emissions would be less than the applicable South Coast AQMD screening level of 10,000 MT CO₂E. Further, project emissions would decline beyond the buildout year of the project, 2026, as a result of continued implementation of federal, state, and local reduction measures such as increased federal and state vehicle efficiency standards, and SCE's increased renewable sources of energy in accordance with RPS goals. Based on currently available models and regulatory forecasting, project emissions would continue to decline through at least 2050. Given the reasonably anticipated decline in project emissions, once fully constructed and operational, the project is in line with the GHG reductions needed to achieve the 2050 GHG emission reduction targets identified by EO S-3-05.

The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, RPS, Sustainable Communities Strategy, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. The project would comply with all applicable provisions contained in the 2017 Scoping Plan since the adopted regulations would apply to new development or the emission sectors associated with new development.

- **Transportation** – State regulations and 2017 Scoping Plan measures that would reduce the project's mobile source emissions include the California Light-Duty Vehicle GHG Standards (AB 1493/Pavley I and II), and the Low Carbon Fuel Standard, and the heavy-duty truck regulations. These measures are implemented at the state level and would result in project-related mobile source GHG emissions.
- **Energy** – State regulations and 2017 Scoping Plan measures that would reduce the project's energy-related GHG emissions include RPS and CALGreen. The project would be served by SCE, which has achieved 38 percent renewables as of 2019 and is required to achieve 44 percent by 2024, prior to project operation. The project's energy related GHG emissions would decrease as SCE increases its renewables procurement towards the 2030 goal of 60 percent. Additionally, the project would be constructed in accordance with energy efficiency standards effective at the time building permits are issued. The current 2019 Energy Code is estimated to decrease energy consumption by 30 percent for non-residential buildings when compared to the 2016 Title 24 Energy Code.

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

- **Water** – State regulations and 2017 Scoping Plan measures that would reduce the project’s electricity consumption associated with water supply, treatment, and distribution, and wastewater treatment include RPS, CALGreen, and the Model Water Efficient Landscape Ordinance. Additionally, the project would be subject to all City landscaping ordinance requirements.
- **Waste** – State regulations and 2017 Scoping Plan measures that would reduce the project’s solid waste-related GHG emissions are related to landfill methane control, increases efficiency of landfill methane capture, and high recycling/zero waste. Additionally, the project would include recycling storage and would divert waste from landfills in accordance with AB 341.

In addition to meeting the South Coast AQMD screening thresholds, the project was evaluated for consistency with the SCS strategies contained in Connect SoCal. As discussed in Table 5.6-7, *Project Consistency with Connect SoCal Strategies* the project would be consistent with applicable Connect SoCal strategies, particularly by providing expanded health services to the existing and projected population. The project would be required to comply with the regulations discussed above that have been adopted to implement the Scoping Plan and to achieve the SB 32 2030 target. As a result, the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

Table 5.6-7 Project Consistency with Connect SoCal Strategies

Strategies	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options	
<ul style="list-style-type: none"> • Emphasize land use patterns that facilitate multimodal access to work, educational, and other destinations. • Focus on regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. • Plan for growth near transit investments and support implementation of first/last mile strategies. • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses. • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods. • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations). • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking). 	<p>Consistent. The proposed project is surrounded by medical, commercial, and residential uses. The proposed project would expand an existing hospital, thereby increasing its capacity, creating additional jobs onsite and providing expanded health services to the existing population.</p> <p>Transportation/shuttle services at the hospital are available. As a hospital use where easy patient access is necessary, the project would meet the City’s parking requirements. However, the project site is served by an existing bus route immediately adjacent to the project site. The project would also provide secure bicycle parking.</p> <p>Further, the project site is located adjacent to a priority growth area (PGA) corridor located west of Interstate 15 as identified in Connect SoCal. From 2016 to 2045, 64 percent of new households and 74 percent of new jobs will occur in PGAs. Increase hospital capacity adjacent to a PGA would accommodate population growth in the adjacent PGA by providing increased medical care closer to residents.</p>
Promote Diverse Housing Options	
<ul style="list-style-type: none"> • Preserve and rehabilitate affordable housing and prevent displacement. • Identify funding opportunities for new workforce and affordable housing development. • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing 	<p>Not Applicable. The proposed project is not a residential project and therefore these strategies do not apply.</p>

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

<p>supply.</p> <ul style="list-style-type: none"> Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions. 	
<p>Leveraging Technology Innovations</p>	
<ul style="list-style-type: none"> Promote low emission technologies such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space. Improve access to services through technology, such as telework and telemedicine as well as other incentives such as a mobility wallet. Identify ways to incorporate micro-power grids in communities, for example solar energy, hydrogen fuel cell power storage and power generation. 	<p>Consistent. Transportation/shuttle services at the hospital are available. The project would also improve the hospital entrance and drop-off/pick-up area at the new hospital tower. The project site is served by an existing bus route immediately adjacent to the project site, and the project would also provide secure bicycle parking.</p> <p>In regard to telecommuting, the project is a hospital expansion which would require employees to physically be on-site for patient care. However, doctors may provide telemedicine options for their patients, thereby reducing the number of patient vehicle trips particularly for routine appointments and check-ups that do not require the patient to be physically present at the hospital.</p> <p>The project would also include a new Central Utility Plant that would replace the existing Central Utility Plant and include newer and more efficient equipment and machinery.</p>
<p>Support Implementation of Sustainable Policies</p>	
<ul style="list-style-type: none"> Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions. Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations. Support local jurisdictions in the establishment of EIFDs, CRIAS, or other tax increment or value capture tools to finance sustainable infrastructure and development projects including parks and open space. Work with local jurisdictions/communities to identify opportunities and assess barriers for implementing sustainability strategies. Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region. Continue to support long range planning efforts by local jurisdictions. Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy. 	<p>Not Applicable. These strategies are not directly applicable to the project. The project would not interfere with SCAG's efforts to work with local jurisdictions, communities, and other planning organizations to implement sustainable policies.</p>
<p>Promote a Green Region</p>	
<ul style="list-style-type: none"> Support development of local climate adaptation and hazard mitigation plans as well as project implementation that improves community resiliency to climate change and natural hazards. Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration. Integrate local food production into the regional landscape. Promote more resource efficient development focused on conservation, recycling and reclamation. Preserve, enhance and restore regional wildlife connectivity. Reduce consumption of resource areas, including agricultural land. 	<p>Not Applicable. Strategies regarding climate adaptation, food production, wildlife connectivity, agricultural lands, and park space are not applicable to the project. However, the project would support energy conservation, a reduction in heat islands, and recycling efforts. The project would be constructed in accordance with energy efficiency standards effective at the time building permits are issued. The current 2019 Energy Code is estimated to decrease energy consumption when compared to the 2016 Title 24 Energy Code. The project would be served by SCE, which has achieved 38 percent renewables as of 2019, and is required to achieve 44 percent by 2024 prior to project operation. The project's energy-related GHG emissions would decrease as SCE increases its renewables</p>

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

<ul style="list-style-type: none"> Identify ways to improve access to public park space. 	<p>procurement beyond 2020 towards the 2030 goal of 60 percent Project-related C&D waste would be sorted, recycled, and diverted from landfills in accordance with mandatory regulatory requirements. The project landscaping plan would include shade trees and reduce the heat island effect.</p>
<p>Source: RECON 2021</p>	

Additionally, as mentioned in Chapter 3, *Project Description*, the proposed project would include sustainable project design features that would reduce greenhouse gas emissions, such as 21 electric charging stalls, improving the existing bus stop on Inland Valley Drive, encouraging the use of transit and alternative transportation modes, enhancing the existing mid-block pedestrian crosswalk, providing an onsite cafeteria so employees and visitors avoid traveling offsite, and so on.

LEVEL OF SIGNIFICANCE

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.

5.6.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, Impact 5.6-1 is not project-specific impacts, but the project's contribution to a cumulative impact. Implementation of the project would not 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 not cumulatively considerable, and GHG emissions impacts would be less than significant.

5.6.6 Level of Significance Before Mitigation

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

5.6.7 Mitigation Measures

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

Impacts would be less than significant.

5. Environmental Analysis

GREENHOUSE GAS EMISSIONS

5.6.9 References

- CARB (California Air Resources Board). 2008, October. Climate Change Proposed Scoping Plan: A Framework for Change. <https://ww3.arb.ca.gov/cc/scopingplan/document/psp.pdf>.
- . 2010, August. Staff Report Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.
- . 2014, May 15. First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006. https://ww3.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.
- . 2017a, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.
- . 2017b, March 14. Final Proposed Short-Lived Climate Pollutant Reduction Strategy. <https://www.arb.ca.gov/cc/shortlived/shortlived.htm>.
- . 2018, February. Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets. https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf.
- . 2019a, August 26. California Greenhouse Emissions for 2000 to 2017: Trends of Emissions and Other Indicators. <https://www.arb.ca.gov/cc/inventory/data/data.htm>.
- . 2019b, August 26. 2019 Edition California Greenhouse Gas Inventory for 2000-2017: By Category as Defined in the 2008 Scoping Plan. <https://www.arb.ca.gov/cc/inventory/data/data.htm>.
- . 2019c, July 25. California and major automakers reach groundbreaking framework agreement on clean emission standards. Accessed April 14, 2020. <https://ww2.arb.ca.gov/news/california-and-major-automakers-reach-groundbreaking-framework-agreement-clean-emission>.
- CAT (California Climate Action Team). 2006, March. Climate Action Team Report to Governor Schwarzenegger and the Legislature.
- CCCC (California Climate Change Center). 2012, July. Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California.
- CEC (California Energy Commission). 2006. Our Changing Climate: Assessing the Risks to California. 2006 Biennial Report. CEC-500-2006-077. California Climate Change Center.
- . 2009, May. The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California. CEC-500-2008-0077.

5. Environmental Analysis GREENHOUSE GAS EMISSIONS

- . 2018a. News Release: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation. <https://www.energy.ca.gov/news/2018-05/energy-commission-adopts-standards-requiring-solar-systems-new-homes-first>.
- . 2018b. 2019 Building Energy and Efficiency Standards Frequently Asked Questions. https://ww2.energy.ca.gov/title24/2019standards/documents/Title24_2019_Standards_detailed_faq.pdf.
- CRNA (California Natural Resources Agency). 2014, July. Safeguarding California: Reducing Climate Risk: An Update to the 2009 California Climate Adaptation Strategy.
- IPCC (Intergovernmental Panel on Climate Change). 1995. *Second Assessment Report: Climate Change 1995*. <https://www.ipcc.ch/assessment-report/ar2/>.
- . 2001. *Third Assessment Report: Climate Change 2001*. New York: Cambridge University Press. <https://www.ipcc.ch/assessment-report/ar3/>.
- . 2007. *Fourth Assessment Report: Climate Change 2007*. New York: Cambridge University Press. <https://www.ipcc.ch/assessment-report/ar4/>.
- OEHHA (Office of Environmental Health Hazards Assessment). 2018, May. Indicators of Climate Change in California. <https://oehha.ca.gov/media/downloads/climate-change/report/2018caindicatorsreportmay2018.pdf>.
- RECON Environmental, Inc. (RECON). 2021, April 27. Greenhouse Gas Analysis for the Inland Valley Medical Center Project. Appendix 5.6-1.
- SCAG (Southern California Association of Governments). 2016, April 7. Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. <https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557>.
- . 2020, May 7. Adopted Connect SoCal Plan: The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of The Southern California Association of Governments. <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>
- USEPA (US Environmental Protection Agency). 2009, December. EPA: Greenhouse Gases Threaten Public Health and the Environment. Science Overwhelmingly Shows Greenhouse Gas Concentrations at Unprecedented Levels Due to Human Activity. https://archive.epa.gov/epapages/newsroom_archive/newsreleases/08d11a451131bca585257685005bf252.html.

5. Environmental Analysis

5.7 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):

- *Phase I Environmental Site Assessment Report*, Partner Engineering and Science, January 15, 2021

A complete copy of this study is included in Appendix 5.7-1.

5.7.1 Environmental Setting

5.7.1.1 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.

- **U.S. 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, an 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.
- **Federal Aviation Agency:** The FAA issues and enforces regulations covering manufacturing, operating, and maintaining aircrafts. The FAA also certifies airmen and airports (including heliports) that serve air carriers and conducts research on and develops systems and procedures needed for a safe and efficient system of air navigation and air traffic control.

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 the Governor's Executive Order. Six boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of 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

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

- 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.
- **California Department of Toxic Substances Control.** DTSC is the department of CalEPA that carries out the RCRA and the Comprehensive Environmental Response, Compensation, and Liability Act (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.
- **California Division of Occupational Safety and Health.** Like OSHA at the federal level, the California Division of Occupational Safety and Health (Cal/OSHA) is the responsible State agency for ensuring workplace safety. Cal/OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. If a work site is contaminated, a site safety plan must be crafted and implemented to protect the safety of workers. Site safety plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.
- **California Office of Emergency Services.** The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009. It was created pursuant to Assembly Bill 38, which merged the duties, powers, purposes, and responsibilities of the former Governor's Emergency Management Agency with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

- **California Department of Transportation and California Highway Patrol.** Caltrans and the CHP are the two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highways, freeways, and intercity rail lines. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to ensure regulatory compliance.

The State of California regulates the transportation of hazardous waste originating or passing through the state. Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier that transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, that carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

- **California Department of Public Health Radiologic Health Branch.** The Radiologic Health Branch (RHB) is within the Radiation Safety and Environmental Management Division of the Department of Public Health. The RHB enforces the laws and regulations addressing ionizing radiation, including radioactive material, to protect the public, radiation workers, and the environment. RHB is responsible for providing public health functions associated with administering a radiation control program. This includes licensing of radioactive materials, registration of X-ray-producing machines, certification of medical and industrial X-ray and radioactive material users, inspection of facilities using radiation, investigation of radiation incidents, and surveillance of radioactive contamination in the environment.
- **State Water Resources Control Board.** In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the Clean Water Act. SWRCB's Underground Storage Tank (UST) program protects the public health and safety, and the environment from releases of petroleum and other hazardous substances from USTs. The program elements include:
 - **Leak Prevention:** This program element includes requirements for tank installation, construction, testing, leak detection, spill containment, and overflow protection.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

- Cleanup: Cleanup of leaking tanks often involves a soil and groundwater investigation and remediation, under the direction of a regulatory agency.
- Enforcement: The SWRCB aids local agencies enforcing UST requirements.
- Tank Tester Licensing: Tank integrity testing is required by law, must meet the requirements of the SWRCB, and must be conducted by State licensed tank testers.

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 (RCDEH), which is responsible for regulating hazardous waste and tiered permitting; underground storage tanks; Regulatory Background.

5.7.1.2 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.

Federal

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) protects water, air, and soil resources from the risks created by past chemical disposal practices. This law is also called the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

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

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

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.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA), also known as the Superfund Amendments and Reauthorization Act (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.

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.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

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 CPH and Caltrans. 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 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.

Business Plan Act

Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials—termed a reporting quantity—to submit a hazardous materials business plan (HMBP) to the local CUPA.

An HMBP must be submitted by businesses that handle a hazardous material or a mixture containing a hazardous material in quantities equal to or greater than:

- 500 pounds of a solid
- 55 gallons of a liquid
- 200 cubic feet of a compressed gas at standard temperature and pressure
- The federal Threshold Planning Quantity for Extremely Hazardous Substances
- Radioactive materials in quantities for which an emergency plan is required per Parts 30, 40, or 70 of the CFR, Title 10, Chapter 1

The business plan must include the type and quantity of hazardous materials, a site map, risks of using these materials, spill prevention, emergency response, employee training, and emergency contacts.

Occupational Safety and Health in Hospitals

Guidelines for occupational safety and health of hospital workers are set forth in the Technical Manual, Section VI, Chapters 1, *Hospital Investigations: Health Hazards*, and 2, *Controlling Occupational Exposure to*

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Hazardous Drugs (OSHA 2016). The National Institute of Occupational Safety and Health (NIOSH) issued its Guidelines for Protecting the Safety and Health of Health Care Workers in 1988.

Medical Waste

Several regulations govern the handling, storage, and disposal of medical waste:

- Regulations governing hospital, medical, and infectious waste incinerators are set forth in CFR Title 40, Parts 60 and 62.
- Regulations governing occupational exposure to blood-borne pathogens and administered by OSHA are set forth in CFR Title 29, Part 1910.
- The Food and Drug Administration regulates the types of containers used for storing medical wastes (CFR Title 21, Part 864).
- The packaging of medical waste for transport is regulated by USDOT (CFR Title 49, Part 173).

Radiologic Safety

Nuclear Regulatory Commission regulations, including those governing the licensing of medical uses of nuclear materials, standards for protection against radiation, and packaging and transport of radioactive material are set forth in CFR Title 10, Chapter 1.

Federal Aviation Agency Advisory Circular 150/5390-2C

FAA Advisory Circular 150/5390-2C provides recommendations for heliport design, including heliports serving helicopters with single and tandem (front and rear) rotors.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the federal EPA and the Occupational Safety and Health Administration, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials (ACM).

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

State

California Health and Safety Code and Code of Regulations

The Hazardous Substances Account Act (California Health and Safety Code Sections 25300 et seq.) authorizes the State to clean up hazardous materials release sites – including abandoned sites – not qualifying for cleanup under CERCLA; provides funds to pay for the state’s share of costs of CERCLA cleanups; and provides compensation to persons injured by hazardous materials releases.

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.

CCR Title 8 Section 5191, Occupational Exposure to Hazardous Chemicals in Laboratories, requires that all laboratories have a written chemical hygiene plan as a fundamental chemical safety plan for the laboratory. The chemical hygiene plans are written programs that set forth procedures, equipment, personal protective equipment, and work practices that are capable of protecting employees from the health hazards presented by hazardous chemicals used in laboratories.

Subchapter 4 of 17 CCR Division 1, Chapter 5, regulates the use of radioactive material and includes requirements for the registration of sources of radiation and the licensing of radioactive material. This subchapter also contains standards that protect against radiation, including the need for inspections, investigations, maintaining proper records and notifications, and the proper use of X-ray machines and radioactive materials. Standards for the transportation of radioactive materials and the responsibilities of local health departments are also covered.

The Radiation Control Law governs sources of ionizing radiation for the protection of occupational and public health and safety. Regulations implementing the Radiation Control Law, set forth in CCR Title 17, Sections 30100 et seq., are implemented by the California Department of Public Health.

The Radiologic Technology Act governs the use of radiologic equipment in health care, including x-ray machines. Regulations implementing the Radiologic Technology Act are set forth in CCR Title 17, Sections 30400 et seq.

CCR Title 21 Sections 3525 through 3560 includes design standards for heliports and details permit requirements.

California Occupational Safety and Health Administration Bloodborne Pathogens Standards

The Cal/OSHA Bloodborne Pathogen Standard (CCR Title 8 Section 5193) requires all laboratories and departments that work with human blood, body fluids, or tissue to develop and implement a written exposure control plan to reduce or eliminate risk of exposure to human bloodborne pathogens during research and

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

teaching. The purpose of the Bloodborne Pathogen Standard is to reduce occupational exposure to hepatitis B, HIV, hepatitis C, and other potentially infectious bloodborne pathogens that employees may encounter in their workplace.

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.

California Fire Code

The California Fire Code (CFC) incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official fire code for the state and all political subdivisions, located in 24 CCR Part 9. The CFC is revised and published approximately every three years by the California Building Standards Commission.

California Medical Waste Management Act

In California, medical waste is handled according to the Medical Waste Management Act. Medical waste includes any biohazardous, pathology, pharmaceutical, or trace chemotherapy waste that is not regulated by the federal RCRA; sharps and trace chemotherapy wastes generated in the diagnosis, treatment, immunization, or care of humans or animals; waste generated in research pertaining to the production or testing of microbiologicals; and waste generated in research using human or animal pathogens.

Assembly Bill 333

Assembly Bill 333 (AB 333; Chapter 564, Statutes of 2014) sets forth additional requirements for transport of medical waste.

Senate Bill 225

Senate Bill 225 (SB 225; Chapter 352, Statutes of 2015) sets forth additional requirements for containment, storage, and transport of medical waste.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

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 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 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

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

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 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)

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

- 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.

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.

Local

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.

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

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

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.
- 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-5.7.** 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.

5. Environmental Analysis HAZARDS AND HAZARDOUS 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.
- **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.
- Chapter 15.20, Green Building Code: This chapter adopts the 2019 Green Building Code by reference.

5.7.1.3 SOUTHWEST HEALTHCARE SYSTEM PLANS, POLICIES, AND PROCEDURES

Southwest Healthcare System (SWHS) in Riverside County, consists of two acute care hospitals; the Inland Valley Medical Center and Rancho Springs Medical Center. SWHS's plans, policies, and procedures govern the design, construction, maintenance, and operation of the Inland Valley Medical Center.

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Hazardous Materials and Waste Management Plan

SWHS's Hazardous Materials and Waste Management Plan governs the methods for handling hazardous materials and waste at the Inland Valley Medical Center. The plan addresses the risks associated with hazardous materials and waste that can pose a threat to the environment, staff, patients, and visitors. Hazardous materials, such as radiological, chemical, or hazardous energy sources, are covered in the plan. Additionally, the waste streams governed by the plan are:

- Acutely Hazardous Waste
- Hazardous Waste
- Regulated Medical Waste
- Municipal Waste
- Chemotherapeutic Waste
- Laboratory Hazardous Waste
- Radioactive Waste
- Universal Waste (Batteries, light bulbs, etc.)

The plan is designed to meet the regulatory requirements of the RCRA, the DOT, OSHA, and State and local agencies as applicable. The processes include education, procedures for safe use, storage and disposal, and management of spills or exposures (SWHS 2018a).

Chemical Waste Management Plan

The purpose of SWHS's Chemical Management Plan is to establish guidelines and describe procedures for the identification, selecting, packaging, storing, transportation and disposal of chemical wastes. The plan also ensures that chemical wastes are handled and disposed of in accordance with the EPA, DOT, and State and local regulations and guidelines and assures that there is minimal risk to patients, staff, public and the environment (SWHS 2020a).

Emergency Operations Plan

The Emergency Operations Plan (EOP) is designed to outline the basic infrastructure and operating procedures utilized to mitigate, prepare for, respond to, and recover from emergency situations. The EOP is updated annually and is reviewed by the SWHS's Emergency Management Committee. The EOP is exercised two times or more a year through drills or actual events. The lessons learned assist with revising the EOP. The hospital completes an After Action Report (AAR) for each drill, and or real-world event. Improvement priorities are identified in the Action Plan and reevaluated in subsequent drills (SWHS 2020b).

Hazardous Waste: Preparedness, Prevention, and Contingency Plan

The contingency plan is designed to minimize hazards to human health or the environment from fires, explosions, or unplanned sudden or non-sudden releases of hazardous waste to the air, soil, ground water, or surface water. Although SWHS facilities are designed, constructed, maintained, and operated in a manner that

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

minimizes the possibility for such emergency incidents, this plan is designed to minimize hazards to human health and the environment in the unlikely event of such incidents.

US EPA requirements for Preparedness and Prevention and Contingency Planning under the RCRA are contained in CFR Title 40, Part 265. The hazardous waste Preparedness, Prevention, and Contingency Plan meets these requirements of the RCRA.

Policy and Procedure for Handling Chemotherapy/Cytotoxic Waste

The purpose of this policy and procedure is to provide guidelines so that health care workers, patients, and the environment are protected from unnecessary exposure to spent cytotoxic agents and/or contaminated body fluids. These include empty vials, ampules, IV bags, administration set, syringes, needles as well as items incidental to the preparation or administration including gloves, gowns, absorbent pads, etc. (SWHS 2018b).

Policy and Procedure for the Storage and Handling of Hazardous Products

The purpose of this policy and procedure is to establish guidelines for storing and handling hazardous products. The guidelines include requirements for proper labelling, regular inspections, containment and cleanup, personal protective equipment, and the management of flammable materials, acids, oxidizers, toxic materials, and corrosive products (SWHS 2015).

Policy and Procedure for Hazardous Material Spill and Exposure

This policy and procedure describes the safe and appropriate response to an accidental release or spill of hazardous materials to ensure the safety of employees, patients and visitors. Regardless of the size or type of spill, the spill response procedure would include the following steps:

- Discovery, identification, notification, and decision-making
- Response to the spill: minor, special content, and major
- Clean-up operations (as relevant to their job)
- proper disposal (SWHS 2012)

5.7.1.4 EXISTING CONDITIONS

The subject property is currently occupied by Inland Valley Medical Center, for hospital use, and Inland Medical Offices, for commercial medical office use. On-site operations consist of general medical activities, which include patient care, emergency room services, administrative and medical records storage, food preparation, and building maintenance operations. Bio-medical and chemical wastes are stored on site. The site also contains four hydraulic lift passenger elevators, one helipad, and three diesel fuel emergency generators. On site aboveground storage tanks (AST) include two diesel fuel tanks with capacities of 5,000 and 6,000 gallons that supply the emergency generators, and two liquid oxygen ASTs with capacities of 3,000 and 750 gallons. The site contains one 500-gallon UST used for decontaminated wastewater.

The temporary offsite parking location is vacant and contains no hazards materials or uses.

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Historic Uses of the Site

According to available historical sources, the site was formerly undeveloped as early as 1901. Between 1938 and approximately 1978 the site was developed as agricultural land and was vacant by 1985. The current hospital and medical administrative buildings were developed in phases between 1987 and 2006. The surrounding uses include vacant land and the Oak Springs flood control channel to the north, the Temecula Valley 15 Freeway to the south and west, and the Stonebridge Medical Center and Kaiser Permanente Wildomar medical offices to the east.

Phase I Environmental Site Assessment Findings

The American Society for Testing Materials' (ASTM) standard practice for Phase I Environmental Site Assessments (ASTM E 1527-13) refers to the following environmental conditions:

- **Recognized environmental condition:** The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to a release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment is considered a recognized environmental condition (REC).
- **Controlled recognized environmental condition:** A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substance or petroleum products allowed to remain in place subject to the implementation of required controls.
- **Historic recognized environmental condition:** The standards define a historic recognized environmental condition (HREC) as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

The Phase I Environmental Site Assessment (ESA) did not identify any RECs or CRECs on the project site. The project site was formerly equipped with a 20,000-gallon diesel UST and associated delivery piping system which supplied fuel to the hospital emergency generator equipment. According to available records at the RCDEH posted on the SWRCB's online GeoTracker database, the UST was removed with RCDEH oversight in September 2000. In October of the same year soils were excavated and a total of 216 cubic yards of diesel impacted soils were removed. In February of 2002 three groundwater monitoring wells were installed to monitor diesel, gasoline, benzene, toluene, ethylbenzene, xylenes, and methyl tert-butyl ether. Two additional wells were installed in October 2002. The five wells were monitored until October 2004 at which point declining groundwater concentration prompted the San Diego Regional Water Quality Control Board (RWQCB) to issue a No Further Action letter. Based on the removal of the tank, regulatory closure, and redevelopment of this portion of the site, the former UST and associated LUST case are considered an HREC.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

Airport-Related Hazards

The French Valley Airport is the closest airport to the project site and is located approximately 6 miles to the east of the site. The Riverside County Airport Land Use Compatibility Plan (ACLUP) includes safety compatibility zones for the airport. The project site is not within these safety zones (Riverside County 2011). Furthermore, there is an existing heliport on site for hospital emergency services.

Nearby Schools

There are no schools or daycares within a quarter mile of the project site.

5.7.2 Thresholds of Significance

The City of Wildomar considers a project to 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.

5.7.3 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,

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

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).
- RR HAZ-4 The Riverside County Department of Environmental Health, is the CUPA for the City of Wildomar and is responsible for regulating underground storage tanks (USTs). UST repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside County Environmental Health Department, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).
- PPP HAZ-5 All medical waste shall be handled in accordance with federal requirements as stated in CFR Title 40, Parts 60 and 62, CFR Title 29, Part 1910, and CFR Title 21, Part 864. Medical wastes shall also be handled, stored, and disposed of in compliance with the Medical Waste Management Act and laboratories shall be governed by the requirements of CCR Title 8 Section 5191, and CCR Title 8 Section 5193 as applicable.
- PPP HAZ-6 Radioactive materials shall be managed in accordance with CFR Title 10, Chapter 1, CCR Title 17, Division 1, Chapter 5, the Radiation Control Law, and the Radiologic Technology Act. The California Department of Public Health Radiologic Health Branch shall certify all

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

X-ray and radioactive material users, license radioactive materials, and register X-ray-producing machines.

PPP HAZ-7 The handling of hazardous materials and waste during the operational phase should be conducted in compliance with SWRH's plans, policies, and procedures. Emergency situations shall be managed in accordance with SWRH's EOP and the Hazardous Waste: Preparedness, Prevention, and Contingency Plan.

PPP HAZ-8 Any project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

5.7.4 Environmental Impacts

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

Impact 5.7-1: 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]

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 RCEHD, OSHA, California Division of Occupational Safety and Health, and USDOT. Additionally, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. The City does not anticipate that significant amounts of hazardous materials would be used during the construction period. Project construction workers would also be trained on the proper use, storage, and disposal of hazardous materials. Moreover, according to the Phase I ESA, the project site does not contain any RECs or CRECs.

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,

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

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. Demolition of the existing buildings onsite could have the potential to release lead and asbestos. Impacts would be potentially significant. However, with the compliance of applicable regulations and PPPs, the transport, use, and/or disposal of hazardous materials during construction would be properly managed, and the risk for accidental release of hazardous materials would be reduced; therefore, impacts would be less than significant.

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, be clearly labeled, and stored in compliance with SWHS, state, and federal requirements. Similarly, the gasoline and diesel USTs on-site would be maintained in compliance Title 23, Chapter 16 of the CCR. The proposed project would also include the use of radioactive materials, X-ray-producing machines, laboratory chemicals, and medical supplies. The operational phase would also generate medical/laboratory waste. Laboratory activities would be governed by the requirements of CCR Title 8 Section 5193 and 5191, which includes the preparation and implementation of a chemical hygiene plan. Radioactive materials and radiation producing machines would be governed by the requirements of Title 17, Division 1, Chapter 5 of the CCR. Furthermore, all medical waste would be handled in accordance with the requirements of the California Medical Waste Management Act. The California Department of Public Health Radiologic Health Branch shall certify all X-ray and radioactive material users, license radioactive materials, and register X-ray-producing machines. Therefore, the risk for accidental release of hazardous materials would be reduced through the compliance of applicable regulations. The temporary offsite parking location would temporarily accommodate parked vehicles during construction activities, however, the implementation of BMPs would ensure gasoline from vehicles would not result in a significant impact. Therefore, impacts during the operational phase would be less than significant.

Additionally, there are no schools or daycares located 0.25-mile southwest of the project site and no impacts would arise from the implementation of the proposed 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.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

Impact 5.7-2: The project site is not on a list of hazardous materials sites. [Threshold H-4]

As identified in the Phase I ESA Report, there are no RECs or CRECs on the project site. The site is listed on the SWRCB's online GeoTracker database as a LUST case and was issued a No Further Action letter from the San Diego RWQCB in October 2004. Additionally, there are no sites in the vicinity of the proposed project that are listed as hazardous material sites that could impact the project site. Therefore, impacts are less than significant.

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.

Impact 5.7-3: 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]

The project site and the temporary offsite parking location are not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 6 miles east of the project site and 6 miles southeast of the temporary offsite parking location. Given the distance of the project site to the French Valley Airport, no impact would occur.

Furthermore, the hospital operates a functioning helipad. The FAA regulates the design of helipads and flights paths to and from these facilities. Helipad design standards are specified in Chapter 4 of the FAA Advisory Circular 150/5390-2C. The Federal Aviation Regulations (FAR) contain prescriptive standards for flight paths and other safety requirements. The helipad has also been designed to meet the requirements of the USDOT, and CCR Title 21 Sections 3525 through 3560, and the hospital maintains a permit from Caltrans Division of Aeronautics. Additionally, heliports undergo a review from the Riverside Airport Land Use Commission (ALUC) to determine consistency with the Commission's ACLUP prior to their approval. The Riverside ALUC focuses their review on the noise, safety, airspace protection, and overflight impact of the helipad on surrounding land uses. Compliance with the requirements of the permit and design standards from the above agencies ensure that the helipad approach and departure routs do not pose a substantial risk to people in the area. Therefore, impacts would be less-than significant impact.

Level of Significance Before Mitigation: Impact 5.7-3 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-3 would not be significant.

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Impact 5.7-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (EOP) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan. These plans ensure the most effective allocation of resources for the maximum benefit and protection of the civilian population in time of emergency. The plans incorporate and coordinate all available County resources into an efficient organization capable of responding to any emergency. Though no emergency plans can prevent all death and destruction, good plans carried out by knowledgeable and well-trained personnel will minimize losses. Riverside County's EOP establishes the emergency organization and assigns tasks and general procedures and provides for coordination of planning efforts of the various emergency staff and service elements. Furthermore, emergency situations at the proposed project would be managed in accordance with SWRH's EOP and the Hazardous Waste: Preparedness, Prevention, and Contingency Plan.

The buildout of the proposed project would not result in substantial changes to the circulation patterns or emergency access routes and would not block or otherwise interfere with use of evacuation routes. Buildout would not interfere with operations of emergency response agencies or with coordination and cooperation between such agencies. The new buildings and hospital expansion would further support the implementation of emergency response plans due to the improved onsite circulation. Thus, impacts to emergency response planning would be less than significant.

Additionally, 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.

Level of Significance Before Mitigation: Impact 5.7-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-4 would be less than significant.

Impact 5.7-5: 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]

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 zones (VHFHSZ) within Local Responsibility Areas (LRA). In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in VHFHSZs to use ignition-resistant construction methods and materials.

5. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

According to CALFIRE, the project site is located within a VHFHSZ in the LRA (CALFIRE 2009). The proposed project 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 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.

Level of Significance Before Mitigation: Impact 5.7-5 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 vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.7-5 would be less than significant with mitigation incorporated.

5.7.5 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, 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

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

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, impacts would not be cumulatively considerable.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.7-1 through 5.7-4.

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

- **Impact 5.7-5** The project site is in a very high fire hazard severity zone and could impact people and/or structures.

5.7.7 Mitigation Measures

Impact 5.7-5

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. Environmental Analysis HAZARDS AND HAZARDOUS MATERIALS

5.7.8 Level of Significance After Mitigation

Impact 5.7-5

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.

5.7.9 References

- California Department of Forestry and Fire Protection (CALFIRE). 2009, December 21. Very High Fire Hazard Severity Zones in LRA. <https://osfm.fire.ca.gov/media/5925/wildomar.pdf>.
- Occupational Safety and Health Administration (OSHA). 2016, November 3. "Health Care Facilities." Section VI of OSHA Technical Manual. US Department of Labor. https://www.osha.gov/dts/osta/otm/otm_toc.html.
- Riverside County. 2011. Riverside County Land Use Compatibility Plan. <http://www.rcaluc.org/Portals/13/15%20-%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090>.
- Southwest Healthcare System (SWHS). 2020, June 25. Chemical Waste Management Plan.
- _____.2020b, March 26. Emergency Operations Plan.
- _____.2018a, September 7. Hazardous Materials and Waste Management Plan.
- _____. 2018b, June 19. Policy and Procedure, Title: Chemotherapy/Cytotoxic Waste: Handling of.
- _____.2015, January 22. Policy and Procedure, Title: Hazardous Products: Storage and Handling.
- _____.2012, August 23. Policy and Procedure, Title: Hazardous Material Spill and Exposure (Code Orange).

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

This page intentionally left blank.

5. Environmental Analysis

5.8 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. The information in this section is based in part on the following technical studies:

- *Project Specific Water Quality Management Plan*, Kimley-Horn and Associates, July 23, 2021
- *Inland Valley Medical Center Project Hydrology and Hydraulics Report*, Kimley-Horn and Associates, July 2021

Complete copies of these studies are included as Appendix 5.8-1 and Appendix 5.8-2 to this DEIR.

5.8.1 Environmental Setting

5.8.1.1 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 U.S. Environmental Protection Agency (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.

Section 303(d) of the CWA requires that each state identify water bodies or segments of water bodies that are "impaired" (i.e., not meeting one or more of the water-quality standards established by the state). These waters are identified in the Section 303(d) list as waters that are polluted and need further attention to support their beneficial uses. Once the water body or segment is listed, the state is required to establish Total Maximum Daily Load (TMDL) for the pollutant causing the conditions of impairment. TMDL is the maximum amount of a pollutant that a water body can receive and still meet water-quality standards. Typically, TMDL is the sum of the allowable loads of a single pollutant from all contributing point and non-point sources. The intent of the

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

303(d) list is to identify water bodies that require future development of a TMDL to maintain water quality. In accordance with Section 303(d), the Regional Water Quality Control Board (RWQCB) has identified impaired water bodies within its jurisdiction, and the pollutants or stressors responsible for impairing the water quality.

Under Section 401 of the CWA, any activity that may result in a discharge to a Waters of the State must first obtain State Water Quality Certification that the proposed activity will comply with State water quality standards. In addition, an application for Individual Water Quality Certification and/or Waste Discharge Requirements must be submitted for any activity that would result in the placement of dredged or fill material in waters of the State that are not jurisdictional to the USACE, such as isolated wetlands, to ensure that the proposed activity complies with State water quality standards. In California, the authority to either grant water quality certification or waive the requirement is delegated by the State Water Resources Control Board (SWRCB) to its nine RWQCB.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities that 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 also addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation. Direct sources discharge directly to receiving waters, and indirect sources discharge 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 include 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.

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

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 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.

The Porter-Cologne Act also authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, Section 401 water quality certifications, or other approvals. Other State agencies with jurisdiction over water quality regulation in California include the California Department of Health Services for drinking water regulations, the California Department of Fish and Wildlife (CDFW), and the Office of Environmental Health and Hazard Assessment.

State Water Resources Control Board Construction General Permit

The SWRCB has adopted a statewide Construction General Permit (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, that results in soil disturbance of at least one acre of total land area. Individual developers are required to submit Permit Registration Documents (PRD) to the SWRCB for coverage under the NPDES permit prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a SWPPP that specifies BMPs to be used during construction of the project; (2) eliminate or reduce nonstorm water discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all specified BMPs. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as nonstorm water discharges.

State Water Resources Control Board Trash Amendments

On April 7, 2015, the State Water 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. Together, they are collectively referred to as “the Trash Amendments.” The purpose of the trash amendments is to reduce trash entering waterways statewide, provide consistency in the SWRCB’s regulatory approach to protect aquatic life and public health beneficial uses, and reduce environmental issues associated with trash in state waters. There are two compliance tracks:

- **Track 1.** Permittees install, operate, and maintain a network of certified full capture systems to capture trash in storm drains, located in priority land use areas for municipal systems, and the entire facility for industrial and commercial permit holders.
- **Track 2.** Permittees install, operate, and maintain any combination of controls (structural and/or institutional) anywhere in their jurisdiction as long as they demonstrate that their system performs as well as Track 1.

The trash amendments provide a framework for permittees to implement the amendment’s provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year.

On June 2, 2017, the San Diego RWQCB issued Order No. R9-2017-0077 which directs owners and operators of Phase I MS4s draining to the watersheds between the San Diego region to submit reports pertaining to the control of trash.¹

California Fish and Game Code

The CDFW is responsible for enforcing the California Fish and Game Code (CFGC), which contains several protections from “take” for a variety of species. The CDFW also protects streams, water bodies, and riparian corridors through the Streambed Alteration Agreement process under Section 1601 to 1606 of the CFGC. The CFGC stipulates that it is “unlawful to substantially divert or obstruct the natural flow or substantially change

¹ Phase I MS4s are municipal separate stormwater systems serving over 100,000 people.

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

the bed, channel or bank of any river, stream or lake” without notifying the CDFW, incorporating necessary mitigation, and obtaining a Streambed Alteration Agreement. CDFW’s jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

Sustainable Groundwater Management Act

In the midst of a major drought, California Governor Jerry Brown signed the Sustainable Groundwater Management Act of 2014 (SGMA). The act consists of three legislative bills, Senate Bill SB 1168 (Pavley), Assembly Bill AB 1739 (Dickinson), and Senate Bill SB 1319 (Pavley). The legislation provides a framework for long-term sustainable groundwater management across California. Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins have formed Groundwater Sustainability Agencies (GSAs) that oversee the preparation and implementation of a local Groundwater Sustainability Plan (GSP).

The California Department of Water Resources (DWR) has developed regulations governing the content of Groundwater Sustainability Plans. Local stakeholders have until 2022 (in critically overdrafted basins until 2020) to develop, prepare, and begin implementation of Groundwater Sustainability Plans. GSAs will have until 2040 to achieve groundwater sustainability.

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 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.

San Diego MS4 Permit

The City is a co-permittee under the NPDES MS4 Permit No. CAS 0109266 (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100). The NPDES MS4 permit is intended to regulate the discharge of urban runoff to the MS4. 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 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 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

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

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 required 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 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 General Plan

- **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 OS 2.1.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms. (AI 57, 62)
- **Policy OS 2.2.** Where feasible, decrease stormwater runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention. (AI 57, 62)
- **Policy OS 3.3.** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers. (AI 3)
- **Policy OS 4.4.** Incorporate natural drainage systems into developments where appropriate and feasible. (AI 3)
- **Policy OS 4.5.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. (AI 57)

City of Wildomar Municipal Code, Section 13.12.060 Reduction of Pollutants in Stormwater

Chapter 13.12 – Stormwater Drainage System Protection: The purpose of this chapter of the municipal code is to reduce pollutants in stormwater discharges to the maximum extent practicable, regulate illicit

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

connections and discharges to the storm drain system, and control nonstormwater discharges to the storm drain system. Section 13.12.060 requires that:

- Any person performing construction work in the City shall be subject to a regular program of inspection as required by the California Water Code Section 13000 et seq. (Porter-Cologne Water Quality Control Act), Title 33 U.S.C. Section 1251 et seq. (Clean Water Act), any applicable state or federal regulations, and any related administrative orders or permits issued in connection to the work.
- New development or redevelopment projects shall implement low impact development (LID) BMPs to control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.² Where LID BMPs are shown to be technically infeasible, new development or redevelopment projects shall implement conventional treatment control BMPs and must participate in the LID waiver program contained in the City's current Standard Stormwater Mitigation Plan.

5.8.1.2 EXISTING CONDITIONS

Regional Drainage

The Santa Margarita Watershed encompasses a land area of roughly 750 square miles, of which about 200 square miles, or twenty-seven percent, lies within San Diego County. The watershed is located in northern San Diego and southwestern Riverside Counties. The project site is within the Cole Canyon-Murrieta Creek Watershed, which is a subwatershed of Santa Margarita Watershed and is approximately 5 miles northwest from the confluence of Murrieta Creek and the Santa Margarita River.

Local Drainage

Under existing conditions, the project consists of three major drainage areas as shown in Appendix A of the Hydrology and Hydraulics report (refer to Appendix 5.8-2 of this document). Runoff from drainage area A enters multiple storm drain inlets that ultimately discharges to an unnamed creek that is located along the northwest perimeter of the project. Runoff that does not enter these inlets, sheet flows across a fully pervious hillside before entering the same unnamed creek. The unnamed creek flows northeast to southwest through a culvert under I-15, from which point it drains into Murrieta Creek. Runoff from drainage area B enters multiple drainage inlets and shallow earthen channels until it discharges to a 30-inch culvert along the southwest perimeter of the site. The existing culvert crosses I-15 and discharges on the south side of the Interstate. Runoff from drainage area C sheet flows south and discharges along the northbound I-15 shoulder.

The manufactured channel on site contains freshwater marsh and riparian scrub habitat in the upstream portion and indicators of hydrology in the downstream portion. Hydrology indicators were observed throughout the drainage as it extends west, eventually becoming concrete-lined and spilling into the culvert that extends under I-15. Aerial photography indicates that water flowing out of this culvert likely has connectivity with a network of downstream channels, eventually emptying into Murrieta Creek. Additionally, the canyon adjacent to the

² Low-impact development is a term used to describe a land planning and engineering design approach to manage stormwater runoff as part of green infrastructure. LID emphasizes conservation and use of on-site natural features to protect water quality.

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

northern boundary of the project site supports riparian forest along an unnamed creek (refer to Appendix 5.3-1, *Biological Technical Report and MSHCP Consistency Analysis*).

U.S. Army Corps of Engineer (ASCE) staff determined that the manufactured channel on site was not a jurisdictional Water of the U.S. Although the areas of riparian forest along the northern boundary of the site were not formally assessed, they support a prevalence of hydrophytic vegetation growing along an established drainage and are considered to be potential wetland Waters of the U.S. (see Figure 5.8-1, *Jurisdictional Waters*). Potential CDFW wetland Waters of the State delineated within the project site include the freshwater marsh and riparian scrub in the manufactured channel in the southern portion of the survey area, as well as the riparian forest in the canyon to the north. Potential CDFW jurisdictional non-wetland Waters of the State were also delineated within the downstream portion of the manufactured channel in the southern portion of the project site. Potential RWQCB jurisdictional wetlands within the project site include all the CDFW wetland Waters of the State and non-wetland Waters of the State discussed above (see Figure 5.8-1).

The temporary offsite parking location is vacant and covered in ruderal vegetation. Onsite drainage flows from north to west.

Surface Water Quality

The receiving water for the project site is Murrieta Creek, which is listed on the Section 303(d) List of Water Quality Limited Segments for Chlorpyrifos, indicator bacteria, Copper, Iron, Manganese, Nitrogen, Phosphorus, and toxicity.³ Flow from Murrieta Creek eventually discharges into the San Margarita River and ultimately empties into the Pacific Ocean.

Groundwater Basin

The project site is within the Temecula Valley groundwater basin which is classified as a low priority basin (DWR 2021). The basin does not have a designated GSA and is not governed by a GSM.

Flooding Hazards

Federal Emergency Management Agency Flood Zone

A review of the Federal Emergency Management Agency (FEMA) floodplain maps indicate that the project site is within FEMA Zone X, which is described as an “Area of Minimal Flood Hazard” (FEMA 2008).

Dam Inundation

The project site is not within a dam inundation area and is not subject to flooding due to dam failure.

³ Chlorpyrifos is an organophosphate pesticide used on crops, animals, and buildings, and in other settings, to kill a number of pests, including insects and worms.

Figure 5.8-1 - Jurisdictional Waters



 Project Boundary

 Survey Area

Jurisdictional Resources

 Potential RWQCB and CDFW Non-wetland Waters of the State

 Potential RWQCB and CDFW Wetland Waters of the State

 Potential USACE Wetland Waters of the U.S./RWQCB and CDFW Wetland Waters of the State

0 300
Scale (Feet)



Source: Recon, 2020

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

This page intentionally left blank.

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

Tsunamis

Tsunamis are large ocean waves caused by underwater seismic activity. When tsunamis hit the coast, they can cause considerable damage to property and put the public at risk. The project site is approximately 23 miles from the Pacific Ocean and is not subject to flooding due to tsunamis.

Seiches

A seiche is a surface wave created in an enclosed or partially enclosed body of water, which can be compared to the back-and-forth sloshing in a bathtub. Seiches usually occur as a result of earthquake activity. The absence of any large bodies of water within the City precludes the possibility of damage from seiches at the project site.

5.8.2 Thresholds of Significance

The City of Wildomar considers a project to 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:
 - 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.

5.8.3 Plans, Programs, and Policies

- PPP HYD-1 The proposed project would be required to comply with the requirements of the State Construction General Permit during the construction phase.

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

- PPP HYD-2 The proposed project would be required to comply with the NPDES MS4 Permit No. CAS 0108766 (Order No. R9-2010-0016) which includes the requirements for the proper design, installation, and maintenance of operational BMPs.
- PPP HYD-3 The proposed project would be required to comply with City of Wildomar Municipal Code, Chapter 13.12, Stormwater Drainage System Protection.
- PPP HYD-4 The project applicant is required to acquire a 401 Water Quality Certification from RWQCB and a 1602 Streambed Alteration Agreement from the CDFW.

5.8.4 Environmental Impacts

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

Impact 5.8-1: 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]

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 water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

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. A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. Examples of BMPs as shown in Table 5.8-1 include, jute bails, berms, covering of material, silt fencing, and other methods that would slow stormwater runoff to reduce the potential for erosion and siltation. The specific BMPs will be described in the

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

SWPPP. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

Categories of potential BMPs that would be implemented for this project are described in Table 5.8-1, *Construction BMPs*.

Table 5.8-1 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	<ul style="list-style-type: none"> ▪ Use project scheduling and planning to reduce soil or vegetation disturbance (particularly during the rainy season) ▪ Prevent or reduce erosion potential by diverting or controlling drainage ▪ Prepare and stabilize disturbed soil areas 	Scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextile and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, streambank stabilization, compost blankets, soil preparation/roughening, and non-vegetative stabilization
Sediment Controls	<ul style="list-style-type: none"> ▪ Filter out soil particles that have been detached and transported in water 	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, gravel bag berm, street sweeping and vacuuming, sandbag barrier, straw bale barrier, storm drain inlet protection, manufactured linear sediment controls, compost socks and berms, and biofilter bags
Wind Erosion Controls	<ul style="list-style-type: none"> ▪ Apply water or other dust palliatives to prevent or minimize dust nuisance 	Dust control soil binders, chemical dust suppressants, covering stockpiles, permanent vegetation, mulching, watering, temporary gravel construction, synthetic covers, and minimization of disturbed area
Tracking Controls	<ul style="list-style-type: none"> ▪ Minimize the tracking of soil offsite by vehicles 	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	<ul style="list-style-type: none"> ▪ Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. ▪ Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges. 	Water conservation practices, temporary stream crossings, clear water diversions, illicit connection/discharge, potable and irrigation water management, and the proper management of the following operations: paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, pile driving, concrete curing, concrete finishing, demolition adjacent to water, material over water, and temporary batch plants.
Waste Management and Controls (i.e., good housekeeping practices)	<ul style="list-style-type: none"> ▪ Manage materials and wastes to avoid contamination of stormwater. 	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.

Source: California Stormwater Quality Association (CASQA) 2015. *Stormwater Best Management Practices Handbook: Construction*.

Submittal of the PRDs and implementation of the SWPPP throughout the construction phase of the proposed project will address anticipated and expected pollutants of concern as a result of construction activities. The proposed project would comply with all applicable water quality standards and waste discharge requirements. As a result, water quality impacts associated with construction activities would be less than significant.

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

Operational Activities

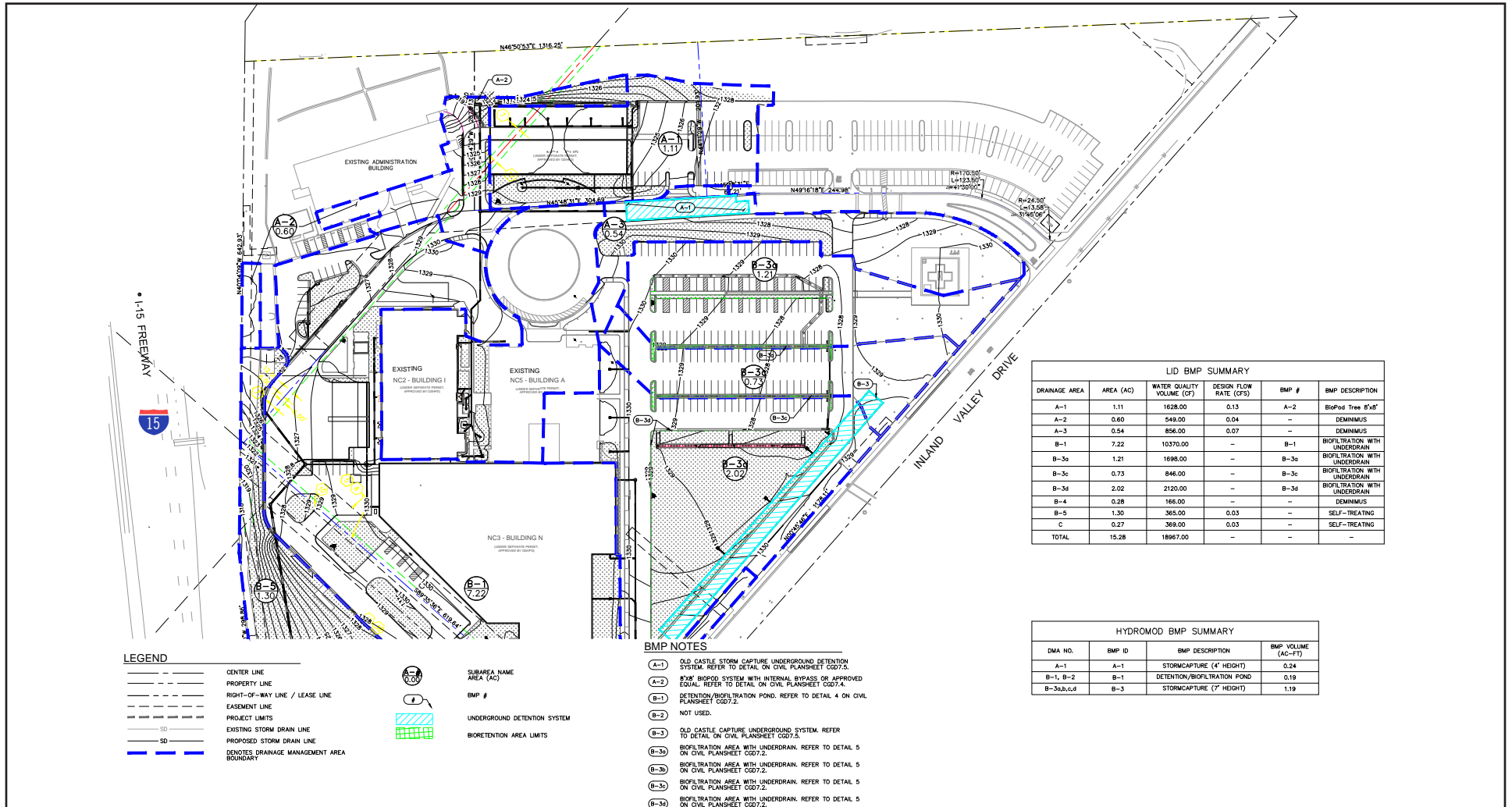
Once the proposed project has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Runoff from buildings and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations. The temporary offsite parking location would include a stormwater basin on the western portion of the site; implementation of BMPs would ensure runoff from the parking lot would be reduced.

Wildomar Municipal Code Section 13.12.050 requires development to comply with the MS4 Permit of the San Diego Regional Water Quality Control Board. Section E.3 of the MS4 permit specifies requirements for new developments and redevelopments during the operational phase. According to the San Diego RWQCB MRP, this project could be classified as a Priority Development Project because it would create and redevelop more than 5,000 square feet (sf) of impervious surfaces on a site with more than 10,000 sf of existing impervious surfaces. To comply with the MRP and the City's requirement, a WQMP has been prepared for the proposed project. Because the project site discharges into a portion of Murrieta Creek that is susceptible to hydromodification, a hydromodification analysis is included in the WQMP.

Under existing conditions, the site is divided into three major drainage areas. Drainage area A drains northwest, drainage area B drains southwest and drainage area C drains south. Most of the proposed redevelopment will continue to follow these existing drainage patterns except for a small portion of drainage area A which is proposed to drain southwest to drainage area B. Furthermore, the existing impervious area on the site is approximately 393,800 sf, while the proposed impervious area is approximately 420,911 sf. Per the Geotechnical Investigation Report (see Appendix 5.5-1, *Geotechnical Report*) on-site infiltration is not feasible due to the low measured infiltration rates. The upper fill layer on site consists of relatively dense sands and stiff silts. Other sandstone/siltstone was encountered below the fill materials. The observed infiltration rates ranged from 0.01 to 0.08 in/hour at depths between 9-15 feet bgs. As a result, infiltration BMPs were not recommended to meet LID requirements.

Figure 5.8-2, *Proposed Conditions WQMP Exhibit (North)*, and Figure 5.8-3, *Proposed Conditions WQMP Exhibit (South)* show the proposed BMPs for the site along with drainage areas and Table 5.8-2, *Drainage Area Characteristics and BMPs Proposed*, shows drainage area characteristics and treatment BMPs proposed to manage contaminants from runoff. Runoff from drainage area A will be treated by a proprietary biofiltration tree planter system with an internal bypass system. Discharge exceeding the design storm would be conveyed by the internal bypass. Drainage areas B-1, B-2, B-3a, B-3b, B-3c, and B-3d will treat runoff via a non-proprietary biofiltration system. Treated runoff from these BMPs will discharge via an underdrain that ultimately discharges to the project's proposed storm drain system.

Figure 5.8-2 - Proposed Conditions WQMP Exhibit (North)



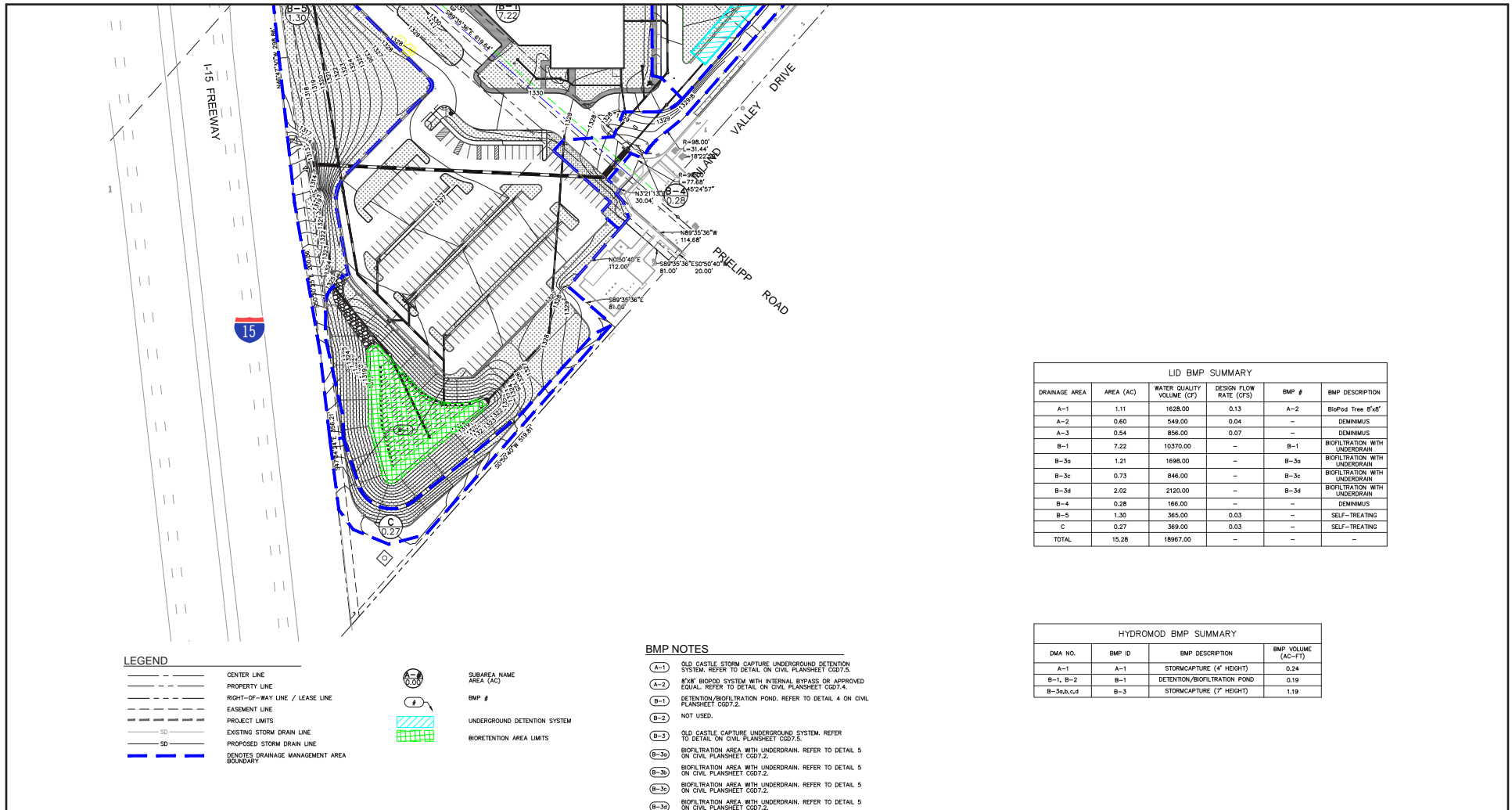
Source: Kimley & Horn, 2021



5. Environmental Analysis HYDROLOGY AND WATER QUALITY

This page intentionally left blank.

Figure 5.8-3 - Proposed Conditions WQMP Exhibit (South)



Source: Kimley & Horn, 2021

0 200
Scale (Feet)



5. Environmental Analysis HYDROLOGY AND WATER QUALITY

This page intentionally left blank.

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

Per the MS4 requirements and the Riverside County Santa Margarita River Watershed Region Design Handbook for Low Impact Development Best Management Practices, each LID BMP must be designed to ensure that the Design Capture Volume (DCV) or water quality flow rate will be addressed by the selected BMPs. Since drainage area A-1 uses a flow-through biofiltration systems, the BMP for this area was sized using the BMP design flow rate. The rest of the BMPs were sized using the DCV. Table 5.8-2 shows the DCV or water quality flow rate required for each of the drainage areas along with the DCV or water flow rate that would be provided by the BMPs.

Table 5.8-2 Drainage Area Characteristics and BMPs Proposed

Drainage Area	Surface Types	Area (square feet)	Treatment BMP Proposed	DCV (cf) or Water Quality Flow Rate (cfs)	Proposed Volume (cubic Feet) or Proposed Flow Rate (cubic feet per second)
A-1	Asphalt, Concrete, and Landscape	48,289	Bio-Pod Tree	0.13 cfs	0.20
A-2	Asphalt, Concrete, and Landscape	26,180	De Minimus	-	-
A-3	Asphalt, Concrete, and Landscape	23,518	De Minimus	-	-
B-1	Asphalt, Concrete, and Landscape	314,422	Biofiltration with Underdrain	10,370 cf	14,525 cf
B-3a	Asphalt, Concrete, and Landscape	52,656	Biofiltration with Underdrain	1,698 cf	2,882 cf
B-3c	Asphalt, Concrete, and Landscape	31,784	Biofiltration with Underdrain	846 cf	2,881 cf
B-3d	Asphalt, Concrete, and Landscape	88,003	Biofiltration with Underdrain	2,120 cf	3,212
B-4	Asphalt, Concrete, and Landscape	12,400	De Minimus	-	-
B-5	Landscape	56,566	Self-retaining	-	-
C	Landscape	11,625	Self-retaining	-	-
Total		665,443	-	-	-

Source: Kimley-Horn 2021a.

Notes: cfs = cubic feet per second; cf = cubic feet.

The WQMP does not allocate a drainage area B-2 or B3-b.

As shown in Table 5.8-2 all individual BMPs have been designed to meet sizing requirements of the MS4 and the regional LID design handbook.

Since the proposed project is not exempt from hydromodification performance standards, the proposed project is required to include hydrologic control BMPs in addition to treatment BMPs. Table 5.8-3, Proposed Hydrologic Control BMPs, shows the proposed hydrologic control BMPs for each drainage area. Note that

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

BMPs provided for runoff treatment (shown in Table 5.8-2) may also play a dual role and can be used to meet hydromodification performance standards if designed appropriately. Each hydrologic control BMP must be designed to ensure that the runoff flow post development would not exceed that of the pre-development flow by more than ten percent over a one-year period. The Santa Margarita Hydrology Model (SMRHM) was used to size the proposed hydrologic control BMPs to meet the hydromodification performance standards of the MS4 permit. Some infiltration would occur for the areas that drain to the detention systems; however, low infiltration rates will not allow for full infiltration. The remaining flow would exit detention systems via a controlled outlet structure and be designed to mimic existing flows.

Table 5.8-3 Proposed Hydrologic Control BMPs

Drainage Area	Treatment BMP Proposed
A-1	Bio-Pod Tree Underground Detention System
A-2	De Minimus
A-3	De Minimus
B-1	Detention/Biofiltration Pond
B-3a	Detention/Biofiltration Pond
B-3c	Detention/Biofiltration Pond
B-3d	Detention/Biofiltration Pond
B-4	De Minimus
B-5	Self-retaining
C	Self-retaining

Source: Kimley-Horn 2021a.

Note: cfs = cubic feet per second.

Furthermore, existing vegetated slopes along the northwest perimeter in drainage area A and south in drainage area C would be protected and no redevelopment has been proposed in these areas. Impervious areas have been minimized to the maximum extent practicable. Parking lots, drive aisles, and sidewalks have all been designed to the minimum dimensions allowed.

The proposed project would also include a sealed 25,000-gallon sanitary sewer tank. The tank would be sized to hold sewage from Buildings A, I, and T sufficient to support 72 hours of emergency operations at the facility. The tank would be integrated into the proposed on-site sewer line upstream of the new point of connection to the existing 15-inch sewer main in the former Prielipp Road right-of-way. Plans for the septic holding tank would be submitted to the City's Building and Safety Department as part of the plan review process prior to

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

obtaining a building permit. The plan review process would verify compliance with the California Building Codes (including the California Plumbing Code). Additionally, the California Office of Statewide Health Planning and Development (OSHPD) is responsible for the review of the design and details of the tank. Therefore, impacts to water quality during the operational phase would be less than significant.

Impacts to Jurisdictional Waters

No impacts would occur to the riparian forest in the northern portion of the survey area (see Figure 5.8-1). Additionally, the USACE determined that the manufactured channel in the southern portion of the project site is not a jurisdictional Water of the U.S. However, the manufactured channels are potentially Waters of the State under the jurisdiction of RWQCB and CDFW. The manufactured channel would be removed, and the flows diverted into a culvert. Therefore, the project applicant is required to acquire a 401 Water Quality Certification from RWQCB and a 1602 Streambed Alteration Agreement. Compliance with the requirements of the Water Quality Certification and the Streambed Alteration Agreement would reduce impacts to water quality downstream to less than significant.

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.

Impact 5.8-2: 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]

Groundwater was encountered on the site at a depth of approximately 47 feet below ground surface (bgs) and based on a review of well reports in the surrounding area of the site, the historic groundwater is estimated to be at least 29 feet bgs (refer to Appendix 5.5-1). Therefore, no dewatering is required during construction activities.

Additionally, the project site is within the Temecula Valley groundwater basin which is categorized as a low priority basin that is not in a state of overdraft. The basin is not managed by a GSA and is not governed by a GSM. However, the Elsinore Valley Municipal Water District (EVMWD) supplies water to the City of Wildomar and the project site. EVMWD uses groundwater from the Elsinore groundwater basin as a source of water supply. 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. 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

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

(EVMWD 2016). Furthermore, as shown in the 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). Therefore, the proposed project would not significantly affect groundwater supplies, interfere with groundwater recharge, or impeded or sustainable groundwater management and impacts would be less than significant.

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.

Impact 5.8-3: 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]

Erosion and Siltation

The project would involve site improvements that require grading, excavation, and soil exposure during construction, with the potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, the project would be required to comply with the requirements in the State's General Construction Permit, including preparation of an NOI and SWPPP prior to the start of construction activities (see Impact 5.8-1, above). The SWPPP would describe the BMPs to be implemented during the project's construction activities.

For the operational phase, the project applicant prepared a WQMP in accordance with the San Diego RWQCB MRP. The WQMP includes BMPs sized in accordance with the requirements of the MS4 and the regional LID design handbook to adequately treat runoff on site. Additionally, the WQMP includes hydrologic control BMPs designed in accordance with the SMRHM.

Collectively, implementation of the BMPs outlined in the SWPPP and the WQMP would address the anticipated and expected erosion and siltation impacts during the construction and operational phases of the proposed project. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site and impacts would be less than significant.

Proposed Drainage

The proposed project would increase the impervious area on the project site by 27,100 square feet and the drainage areas have drainage patterns that vary from existing conditions (see Figure 5.8-4, *Proposed Drainage Areas*). A portion of drainage areas A and C would be rerouted via grading and proposed underground storm

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

drain systems to drainage area B. A hydrology analysis was completed in accordance with the Riverside County Hydrology Manual and peak discharges for existing conditions and proposed project conditions are shown in Table 5.8-4, *Existing and Proposed Peak Runoff Flows*. As shown in the table the total peak flow rates from drainage areas A and C would decrease, while the peak flow rates for drainage area B increased.

Table 5.8-4 Existing and Proposed Peak Runoff Flows

Drainage Area	Acreage		10-year Peak Flow Rate (cubic feet per second)		100-year Peak Flow Rate (cubic feet per second)	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
A	10.14	8.86	17.27	17.12	29.72	24.97
B	12.24	13.93	17.63	25.17	30.87	42.69
C	0.92	0.51	0.94	0.78	1.77	1.30
Total	23.30	23.30	35.84	43.07	62.36	68.96

Source: Kimley-Horn 2021b.

Detention calculations for the three detention systems in drainage area B were completed by subdividing this drainage area into five subdrainage areas (see Figure 5.8-4). Sub-drainage area would discharge into detention systems as follows:

- **Sub-drainage area B-1 and B-2** would discharge to a detention/biofiltration pond on the south corner of the site.
- **Sub-drainage area B-3** will discharge to an underground detention system on the east side of the site.
- **Sub-drainage area B-4** consists of mostly run-on and a de-minimums area from the project along Inland Valley Drive and would be conveyed to a proposed 42-inch pipe that bypasses the detention system.
- **Sub-drainage area B-5** consists of a vegetated slope along the southwest perimeter that cannot drain to a detention system due to grading constraints.
- **Offsite run-on areas** from Inland Valley Drive and Prielipp Road would be routed around any proposed detention systems via the proposed 42-inch pipe.

The detention systems were sized in accordance with the Riverside County Hydrology Manual and the sum of the peak flows in all five areas would be less than or equal to that of existing conditions for drainage area B. The detention basin systems will outlet to an existing grassy trapezoidal channel before discharging to the I-15 culvert. The outlet from each detention basin will discharge via a riser with an orifice and notch weir to limit the flows similar to existing conditions. Additionally, the relocation of the cell tower would require reconfiguration of the basin, however, the volume and treatment facilities would remain unchanged. Therefore, impacts would be less than significant.

5. Environmental Analysis

HYDROLOGY AND WATER QUALITY

Flood Flows

According to FEMA Flood Insurance Rate Map (FIRM) No. 06065C2705G dated August 28th 2008, the project site is not in a 100-year flood zone (FEMA 2008). Additionally, the project site is not in a dam or tsunami inundation zone. Therefore, there would be no impact from this project in terms of impeding or redirecting flood flows.

Level of Significance Before Mitigation: Impact 5.8-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-3 would be less than significant.

Impact 5.8-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

The project site is not within a flood hazard zone, as indicated above. The project site is not in an area subject to seiches or tsunamis due to the absence of any nearby bodies of water. 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). Therefore, the proposed project would not be exposed to flood hazards, seiches, or tsunami, and no impact would occur.

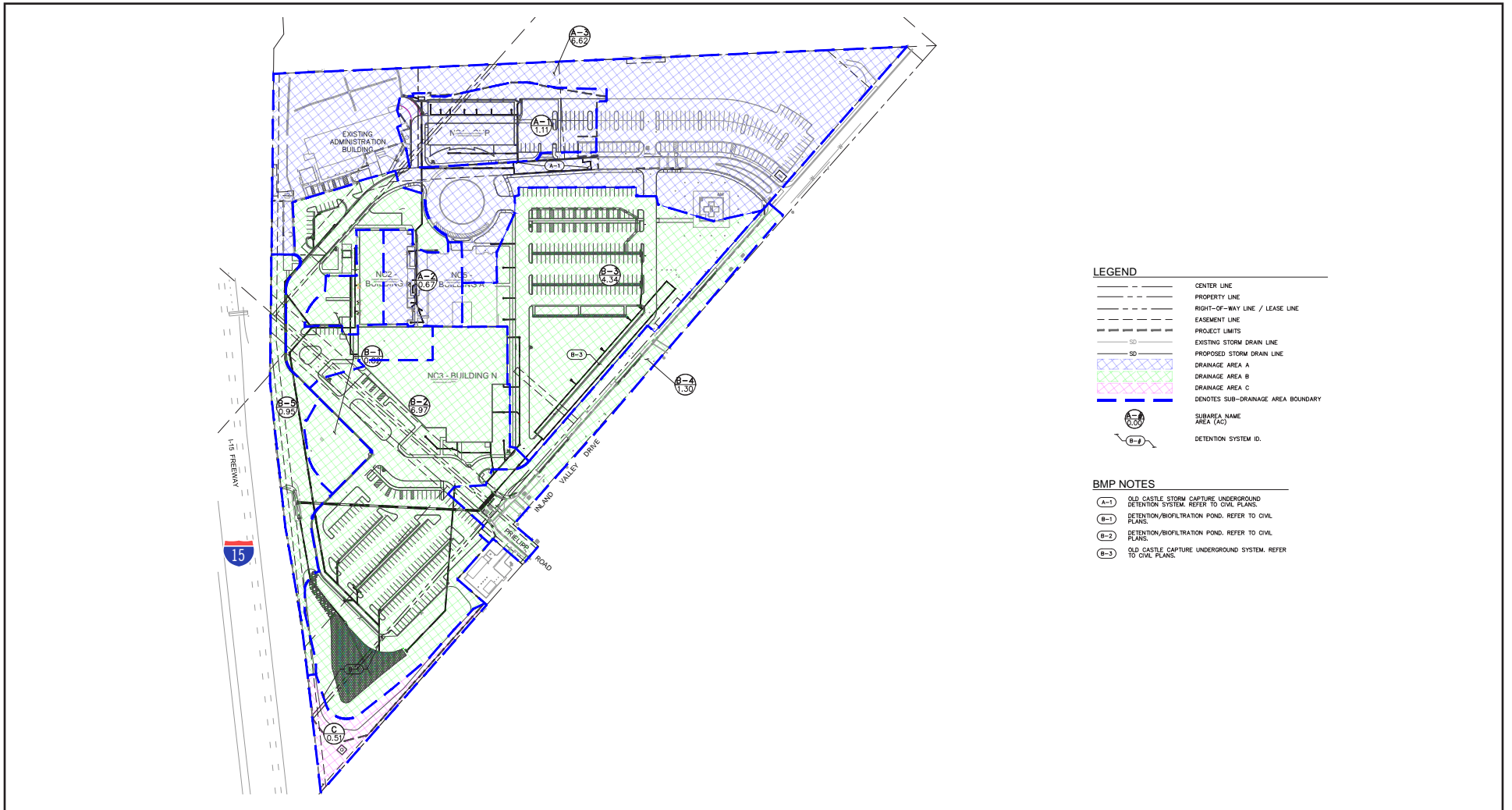
Level of Significance Before Mitigation: Impact 5.8-4 would have no impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-4 would not be significant.

Figure 5.8-4 - Proposed Drainage Areas



Source: Kimley & Horn, 2021

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

This page intentionally left blank.

5. Environmental Analysis HYDROLOGY AND WATER QUALITY

Impact 5.8-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

As indicated in Impact 5.8-1, 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 Elsinore Basin GWMP. 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 Chapter 13.12. 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 conflict or obstruct the implementation of the San Diego Basin Plan or the Elsinore Basin GWMP and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.8-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-5 would be less than significant.

5.8.5 Cumulative Impacts

Construction and operation of the proposed project in conjunction with related projects in the Santa Margarita watershed could result in increased flows that would eventually discharge into waterways. Other projects would comply with their respective SWPPP and regulations for operational water quality standards established by the State, the regional MS4 permit, and the City. New projects in the areas, both individually and cumulatively, could potentially increase the volume of stormwater runoff in the storm drain system. However, as with the proposed project, future projects in the City would be required to comply with drainage and grading regulations and ordinances forth in the NPDES permit, and the City of Wildomar's Municipal Code Chapter 13.12 (Stormwater Drainage System Protection). Therefore, cumulative water impacts would be rendered less than cumulatively considerable.

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. Environmental Analysis

HYDROLOGY AND WATER QUALITY

5.8.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.8.9 References

Department of Water Resources (DWR). February 13, 2021 (accessed). SGMA Data Viewer.
<https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#boundaries>

Elsinore Valley Municipal Water District (EVMWD). 2016. 2015 Urban Water Management Plan.
<http://www.evmwd.com/civicax/filebank/blobdload.aspx?blobid=31890>

Federal Emergency Management Agency (FEMA). 2008, August 28. Flood Map Number 06065C2705G.
<https://msc.fema.gov/portal/search?AddressQuery=36243%20Inland%20Valley%20Drive%2C%20wildomar#searchresultsanchor>

Kimley Horn and Associates (Kimley-Horn). 2021a, July 23. Project Specific Water Quality Management Plan.

_____. 2021b, July. Inland Valley Medical Center Project Hydrology and Hydraulics Report.

5. Environmental Analysis

5.9 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 Inland Valley Medical Center 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.

5.9.1 Environmental Setting

5.9.1.1 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.

5. Environmental Analysis LAND USE AND PLANNING

- **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.
 - 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.

5. Environmental Analysis

LAND USE AND PLANNING

- 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.

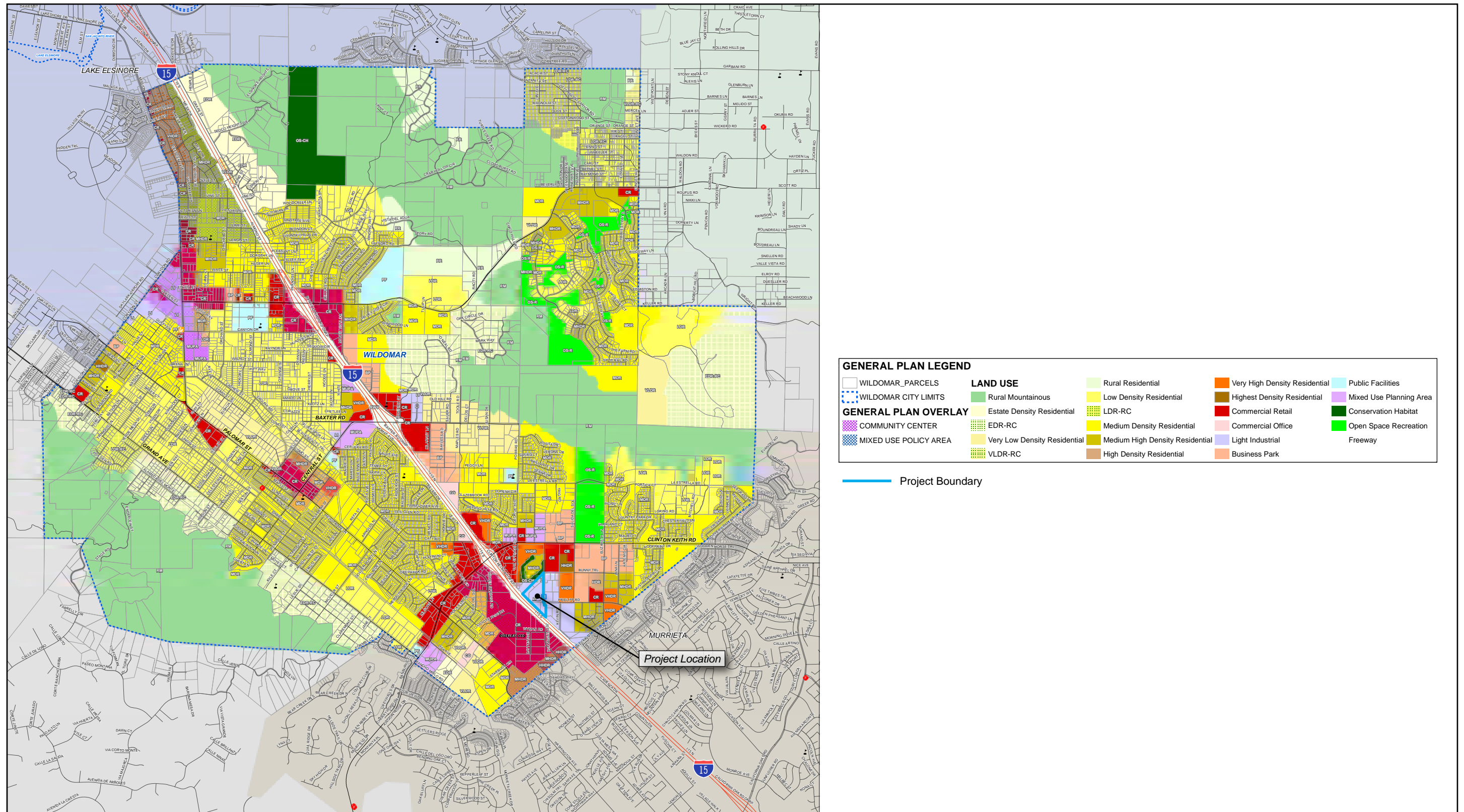
City of Wildomar Municipal Code

Chapter 17.88, I-P Industrial Park Zone, provides general development standards for the industrial park zone within the City, which include development standards for minimum lot size, building height, and minimum side and rear yard setbacks.

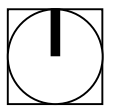
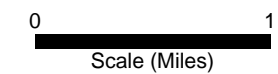
5.9.1.2 EXISTING CONDITIONS

As shown in Figure 1-2, *Aerial Photograph*, the project site is developed with an existing hospital and ornamental landscaping. The project site is bounded by open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and Interstate 15 (I-15) to the south and west. The zoning designation is I-P (Industrial Park), and the General Plan land use designation for the project site is Light Industrial which is designated for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. Figure 5.9-1, *Land Use Designations Map*, and Figure 5.9-2, *Zoning Designations Map*, show the land use and zoning designations for the site.

Figure 5.9-1 - Land Use Designations Map



Source: City of Wildomar, 2021

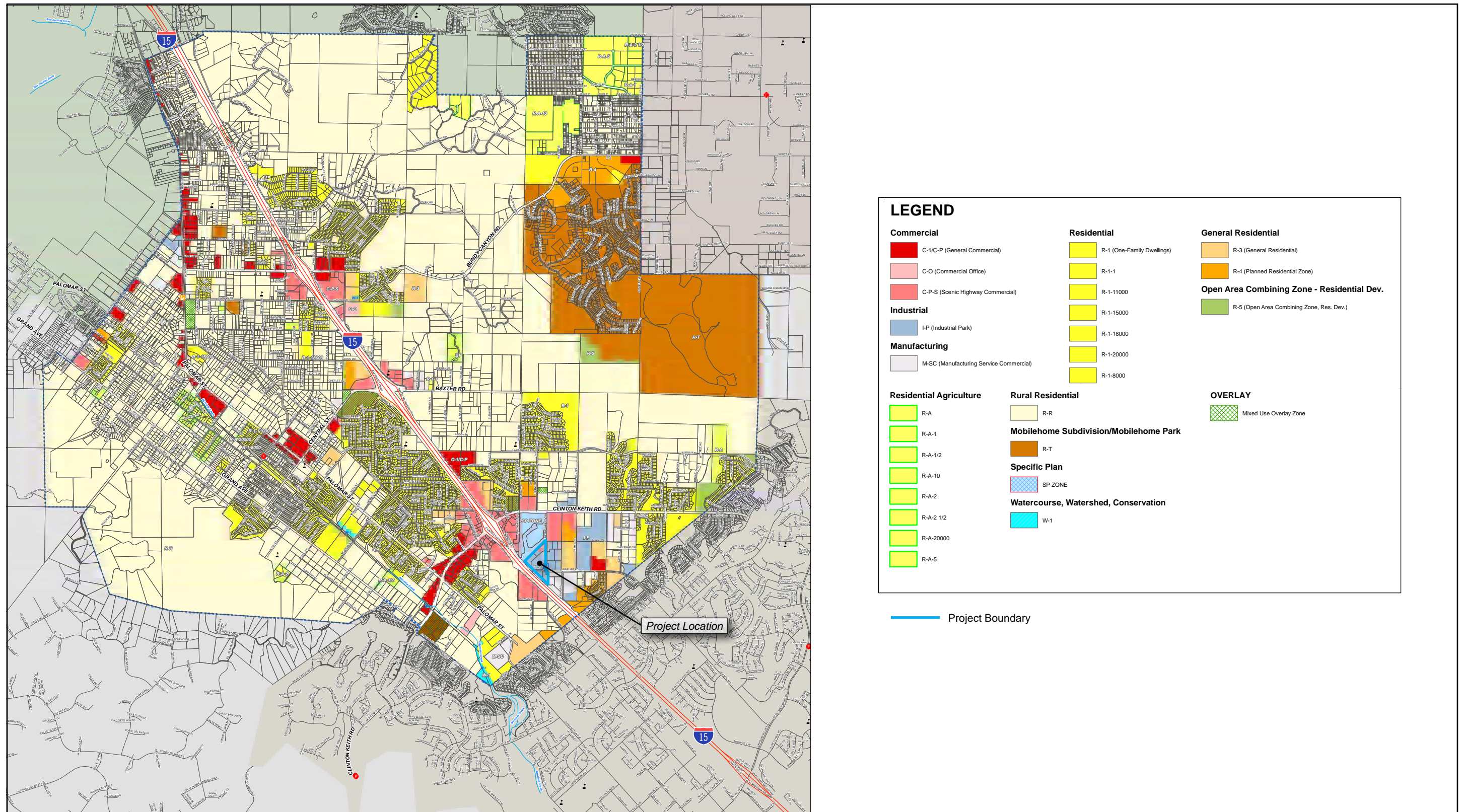


5. Environmental Analysis

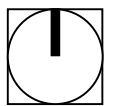
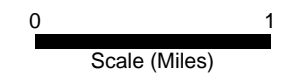
LAND USE AND PLANNING

This page intentionally left blank.

Figure 5.9-2 - Zoning Designations Map



Source: City of Wildomar, 2021



5. Environmental Analysis

LAND USE AND PLANNING

This page intentionally left blank.

5. Environmental Analysis LAND USE AND PLANNING

5.9.2 Thresholds of Significance

The analysis within this section, and the determination of consistency with applicable land use policies and ordinances, is based on field reconnaissance, review of aerial photographs, and review of relevant planning documents discussed above. Regional and local planning documents were reviewed to determine relevant environmental goals and policies applicable to the project site, the project itself, and surrounding land uses, and these goals and policies were then compared to the proposed project to determine consistency with applicable land use plans. The focus of the analysis is on plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.

The project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans, and would not preclude the attainment of the primary intent of the land use plan or policy. If the project is determined to be inconsistent with individual objectives or policies of an applicable land use plan, but is largely consistent with the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, then the project would be considered consistent with the plan. Furthermore, any such inconsistency would also have to result in a physical change in the environment, not analyzed in the other resource chapters of this DEIR, to result in a significant environmental impact. The analysis below provides a brief overview of the project's consistency with the most relevant policies in the City's Planning documents. However, the City's consistency conclusions are based upon the planning documents as a whole.

The City of Wildomar considers a project to 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.

5.9.3 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.

5.9.4 Environmental Impacts

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

5. Environmental Analysis

LAND USE AND PLANNING

Impact 5.9-1: Project implementation would not divide an established community. [Threshold LU-1]

The project site is developed with an existing hospital and is surrounded by open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and Interstate 15 (I-15) to the south and west. As the proposed project would be constructed and operated within the boundaries of the existing hospital site boundaries, no aspect of the proposed project would physically divide an established community. Therefore, there would be no impact.

Level of Significance Before Mitigation: Impact 5.9-1 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would not be significant.

Impact 5.9-2: Project implementation would be consistent with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

City of Wildomar General Plan

The proposed project would be consistent with the Wildomar General Plan policies pertaining to land use. For example, Policies LU-2.1 and LU-3.1 call for growth to be concentrated near or within existing urban and suburban areas, and higher density and compact development. Additionally, Policy LU-4.1 requires that new developments be designed to visually enhance the surrounding area through concepts such as landscaping and designing parking lots to be functionally and visually integrated and connected. The proposed project would include landscaping throughout the site, including within the parking lots. Additionally, the proposed project would increase density on the site to concentrate development within an existing urbanized area. Therefore, the proposed project would comply with the City of Wildomar General Plan.

City of Wildomar Zoning

The project site is zoned I-P (Industrial Park). The proposed project proposes a zone change to establish the “Medical Center (M-C Zone),” and a zoning ordinance amendment to establish specific design and development standards (building height, setbacks, parking, etc.) for the project site. Potential adverse impacts of the project that could affect land use compatibility with adjoining areas—including for example aesthetics, noise, hazards, local traffic, and local air quality impacts—have been evaluated in the respective sections of this DEIR and have been found to be less than significant or less than significant with mitigation, with the exception of impacts to aesthetics which were found to be significant and unavoidable (see Section 5.1, *Aesthetics*). The design and development of the project site with the uses proposed would be compatible with the existing land uses or future land uses allowed under the existing zoning in the immediate surrounding areas. Upon approval of the requested zone change, the proposed project would be consistent with the underlying M-C Zone.

The I-P zone allows a maximum height of 35 feet at the yard setback line; all buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet for buildings, or 105 feet for other structures is

5. Environmental Analysis LAND USE AND PLANNING

specifically permitted under the provisions of Section 17.172.230 of the Wildomar Municipal Code which lists alternative procedures to determine if a structure height request shall be granted. The proposed project would be 7 stories and approximately 128.4 feet tall. The approval of the “Medical Center (M-C Zone)” designation would allow the proposed project to exceed the building heights of the properties in the surrounding area, and no environmental effects would result from increasing building height as substantiated throughout this DEIR. The proposed project would result in the same use that currently exists onsite and would be permitted under both the existing and proposed zoning designations. The new and renovated buildings would update and improve the site, visually, as the buildings would be newer and more modern-looking compared to what currently exists. The proposed project would comply with the development standards (building height, setbacks, parking, etc.) as listed in the “Medical Center (M-C Zone)” designation.

SCAG 2020-2045 RTP/SCS Consistency

Although the proposed project is not 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, a SCAG consistency analysis has been prepared. As described in Table 5.9-1, *SCAG’s 2020-2045 RTP/SCS Consistency Analysis*, the proposed project is generally consistent with the overarching goals of the RTP/SCS. Therefore, the proposed project is consistent with SCAG’s RTP/SCS.

Table 5.9-1 SCAG’s 2020–2045 RTP/SCS Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent. The proposed project would expand the existing Inland Valley Medical Center which would result in additional employment opportunities 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.	Consistent. This goal is not directly applicable to the proposed project. However, the proposed project would increase employment opportunities adjacent to bus route 23.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Consistent. Long-term emissions generated by the proposed project would not produce criteria air pollutants or greenhouse gas emissions that exceed the South Coast Air Quality Management District’s significance thresholds for project operations or construction activities. The proposed project is a hospital expansion project. Transit stops within a half-mile of the site would give employees and visitors the opportunity to use public transportation.
RTP/SCS G6: Support healthy and equitable communities.	Consistent. 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.	Consistent. See response to G-5. The new uses would be constructed to achieve the 2019 Building and Energy Efficiency Standards.

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.9-1 SCAG's 2020–2045 RTP/SCS Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This goal is not directly applicable to the proposed project. The proposed project is a hospital expansion development located within a half-mile of transit stops which would give 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.	Not Applicable. The proposed project would not develop housing; the proposed project would expand an existing hospital.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The proposed project would be developed on an existing hospital site within an urbanized portion of the City of Wildomar, and therefore, would preserve natural and agricultural lands.

Source: SCAG 2020.

Level of Significance Before Mitigation: Impact 5.9-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant.

5.9.5 Cumulative Impacts

Implementation of the proposed project, in conjunction with other cumulative development, including those listed in Table 4-1 of this DEIR, in accordance with the City's General Plan, could cause citywide land use and general planning impacts. Cumulative development projects 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, and would also be required to demonstrated consistency with applicable General Plan, Zoning, and Municipal Code requirements, and provide a mitigation as necessary to avoid any significant land use impacts or incompatibility with adjoining land uses. The development of the proposed project would take place within the footprint of the project site. Therefore, the proposed project would not result in citywide land use and planning impacts. The proposed project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

5.9.6 Level of Significance Before Mitigation

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

5.9.7 Mitigation Measures

No mitigation measures are required.

5. Environmental Analysis LAND USE AND PLANNING

5.9.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.9.9 References

Southern California Association of Governments (SCAG). 2020, September 3. 2020-2045. Regional Transportation Plan/Sustainable Communities Strategy (ETP/SCS).
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176.

5. Environmental Analysis

LAND USE AND PLANNING

This page intentionally left blank.

5. Environmental Analysis NOISE

5.10 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Inland Valley Medical Center Project 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 Analysis Technical Report*, Meridian Consultants, November 2021

A complete copy of this study is included as Appendix 5.10-1.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Federal

US Environmental Protection Agency

The Federal Noise Control Act of 1972 establishes programs and guidelines to identify and address the effects of noise on public health and welfare and the environment. The US Environmental Protection Agency (USEPA) administrators determined in 1981 that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982, responsibilities for regulating noise-control policies were transferred to State and local governments. However, noise-control guidelines and regulations contained in the rulings of the USEPA in prior years remain in place, enforce by designated federal agencies where relevant.

Federal Aviation Administration (FAA) Advisory Circular

The Federal Aviation Administration (FAA) regulates noise from aircraft. The Aviation Safety and Noise Abatement Act of 1979 required that the FAA establish a single system for measuring and evaluating noise impacts. The FAA chose the Sound Exposure Level (SEL). The individual values of the SEL for each helicopter takeoff, landing, and flyovers are combined and compared against the community noise levels.

The FAA Advisory Circular Number 150-5020-2, entitled “Noise Assessment Guidelines for New Helicopters,” recommends the use of a cumulative noise measure, the 24-hour equivalent sound level [Leq(24)], so that the relative contributions of the heliport and other sound sources within the community may be compared. The Leq(24) is similar to the Ldn used in assessing the impacts of fixed wing aircraft. The helicopter Leq(24) values are obtained by logarithmically adding the single-event SEL values over a 24-hour period.

5. Environmental Analysis

NOISE

Public Law 96-193 also directs the FAA to identify land uses which are “normally compatible” with various levels of noise from aircraft operations. Because of the size and complexity of many major hub airports and their operations, FAR Part 150 identifies a large number of land uses and their attendant noise levels. However, since the operations of most heliports and helistops tend to be much simpler and the impacts more restricted in area, Part 150 does not apply to heliports/helistops not located on airport property. Instead, the FAA recommends exterior noise criteria for individual heliports based on airport property. Instead, the FAA recommends exterior noise criteria for individual heliports based on the types of surrounding land uses. These recommended noise levels are included in Table 5.10-1, *Normally Compatible Community Sound Levels*. The maximum recommended cumulative sound levels [Leq(24)] from the operations of helicopters at any new site should not exceed the ambient noise already present in the community at the site of the proposed heliport or the sound levels in Table 5.10-1, whichever is lower.

Table 5.10-1 Normally Compatible Community Sounds Levels

Type of Area	Leq(24)
Residential	
Suburban	57
Urban	67
City	72
Commercial	72
Industrial	77

Source: RECON 2021

State

California Building Code

California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California to ensure interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dB(A) CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dB(A) CNEL.

California Noise Insulation Standards

The California Noise Insulation Standards (California Code of Regulation, Title 24, Section 3501 et seq.) require that interior noise levels from exterior sources be 45 dB(A) or less in any habitable room of a multiresidential-use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses, except detached single-family dwellings) with doors and windows closed. Measurements are based on CNEL or Ldn, whichever is consistent with the noise element of the local general plan. Where exterior noise levels

5. Environmental Analysis

NOISE

exceed 60 dB(A) CNEL, an acoustical analysis for new development may be required to show that the proposed construction will reduce interior noise levels to 45 dB(A) CNEL. If the interior 45 dB(A) CNEL limit can only be achieved with the windows closed, the residence must include mechanical ventilation that meets applicable Uniform Building Code requirements.

California Department of Health Services

The State of California Department of Health Services, Environmental Health Division, has published recommended guidelines for noise and land use compatibility, referred to as the *State Land Use Compatibility Guidelines for Noise* (State Noise Guidelines). The State Noise Guidelines indicate that commercial and industrial land uses generally should be located in areas where outdoor ambient noise levels do not exceed 70 to 75 dB(A) CNEL. According to the State Noise Guidelines, an exterior noise level of 65 dB(A) CNEL is considered “normally acceptable” for office buildings, business commercial, and professional uses involving normal, conventional construction without any special noise insulation requirements. Exterior noise levels up to 80 dB(A) CNEL are typically considered “normally acceptable” for industrial and manufacturing utility uses without any special noise insulation requirements. Between these values and 80 dB(A) CNEL, exterior noise levels are typically considered “conditionally acceptable,” and commercial and industrial construction should only occur after a detailed analysis of the noise reduction requirements and needed noise attenuation features have been included in the project design. Exterior noise attenuation features include but are not limited to requiring setbacks to place structures outside the conditionally acceptable noise contour, orienting structures so no windows open to noise source, and/or installing noise barriers such as berms and/or solid walls.

Local

City of Wildomar General Plan

The City has adopted the State Noise Guidelines and defines sensitive noise receptors by land uses, which include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, and long-term care and mental care facilities, as well as day care centers, single-family dwellings, mobile home parks, churches, and libraries. Current land uses located within the City that are sensitive to intrusive noise include residential uses, schools, hospitals, churches, and parks.

The Noise Element contains goals and policies to maintain noise levels that are compatible with various types of land uses, as well as prevent high noise levels that are compatible with various types of land uses, as well as prevent high noise levels in sensitive areas. The applicable policies to the proposed project include:

- **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 block walls shall be used.
- **Policy N-1.3.** Consider residential use as noise-sensitive and discourage this use in areas in excess of 65 CNEL.

5. Environmental Analysis

NOISE

- **Policy N-1.5.** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.
- **Policy N-1.7.** Require proposed land uses, affected by unacceptable 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.
- **Policy N-12.1.** Minimize the impacts of construction noise on adjacent uses within acceptable standards.
- **Policy N-12.2.** Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.
- **Policy N-12.3.** Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (refer to Policy N-1.3) by requiring the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:
 - Temporary noise attenuation fences;
 - Preferential location and equipment; and
 - Use of current noise suppression technology and equipment.

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.

5.10.1.2 EXISTING CONDITIONS

The site is bounded by open space (Oaks Springs Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and I-15 to south and west. The noise environment is predominantly characterized by traffic noise. The temporary offsite parking lot on Prielipp Road is approximately 0.4-mile west of I-15; 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. Ambient noise results were conducted on November 14, 2020, and are listed in Table

5. Environmental Analysis NOISE

5.10-2, *Existing Noise Measurements in the Project Vicinity*. These measured noise levels represent the day-to-day noise from sources near the project site, including traffic along local streets. The average ambient noise levels (Leq) ranged from 47.7 dBA at the single-family residential uses along Timber Lane and Villa Del Sol (Site 5) to 65.8 dBA along Inland Valley Drive (Site 1). Figure 5.10-1, *Sensitive Receptor Locations*, shows the locations of the sensitive receptor sites.

Table 5.10-2 Existing Noise Measurements in the Project Vicinity

Measurement Site	Locations	Time Period	Leq (15-minute)	Lmax	Lmin
			dB(A)		
Site 1	IVMC Campus – along Inland Valley Drive	11:34 AM – 11:49 AM	65.8	83.9	54.8
Site 2	Santa Rosa Apartments to the east of the project site along Prielipp Road	11:53 AM – 12:08 PM	55.5	63.1	50.8
Site 3	Oak Springs Ranch Apartment Homes north of the project site	11:11 AM – 11:26 AM	58.5	84.2	48.7
Site 4	Single-family residential uses along Madison Avenue and Breckin Court to the southeast of the project site	12:16 PM – 12:31 PM	59.9	67.1	55.1
Site 5	Single-family residential uses along Timber Land and Villa Del Sol to the west of the project site	1:14 PM – 1:29 PM	47.7	59.1	40.0
Site 6	Single-family residential uses along Jefferson Avenue and Grizzly Ridge Drive to the south of the project site	12:51 PM – 1:06 PM	48.1	68.3	34.7
Site 7	Single-family residential uses along Depasquale Road and Glazebrook Road to the north of the project site	10:19 AM – 10:34 AM	59.2	64.1	52.8
Site 8	Single-family residential uses along Twinflower Avenue and Trillium Drive north of the project site	1:43 PM – 1:58 PM	51.9	65.0	44.2

Source: Meridian 2021 (Appendix 5.10-1)

The project site itself as well as the medical uses to the east are considered sensitive uses. Additionally, the temporary offsite parking lot is adjacent to residential uses which are considered sensitive uses.

5.10.2 Thresholds of Significance

The City of Wildomar considers a project to have a significant effect on the environment if the project would:

- 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.

5. Environmental Analysis

NOISE

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.

5.10.2.1 METHODOLOGY

Ambient Noise Measurements

To establish baseline noise conditions, existing ambient noise levels were monitored at eight representative locations within the vicinity of the project site. These monitored noise levels serve as the baseline for the analysis of the proposed project impacts. The baseline noise-monitoring was conducted on November 14, 2020, using a Larson Davis 831 Type 1 Sound Level Meter.

Onsite Construction Activities

Construction activities typically generate noise from the operation of equipment required for construction of various facilities. Noise impacts from onsite construction and staging of construction trucks were evaluated by determining the noise levels generated by different types of construction activity, calculating the construction-related noise level at nearby noise-sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without project-related construction noise). The actual noise level would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

In order to calculate construction noise levels, hourly activity or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects. The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model. Calculated noise levels associated with construction at noise-sensitive receptor locations were then compared to estimated existing noise levels and the construction noise significance thresholds identified below.

Construction Overlap

The following activities would overlap during the various construction phases:

- Building C Demolition and Central Utility Plant Site Clearing
- Central Utility Plant Site Clearing and New Tower Site Preparation
- New Tower Site Preparation and Central Utility Plant Construction
- Central Utility Plant Construction, New Tower Grading, Building I Renovation, and New Tower Construction

5. Environmental Analysis NOISE

- New Tower Construction, Building A Renovations, and New Tower Architectural Coatings
- Building A Construction and Building B-H Demolition

Construction Traffic Noise

The analysis of construction traffic noise impacts focuses on off-site areas by: (1) identifying major roadways that may be used for construction worker commute routes or truck haul routes; (2) generally identifying the nature and location of noise-sensitive receptors along those routes; and (3) evaluating the traffic characteristics along those routes, specifically as related to existing traffic volumes. Construction traffic volume and road parameter data would be input into the FHWA TNM model to calculate average noise levels for these trips. Construction truck staging and hauling route noise impacts would be evaluated by determining the noise levels generated by different types of construction activity, calculating the construction-related noise levels and comparing against existing ambient noise levels (i.e., noise levels without construction noise) and exterior standards.

5. Environmental Analysis

NOISE

This page intentionally left blank.

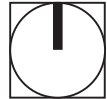
Figure 5.10-1 - Sensitive Receptor Locations



— Project Boundary

Sensitive Receptor Locations (8)

0 1,600
Scale (Feet)



Source: Nearmap, 2021

5. Environmental Analysis

NOISE

This page intentionally left blank.

5. Environmental Analysis NOISE

Construction Equipment Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

For quantitative construction vibration assessments related to building damage and human annoyance, vibration source levels for construction equipment are taken from the FTA Transit Noise and Vibration Impact Assessment Manual. Building damage would be assessed for each piece of equipment individually and assessed in terms of peak particle velocity. Ground-borne vibration related to human annoyance is assessed in terms of rms velocity levels. The vibration source levels for various types of equipment are based on data provided by the FTA.

Operational Roadway Noise

Traffic noise levels were modeled using the FHWA TNM. The FHWA TNM calculates noise associated with a specific line source and the results characterize noise generated by motor vehicle travel along a specific roadway segment. The traffic noise impact analysis is based on the 24-hour CNEL noise descriptor and incorporates traffic volumes, vehicle mix, posted speed limits, roadway geometry, and site conditions. Noise levels were evaluated with respect to the following traffic scenarios:

- Existing (2020) Conditions;
- Existing (2020) plus Project Conditions;
- Opening Year (2026) without Proposed Project Conditions; and
- Opening Year (2026) plus Proposed Project Conditions.

Noise impacts due to off-site motor vehicle travel were analyzed by comparing the projected increase in traffic noise levels from without Project conditions to plus Proposed Project to the applicable significance criteria. Opening Year (2026) plus Project conditions include traffic volumes from future ambient growth, related projects, and the proposed project.

Helicopter Noise

Noise-level calculations at the location of noise-sensitive land uses in the project vicinity were assessed using the SoundPLAN noise model. The SoundPLAN model depicts noise contours at varying distances and accounts for various inputs to analyze topography, vegetation, propagation from buildings, and existing- and proposed-noise sources and barriers. The SoundPLAN model takes into account the varying slant distances

5. Environmental Analysis

NOISE

between the helicopter and the receiver. The software uses various inputs to analyze the topography, vegetation, vehicle traffic, existing- and proposed-noise sources, and existing- and proposed-barriers to depict noise contours at varying distances. The software utilizes algorithms (based on the inverse square law) to calculate noise level projections. Accuracy has been validated in published studies to be +/- 2.7 dBA with an 85 percent confidence level. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. Helicopter flight profiles were programmed into the SoundPLAN noise modeling system.

Vibration

The majority of the proposed project's operational-related vibration sources, such as mechanical and electrical equipment, would incorporate vibration attenuation mounts, as required by the particular equipment specifications. Therefore, operation of the proposed project would not increase the existing vibration levels in the immediate vicinity of the Project and, as such, vibration impacts associated with the Project would be minimal. Therefore, the ground borne vibration analysis is limited to project-related construction activities.

5.10.2.2 THRESHOLDS

Offsite Traffic Noise

When the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- Are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase, or
- Range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project-related noise level increase, or
- Already exceed 65 dBA, and the project create a community noise level impact of greater than 1.5 dBA.

When the noise levels at existing and future non-noise-sensitive land uses (e.g., industrial, etc.):

- Are less than the City's General Plan Noise Element, 70 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase; or
- Are greater than the City's General Plan Noise Element, 70 dBA and the project creates a barely perceptible 3 dBA or greater project-related noise level increase.

Operational Noise Thresholds

- If project-related operational (stationary-source) noise levels exceed the exterior 55 dBA Leq daytime or 45 dBA Leq nighttime noise level standards at nearby sensitive receiver locations (City of Wildomar Municipal Code Section 9.48.040).
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the project site:

5. Environmental Analysis NOISE

- Are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase, or
- Range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project-related noise level increase, or
- Already exceed 65 dBA, the project creates a community noise level impact of greater than 1.5 dBA.

Construction Noise and Vibration

If project-related construction activities:

- Occur at any time other than the permitted hours of 6:00 a.m. and 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May (City of Wildomar Municipal Code Section 9.48.020(I)),
- Create noise levels which exceed the 85 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure).

Additionally, project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. With regard to increases in A-weighted noise levels, a 10 dBA change is subjectively heard as approximately doubling in loudness and can cause adverse response. As such, in addition to the NIOSH Criteria for Recommended Standard, increases of 10 dBA or more above ambient noise levels is considered significant.

The City has not adopted a significance threshold to assess vibration impacts during construction. Therefore, the Caltrans Transportation and Construction Vibration Guidance Manual is used as a screening tool to assess the potential for adverse vibration effects to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site nonengineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

If short-term project construction vibration levels exceed the FTA maximum acceptable vibration standard of 80 VdB at sensitive receiver locations.

Table 5.10-3, *Significance Criteria Summary*, provides the significance criteria summary.

5. Environmental Analysis

NOISE

Table 5.10-3 Significance Criteria Summary

Analysis	Land Use	Source	Condition(s)	Significance Criteria	
				Daytime	Nighttime
Off-site Traffic Noise	Noise-Sensitive	All	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL project increase	
			If ambient is 60-65 dBA CNEL	≥ 3 dBA CNEL project increase	
			If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL project increase	
	Non-Noise-Sensitive		If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL project increase	
			If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL project increase	
Operational Noise	Noise Sensitive	Wildomar	Exterior Noise Level Standard (Stationary Source)	55 dBA (Lmax)	45 dBA (Lmax)
		All	If ambient is < 60 dBA	≥ 5 dBA CNEL project increase	
			If ambient 60-65 dBA	≥ 3 dBA CNEL project increase	
			If ambient is > 65 dBA	≥ 1.5 dBA CNEL project increase	
Construction Noise and Vibration	Noise Sensitive	Wildomar	Permitted hours between 6:00 AM and 6:00 PM during the months of June through September, and between the hours of 7:00 AM and 6:00 PM during the months of October through May		
		All	Noise Level Threshold	85 dBA Leq	N/A
			Vibration Level Threshold	72 VdB	N/A
			Building Damage Threshold	0.12 ips PPV	N/A

Source: Meridian 2021

"Daytime" = 7:00 AM – 10:00 PM; "Nighttime" = 10:00 PM – 7:00 AM; "N/A" = No nighttime construction activity is permitted and therefore, no nighttime construction noise level threshold is identified.

5.10.3 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-1 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-2 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. Environmental Analysis
NOISE

5.10.4 Environmental Impacts

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

Impact 5.10-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

Construction Noise

Onsite Construction Noise

Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the project site. Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The proposed project would be constructed using typical construction techniques; no blasting or impact pile driving would be required. The proposed project would require drilling foundation supports at several locations near the Central Utility Plant (CUP).

Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 73 dBA to 85 dBA at a reference distance of 50 feet from the noise source, as shown in Table 5.10-4, *Typical Maximum Noise Levels for Project Construction Equipment*.

Table 5.10-4 Typical Maximum Noise Levels for Project Construction Equipment

Equipment Description	Typical Duty Cycle (%)	Spec Lmax (dBA) ¹	Actual Lmax (dBA) ¹
Air compressor	40	80.0	77.7
Backhoe	40	80.0	77.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Forklift	40	85.0	N/A
Generator	50	82.0	80.6
Grader	40	85.0	N/A
Loader	40	80.0	79.1
Paver	50	85.0	77.2
Roller	20	85.0	80.0
Tractor	40	84.0	N/A
Welder	40	73.0	74.0

Source: Meridian 2021

¹ Lmax sound levels are measured 50 feet from the source of the equipment.

These construction equipment reference noise levels are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power (Meridian 2021). The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day.

5. Environmental Analysis

NOISE

Construction equipment operates at its noisiest levels for certain percentages of time during operation. It is important to note, equipment would operate at different percentages over the course of an hour. During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

Separate forecasts of construction noise levels from onsite construction at each of the noise monitoring sites within the immediate vicinity were completed. The forecast noise levels at the nearest sensitive uses to the project site from construction activity are shown in Table 5.10-5, *Project Construction Noise Estimates*. The distance from construction activity to the nearest sensitive uses would range from 700 feet to a high of 5,250 feet. Average noise levels for each construction phase would range between 33.3 dBA Leq during the new tower architectural coatings phase to a maximum 65.9 dBA Leq during New Tower Construction. Noise levels due to construction would not exceed the 85 dBA Leq threshold. As such, construction noise impacts would be less than significant.

5. Environmental Analysis
NOISE

Table 5.10-5 Project Construction Noise Estimates

Construction Activity	Site 2		Site 3		Site 4		Site 5		Site 6		Site 7		Site 8	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Building A Remodel	62.1	63.6	58.7	60.2	51.6	53.1	52.6	54.1	49.8	51.3	45.0	46.5	44.6	46.1
CUP Site Clearing	61.1	59.1	57.7	55.7	50.6	48.6	51.6	49.6	48.8	46.8	44.0	42.0	43.6	41.6
Building C Demolition	66.7	63.5	63.3	60.2	56.2	53.0	57.2	54.0	54.3	51.2	49.6	46.4	49.2	46.0
CUP Construction	62.1	64.2	58.7	60.8	51.6	53.7	52.6	54.7	49.8	51.9	45.0	47.1	44.6	46.7
Building I Renovation	62.1	63.6	58.7	60.2	51.6	53.1	52.6	54.1	49.8	51.3	45.0	46.5	44.6	46.1
New Tower Site Prep	61.1	64.7	57.7	61.3	50.6	54.2	51.6	55.2	48.8	52.4	44.0	47.6	43.6	47.2
New Tower Grading	62.1	64.4	58.7	61.0	51.6	53.9	52.6	54.9	49.8	52.0	45.0	47.3	44.6	46.8
New Tower Construction	62.1	65.9	58.7	62.5	51.6	55.4	52.6	56.4	49.8	53.6	45.0	48.8	44.6	48.4
Building A Canopy	62.1	64.2	58.7	60.8	51.6	53.7	52.6	54.7	49.8	51.9	45.0	47.1	44.6	46.7
Building A Renovations	62.1	60.0	58.7	56.6	51.6	49.5	52.6	50.5	49.8	47.6	45.0	42.9	44.6	42.5
New Tower Architectural Coatings	54.7	50.8	51.4	47.4	44.2	40.3	45.3	41.3	42.4	38.5	37.7	33.7	37.2	33.3
South Parking Lot	57.1	58.7	53.7	55.3	46.6	48.2	47.6	49.2	44.8	46.4	40.0	41.6	39.6	41.2
Building A Construction Post Occupancy	62.1	63.6	58.7	60.2	51.6	53.1	52.6	54.1	49.8	51.3	45.0	46.5	44.6	46.1
Building B-H Demolition	66.7	63.5	63.3	60.2	56.2	53.0	57.2	54.0	54.3	51.2	49.6	46.4	49.2	46.0
East Parking Lot	57.1	58.7	53.7	55.3	46.6	48.2	47.6	49.2	44.8	46.4	40.0	41.6	39.6	41.2

Source: Meridian 2021

5. Environmental Analysis

NOISE

This page intentionally left blank.

5. Environmental Analysis NOISE

Adherence to Section 9.48 of the City's Municipal Code, construction would occur within the permitted hours of 6 AM and 6 PM during the month of June through September and between the hours of 7 AM and 6 PM during the month of October through May. Additionally, as indicated in Table 5.10-5, the average noise levels for each construction phase would range from 33.3 dBA Leq during the new tower architectural coatings phase (Site 8) to a maximum 66.7 dBA Leq during both the Building C Demolition and Building B-H demolition phase (Site 2). The loudest anticipated phase is demolition, where receptors could be exposed to noise levels of up to an average of 63.5 dBA Leq 1-hour (Site 2). Noise levels due to construction would not exceed the 85 dBA Leq threshold.

A 10 dBA change is subjectively heard as approximately doubling in loudness and can cause adverse response. Construction noise levels would result in a maximum increase of 10.4 dBA above ambient at multi-family uses to the east of the project site along Prielipp Road (Site 2). In compliance with Policy N-12.3 of the City's General Plan, Mitigation Measure N-1, which requires the implementation of a Construction-related Noise Mitigation Plan. The plan may include, but is not be limited to temporary noise fencing, location of equipment and staging away from offsite sensitive receptors, and use of noise suppression technology and equipment. The noise attenuation plan would reduce impacts to less than significant.

Construction Overlap Noise

Overlaps of various phases during construction would occur, as listed above. The forecast noise levels at the nearest sensitive uses to the project site from overlapping construction activity are shown in Table 5.10-6, *Project Overlap Construction Noise Estimates*. Average noise levels would range between 47.3 dBA Leq during the overlap of the CUP Site Clearing and Building C Demolition (Site 8) to a maximum of 70.6 dBA Leq during the overlap of the CUP Construction, New Tower Grading, Building I Renovation, and New Tower Construction (Site 2). Noise levels due to construction would not exceed the 85 dBA Leq threshold.

5. Environmental Analysis

NOISE

This page intentionally left blank.

5. Environmental Analysis
NOISE

Table 5.10-6 Project Overlap Construction Noise Estimates

Sound Level at Various Receptor Distances from Construction Activities, dBA														
Construction Activity	Site 2		Site 3		Site 4		Site 5		Site 6		Site 7		Site 8	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
CUP Site Clearing	61.1	59.7	57.7	55.7	50.6	48.6	51.6	49.6	48.8	46.8	44.0	42.0	43.6	41.6
Building C Demolition	66.7	63.5	63.3	60.2	56.2	53.0	57.2	54.0	54.3	51.2	49.6	46.4	49.2	46.0
Sum	69.4	64.8	64.4	61.5	57.3	54.3	58.3	55.3	55.4	52.5	50.7	47.7	50.3	47.3
CUP Site Clearing	61.1	59.1	57.7	55.7	50.6	48.6	51.6	49.9	48.8	46.8	44.0	42.0	43.6	41.6
New Tower Site Prep	61.1	64.7	57.7	61.3	50.6	54.2	51.6	55.2	48.8	52.4	44.0	47.6	43.6	47.2
Sum	64.1	65.8	60.7	62.4	53.6	55.3	54.6	56.3	51.8	53.5	47.0	48.7	46.6	48.3
New Tower Site Prep	61.1	64.7	57.7	61.3	50.6	54.2	51.6	55.2	48.8	52.4	44.0	47.6	43.6	47.2
CUP Construction	62.1	64.2	58.7	60.8	51.6	53.7	52.6	54.7	49.8	51.9	45.0	47.1	44.6	46.7
Sum	64.6	67.5	61.2	64.1	54.1	57.0	55.1	58.0	52.3	55.2	47.5	50.4	47.1	50.0
CUP Construction	62.1	64.2	58.7	60.8	51.6	53.7	52.6	54.7	49.8	51.9	45.0	47.1	44.6	46.7
New Tower Grading	62.1	64.4	58.7	61.0	51.6	53.9	52.6	54.9	49.8	52.0	45.0	47.3	44.6	46.8
Building I Renovation	62.1	63.6	58.7	60.2	51.6	53.1	52.6	54.1	49.8	51.3	45.0	46.5	44.6	46.1
New Tower Construction	62.1	65.9	58.7	62.5	51.6	55.4	52.6	56.4	49.8	53.6	45.0	48.8	44.6	48.4
Sum	68.1	70.6	64.7	67.2	57.6	60.1	58.6	61.3	55.8	58.3	51.0	53.5	50.6	53.1
New Tower Construction	62.1	65.9	58.7	62.5	51.6	55.4	52.6	56.4	49.8	53.6	45.0	48.8	44.6	48.4
Building A Canopy	62.1	64.2	58.7	60.8	51.6	53.7	52.6	54.7	49.8	51.9	45.0	47.1	44.6	46.7
Building A Renovations	62.1	60.0	58.7	56.6	51.6	49.5	52.6	50.5	49.8	47.6	45.0	42.9	44.6	42.5
New Tower Architectural Coatings	54.7	50.8	51.4	47.4	44.2	40.3	45.3	41.3	42.4	38.5	37.7	33.7	37.2	33.3
Sum	67.1	68.8	63.7	65.4	56.6	58.3	57.6	59.3	54.8	56.5	50.0	51.7	49.6	51.3
Building A Construction Post Occupancy	62.1	63.6	58.7	60.2	51.6	53.1	52.6	54.1	49.8	51.3	45.0	46.5	44.6	46.1
Building B-H Demolition	66.7	63.5	63.3	60.2	56.2	53.0	57.2	54.0	54.3	51.2	49.6	46.4	49.2	46.0
Sum	68.0	66.6	64.6	63.2	57.5	56.1	58.5	57.1	55.6	54.3	50.9	49.5	50.5	49.1

Source: Meridian 2021

5. Environmental Analysis

NOISE

This page intentionally left blank.

5. Environmental Analysis NOISE

Construction noise levels would result in a maximum increase of 15.1 dBA above ambient at the multi-family uses to the east of the project site along Prielipp Road (Site 2). In compliance with Policy N-12.3 of the City's General Plan, Mitigation Measure N-1, which requires the implementation of a Construction-related Noise Mitigation Plan, would be required and would reduce impacts to less than significant.

Offsite Construction Noise

The only project construction noise that would contribute to offsite roadway noise levels are from the offsite construction noise generated from haul and vendor truck trips to and from the site to export soil and delivery supplies to the site. Trucks traveling to and from the project site would be required to travel along a haul route approved by the City. Proposed haul route includes travel along Inland Valley Drive and Clinton Keith Road. At the maximum, 140 worker trips per day and 64 vendor trips per day would occur during various phases including Building A remodel, CUP Construction, Building I Renovation, New Tower Construction, Building A Canopy, Building A Renovations, and Building A Construction Post Occupancy phase. Additionally, 3,188 total hauling trips (106 hauling trips per day) would occur during the New Tower Grading phase.

Using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and hauling trips in a day, 140 worker trips per day and 64 vendor trips per day would generate roadway noise levels of 47.8 dBA measured at a distance of 25 feet. The 106 hauling trips per day would generate roadway noise levels ranging from 54.4 dBA to 61.8 dBA at a distance of 25 feet, depending on the use of medium or heavy duty trucks. The existing roadway noise levels at the proposed haul route along Inland Valley Drive and Clinton Keith Road range from 67.9 dBA CNEL at George Avenue to Inland Valley Drive to a high of 68.9 dBA CNEL at Hidden Springs Road to I-15 SB. Offsite construction noise levels would be below the existing ambient noise environment. As such, offsite construction noise impacts would be less than significant.

Offsite Noise During Construction

During construction of the proposed project, temporary offsite parking would be provided at Prielipp Road. The proposed project would temporarily increase traffic noise, however, the traffic noise would be similar to the existing noise environment of the area which is predominantly characterized by traffic noise. Use of the parking lot will involve door closing, talking, and engine noise associated with parking and retrieving cars. This noise pattern is similar to other existing parking lots in the area, including those on adjacent parcels. Impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Level of Significance Before Mitigation: Impact 5.10-1 would be potentially significant.

Mitigation Measures

N-1 **Construction-Related Noise Mitigation Plan.** A construction-related Noise Mitigation Plan (Plan) shall be developed in coordination with an acoustical consultant and shall be approved by the City prior to issuance of a grading permit. The Plan shall include measures demonstrating construction noise levels would be below the NIOSH established criteria of

5. Environmental Analysis

NOISE

85 dBA Leq and will not result in increases of 10 dBA or more above ambient. The following construction noise reduction measures may be incorporated into the Plan:

- Install temporary noise barriers that reduce sound at receptors;
- For any idling that is expected to take longer than five minutes, the engine shall be shut off;
- All equipment shall be equipped with optimal muffler systems;
- Locate staging areas as far away from sensitive receptors as feasible;
- Locate stationary noise sources as far away from sensitive receptors as feasible;
- Enclose stationary noise sources, such as diesel- or gasoline-powered generators, with acoustical barriers as required;
 - If stationary equipment cannot be enclosed with a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.

In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:

- A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.
- In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:
 - Halting/staggering concurrent construction activities in certain locations;
 - Reducing the speed or intensity of heavy-duty construction equipment being operated simultaneously;
 - Operating equipment at the lowest possible power levels;
 - Modifying equipment, such as dampening of metal surfaces or other redesign, to minimize metal-to-metal impacts.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant with mitigation incorporated.

5. Environmental Analysis NOISE

Impact 5.10-2 Project implementation would not result in long-term operation-related noise that would exceed local standards. [Threshold N-1]

Roadway Noise

Existing Plus Project

Table 5.10-7, *Existing Plus Project*, illustrates the change in noise levels from traffic volumes and from traffic generated by the proposed project. The difference in traffic noise between existing conditions and existing plus project conditions represents the increase in noise attributable to project-related traffic. As shown in Table 5.10-7, the maximum noise level increase during the daytime period the analyzed roadways would range from a low of 0.0 dBA CNEL at various segments to a high of 0.7 dBA CNEL along Inland Valley Drive from Clinton Keith Road to Prielipp Road. Consequently, project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Therefore, the proposed project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the project site in excess of the City's Noise Element and Noise Ordinance. Vehicular related noise impacts would be less than significant.

Table 5.10-7 Existing Plus Project

Roadway Segment	Time Period	Existing, dBA CNEL		Difference	Significant Impact?
		Without Project	With Project		
Clinton Keith Road					
Hidden Springs Road to I-15 SB	24-hour	68.9	68.9	0.0	No
I-15 SB to I-15 NB	24-hour	68.8	68.8	0.0	No
I-15 NB to Arya Road	24-hour	68.2	68.3	+0.1	No
Arya Road to George Avenue	24-hour	68.2	68.3	+0.1	No
George Avenue to Inland Valley Drive	24-hour	67.9	68.1	+0.2	No
Inland Valley Drive to Smith Ranch Road	24-hour	66.9	67.0	+0.1	No
East of Smith Ranch Road	24-hour	66.9	67.0	+0.1	No
Inland Valley Drive					
Clinton Keith Road to Prielipp Road	24-hour	63.8	64.5	+0.7	No
Prielipp Road					
East of Inland Valley Road	24-hour	61.5	61.58	0.0	No
George Avenue/Wildomar Trail					
North of Clinton Keith Road	24-hour	59.1	59.1	0.0	No

Source: Meridian 2021

5. Environmental Analysis

NOISE

Opening Year (2026)

Table 5.10-8, *Opening Year (2026) Plus Project*, illustrates the change in noise levels from traffic volumes and from traffic generated by the proposed project. The difference in traffic noise between Future (Year 2023) conditions and Future (Year 2023) plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in Table 5.10-8, the maximum noise level increase along the analyzed roadways would range from a low 0.0 dBA at various roadway segments to a high of 0.6 dBA along Inland Valley Drive from Clinton Keith Road to Prielipp Road. Additionally, the maximum noise level increase from existing conditions would range from a low of 0.6 dBA CNEL along George Avenue/Wildomar Trail north of Clinton Keith Road to a high of 1.2 dBA CNEL along Inland Valley Drive from Clinton Keith to Prielipp Road. Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA at roadway segments ranging from 60 to 65 dBA. Additionally, roadway noise level increases of 1.2 dBA CNEL would be within the normally acceptable compatibility category for the hospital uses along Inland Valley Drive. Therefore, the proposed project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the project site in excess of the City’s Noise Element and Noise Ordinance. Vehicular-related noise impacts would be less than significant.

Table 5.10-8 Opening Year (2026) plus Project

Roadway Segment	Time Period	Existing	Opening Year (2023)		Change from Existing	Change from Opening Year	Significant Impact?
			Without Project	With Project			
dBA CNEL							
Clinton Keith Road							
Hidden Springs Road to I-15 SB	24-hour	68.9	69.6	69.6	+0.7	0.0	No
I-15 SB to I-15 NB	24-hour	68.8	69.5	69.5	+0.7	0.0	No
I-15 NB to Arya Road	24-hour	68.2	68.9	69.1	+0.9	+0.2	No
Arya Road to George Avenue	24-hour	68.2	68.9	69.1	+0.9	+0.2	No
George Avenue to Inland Valley Drive	24-hour	67.9	68.7	68.8	+0.9	+0.1	No
Inland Valley Drive to Smith Ranch Road	24-hour	66.9	67.8	67.9	+1.0	+0.1	No
East of Smith Ranch Road	24-hour	66.9	67.7	67.8	+0.9	+0.1	No
Inland Valley Drive							
Clinton Keith Road to Prielipp Road	24-hour	63.8	64.4	65.0	+1.2	+0.7	No
Prielipp Road							
East of Inland Valley Road	24-hour	61.5	62.1	62.2	+0.7	+0.1	No
George Avenue/Wildomar Trail							
North of Clinton Keith Road	24-hour	59.1	59.7	59.7	+0.6	0.0	No

Source: Meridian 2021

5. Environmental Analysis NOISE

Stationary Sources

Noise impacts associated with 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 p.m.) and 45 dBA L_{eq} during 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, and parking lot activities.

LEVEL OF SIGNIFICANCE

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.

Impact 5.10-3: The project would not create excessive short-term or long-term groundborne vibration. [Threshold N-2]

Construction Vibration

Onsite Construction Vibration

Table 5.10-9, *Onsite Construction Vibration Impacts—Building Damage*, and Table 5.10-10, *Onsite Construction Vibration Impacts—Human Annoyance* presents the construction vibration impacts associated with on-site construction in terms of building damage and human annoyance, respectively. As shown in Table 5.10-9, the forecasted vibration levels due to onsite construction activities would not exceed the building damage significance threshold of 0.12 PPV ips for all sites surrounding the project area during construction. Due to the distance of project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, onsite construction vibration would not result in a significant vibration impact with regard to building damage. Impacts related to building damage from onsite construction vibration would be less than significant.

Table 5.10-9 Onsite Construction Vibration Impacts – Building Damage

Nearest Offsite Building Structures	Estimated Vibration Velocity Levels at the Nearest Offsite Structure from the Project Construction Equipment						Significance Threshold (PPV ips)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jackhammer	Small bulldozer		
<i>FTA Reference Vibration Levels at 25 Feet</i>								
	0.210	0.089	0.089	0.076	0.035	0.003	-	
Site 1 (110 feet)	0.023	0.010	0.010	0.008	0.004	0.000	0.12	No
Site 2 (700 feet)	0.001	0.001	0.001	0.001	0.000	0.000	0.12	No
Site 3 (1,030 feet)	0.001	0.000	0.000	0.000	0.000	0.000	0.12	No

5. Environmental Analysis

NOISE

Table 5.10-9 Onsite Construction Vibration Impacts – Building Damage

Nearest Offsite Building Structures	Estimated Vibration Velocity Levels at the Nearest Offsite Structure from the Project Construction Equipment						Significance Threshold (PPV ips)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jackhammer	Small bulldozer		
Site 4 (2,345 feet)	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 5 (2,085 feet)	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 6 (2,890 feet)	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 7 (5,000 feet)	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 8 (5,250 feet)	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No

Source: Meridian 2021

As shown in Table 5.10-10, the forecasted vibration levels due to onsite construction activities would range from a low of -12 VdB to a high 51 VdB and would not exceed human annoyance significance threshold of 72 VdB. Due to the distance of the project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, onsite construction vibration would not result in a significant vibration impact with regard to human annoyance. Impacts related to human annoyance from onsite construction vibration would be less than significant.

Table 5.10-10 Onsite Construction Vibration Impacts – Human Annoyance

Nearest Offsite Building Structures	Estimated Vibration Velocity Levels at the Nearest Offsite Structure from the Project Construction Equipment						Significance Threshold (PPV ips)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jackhammer	Small bulldozer		
<i>FTA Reference Vibration Levels at 25 Feet</i>								
	94	87	87	86	79	58	-	
Site 1 (110 feet)	51	44	44	42	35	14	72	No
Site 2 (700 feet)	51	44	44	42	35	14	72	No
Site 3 (1,030 feet)	46	38	38	37	30	9	72	No
Site 4 (2,345 feet)	35	28	28	26	20	-	72	No
Site 5 (2,085 feet)	37	29	29	28	21	-	72	No
Site 6 (2,890 feet)	33	25	25	24	17	-	72	No
Site 7 (5,000 feet)	25	18	18	18	10	-	72	No
Site 8 (5,250 feet)	25	17	17	16	9	-	72	No

Source: Meridian 2021

5. Environmental Analysis NOISE

Offsite Construction Vibration

In addition to onsite construction activities, construction delivery/haul trucks would generate groundborne vibration as they travel along the proposed project's anticipated off-site truck travel routes. Based on FTA data, the vibration generated by a typical loaded truck would be approximately 0.0076 PPV at a distance of 25 feet from the truck. This forecasted vibration level would be below the most stringent building damage criteria of 0.12 PPV. The nearest vibration sensitive uses (e.g., medical uses, residential) are located to the east of the IVMC campus along Prielipp Road. These are located more than 25 feet from the truck travel pathway which would occur along Inland Valley Drive to I-15 freeway. Therefore, vibration impacts with respect to building damage and human annoyance from offsite construction truck travel on public roadways would be less than significant.

LEVEL OF SIGNIFICANCE

Level of Significance Before Mitigation: Impact 5.10-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-3 would be less than significant.

Impact 5.10-4: 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]

For the helicopter approach, once a ground speed of 0 is reached, the helicopter begins vertical descent to the landing pad, which takes approximately 15 seconds. Once on the helipad surface, the helicopter undergoes a 30-second ground idle. Following the idle period, the helicopter is shut down. Overall, the entire duration of the helicopter approach takes under 2 minutes.

For the helicopter departure, start-up and flight checks are performed during the ground-idle phase, which typically lasts up to 3 minutes. Following the flight checks and start-up, the rotor blades begin turning at full power, hover is initiated, and the aircraft ascends vertically above the pad, which lasts approximately 15 seconds. Once desired altitude is reached, the helicopter accelerates horizontally and departs the project site. Overall, the main noise-producing portion of the departure to altitude and cruising speed from initial start-up takes under 1 minute, with surrounding land uses exposed to maximum sound levels for less than 15 seconds during this period.

Based on previous data regarding flight operations, a maximum of two flights have taken place from IVMC between the daytime hours of 7 AM to 10 PM on any given day and a maximum of one flight has taken place between the nighttime hours of 10 PM to 7 AM on any given day. While no expansion to existing operations is proposed, to simulate worst-case scenario helicopter approach/departure impacts, it was assumed four

5. Environmental Analysis

NOISE

events (two approach and two departure) would take place during the daytime period and two events (one approach and one departure) would take place during the nighttime period on the same day.¹

The existing helipad is located on the northeastern portion of the site, adjacent to Inland Valley Drive, with a direct line of sight to the commercial uses across Inland Valley Drive. The current approved flight path includes approach from and depart back toward to the northwest along the I-15 freeway; the helicopter path crosses over the asphalt parking lot of the hospital directly to the I-15 freeway. Additionally, the existing helipad is located approximately 740 feet from the residential uses to the east (Site 2) and 1,230 feet from the residential uses to the north (Site 3).

Helicopter flight patterns of the relocated helipad would be regulated by a conditional use permit. By moving the helipad to the south of the site, helicopter flight patterns would be limited to flying over the I-15 freeway only and would be located further away than the identified sensitive receptors. The new helipad would be approximately 1,050 feet from the residential uses to the east (Site 2) and 1,940 feet from the residential uses to the north (Site 3). Based on the increased distance, a delta comparison of the existing versus proposed noise levels would not be warranted.

Helicopter Approach/Departure (East)

As shown in Table 5.10-11, *Exterior Noise Levels – Flight Path to the East*, the smaller routine EMS helicopters would not result in increases in sound level standards at any of the nearby sensitive receptors and therefore, would be below the Federal Interagency Committee on Noise (FICON)-recommended 3.0 dB threshold for ambient noise of 60-65 dBA CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dBA CNEL.

Table 5.10-11 Exterior Noise Levels – Flight Path to the East

ID	Time Period	Ambient Noise Levels	Modeled Noise Levels (Leg)	Increase Above Ambient	Significant Impact?
		dBA			
<i>Routine EMS Helicopters</i>					
Site 2	24-hour	56	36	0	No
Site 3	24-hour	59	26	0	No
Site 4	24-hour	60	40	0	No
Site 5	24-hour	48	26	0	No
Site 6	24-hour	48	33	0	No
Site 7	24-hour	59	18	0	No
Site 8	24-hour	52	14	0	No
<i>Blackhawk</i>					
Site 2	24-hour	56	38	0	No
Site 3	24-hour	59	28	0	No
Site 4	24-hour	60	42	0	No
Site 5	24-hour	48	28	0	No
Site 6	24-hour	48	35	0	No
Site 7	24-hour	52	20	0	No

¹ Per Section 21662.4(a) of the State Aeronautics Act (Emergency Flights for Medical Purposes), emergency flights for medical purposes are exempt from local ordinances that restrict flight departures and arrivals to particular hours of the day or night, departure or arrival of aircraft based upon the aircrafts noise level, or the operation of certain types of aircraft.

5. Environmental Analysis
NOISE

Table 5.10-11 Exterior Noise Levels – Flight Path to the East

ID	Time Period	Ambient Noise Levels	Modeled Noise Levels (Leq)	Increase Above Ambient	Significant Impact?
		dBA			
Site 8	24-hour	59	16	0	No

Source: Meridian 2021

The proposed project would not exceed the land use compatibility criteria. Noise levels during the daytime and nighttime period for the routine EMS helicopter are shown in Figure 5.10-2, *Routine EMS Helicopter Flight Path to the East Contour Map (Daytime)*, and Figure 5.10-3, *Routine EMS Helicopter Flight Path to the East Contour Map (Nighttime)*, respectively. Additionally, the Blackhawk helicopter would not result in increases in sound level standards at any of the nearby sensitive receptors and therefore, would be below the FICON-recommended 3.0 dB threshold for ambient noise of 60-65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Noise levels during the daytime and nighttime period for the EC 145 helicopter are shown in Figure 5.10-4, *Blackhawk Helicopter Flight Path to the East Contour Map (Daytime)*, and Figure 5.10-5, *Blackhawk Helicopter Flight Path to the East Contour Map (Nighttime)*. No increases would result for both the routine EMS and Blackhawk helicopters flight path to the east. Residential development or other sensitive receptors would not be exposed to operational noise increases exceeding the FAA Advisory Circular criteria. As such, impacts would be less than significant.

Helicopter Approach/Departure (West)

As shown in Table 5.10-12, *Exterior Noise Levels-Flight Path to the West*, the smaller routine EMS helicopters would not result in increases in sound level standards at any of the nearby sensitive receptors and therefore would be below the FICON-recommended 3.0 dB threshold for ambient noise of 60-65 dBA CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dBA CNEL. The proposed project would not exceed the land use compatibility criteria. Noise levels during the daytime and nighttime period for the routine EMS helicopter are shown in Figure 5.10-6, *Routine EMS Helicopter Flight Path to the West Contour Map (Daytime)*, and Figure 5.10-7, *Routine EMS Helicopter Flight Path to the West Contour Map (Nighttime)*. The proposed project would not exceed the land use compatibility criteria.

Additionally, the Blackhawk helicopter would not result in increases in sound level standards at any of the nearby sensitive receptors and therefore would be below the FICON-recommended 3.0 dB threshold for ambient noise of 60-65 dBA CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dBA CNEL. The proposed project would not exceed the land use computability criteria. Figure 5.10-8, *Blackhawk Helicopter Flight Path to the West Contour Map (Daytime)*, and Figure 5.10-9, *Blackhawk Helicopter Flight Path to the West Contour Map (Nighttime)*, show the noise levels during the daytime and nighttime period for the EC 145 helicopter.

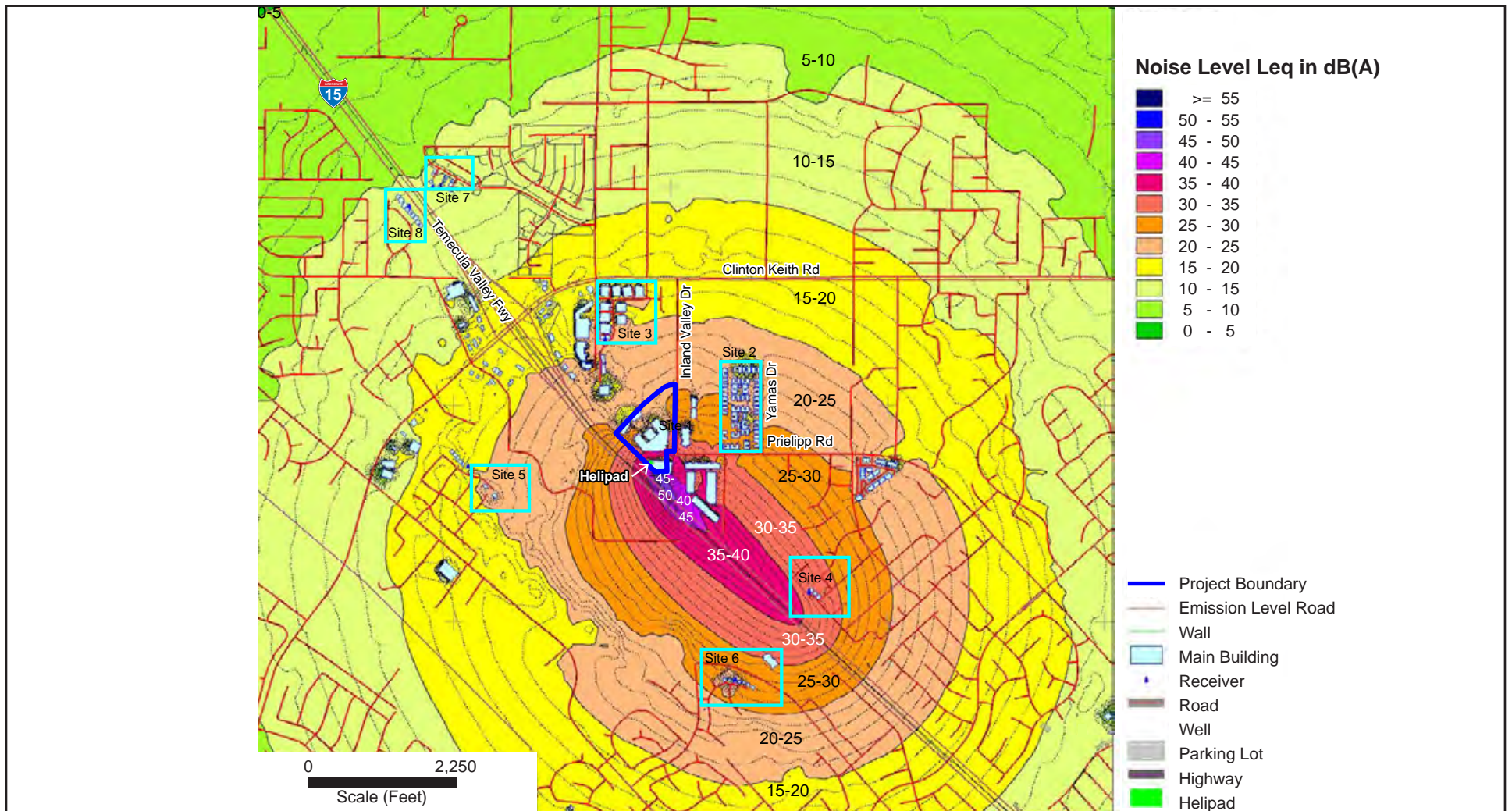
No increases would result for both the smaller routine EMS and Blackhawk helicopters flight path to the west. Residential development or other sensitive receptors would not be exposed to operational noise increases exceeding the FAA Advisory Circular criteria. As such, impacts would be less than significant.

5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-2 - Routine EMS Helicopter Flight Path to the East Contour Map (Daytime)

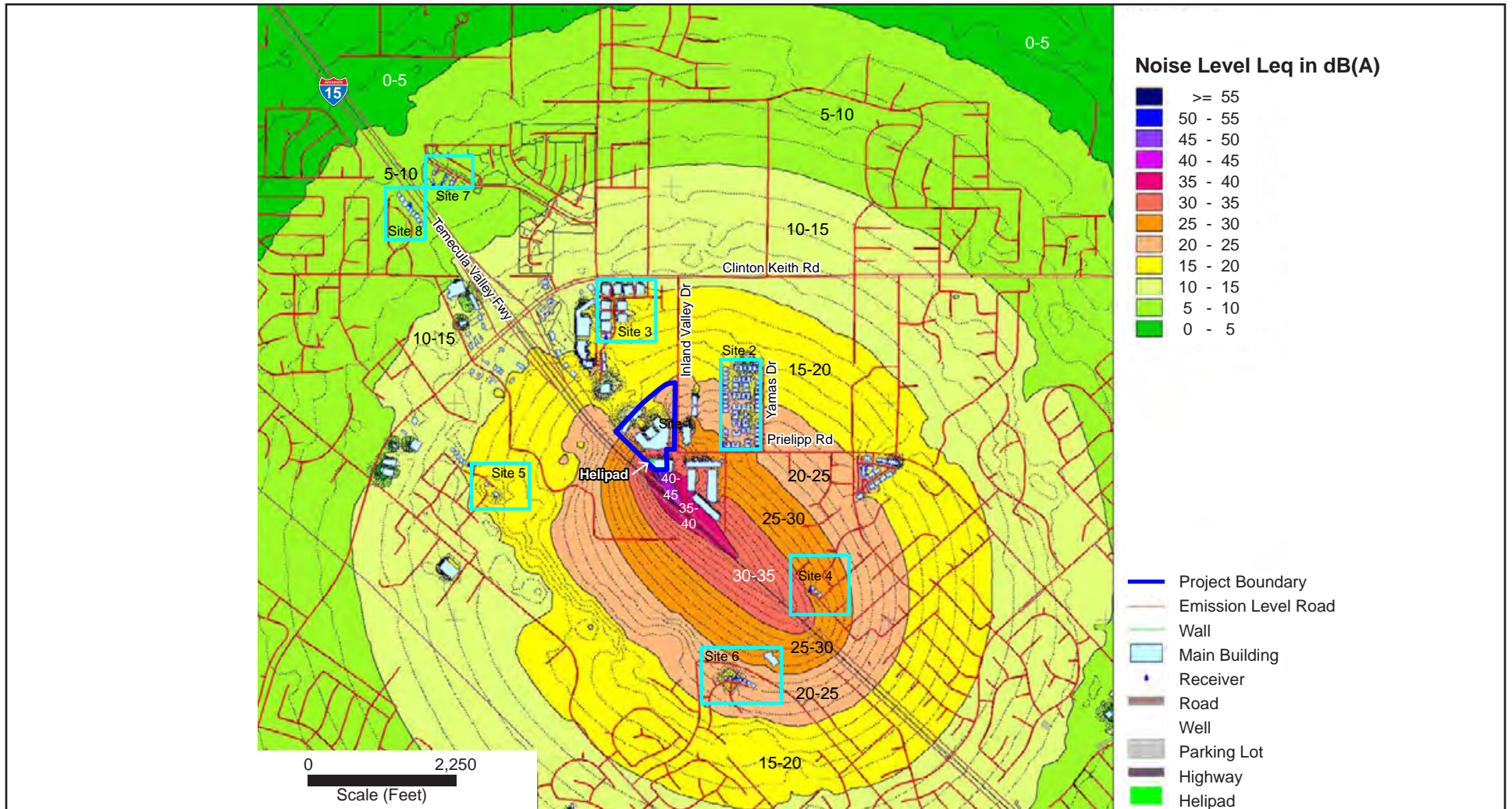


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-3 - Routine EMS Helicopter Flight Path to the East Contour Map (Nighttime)

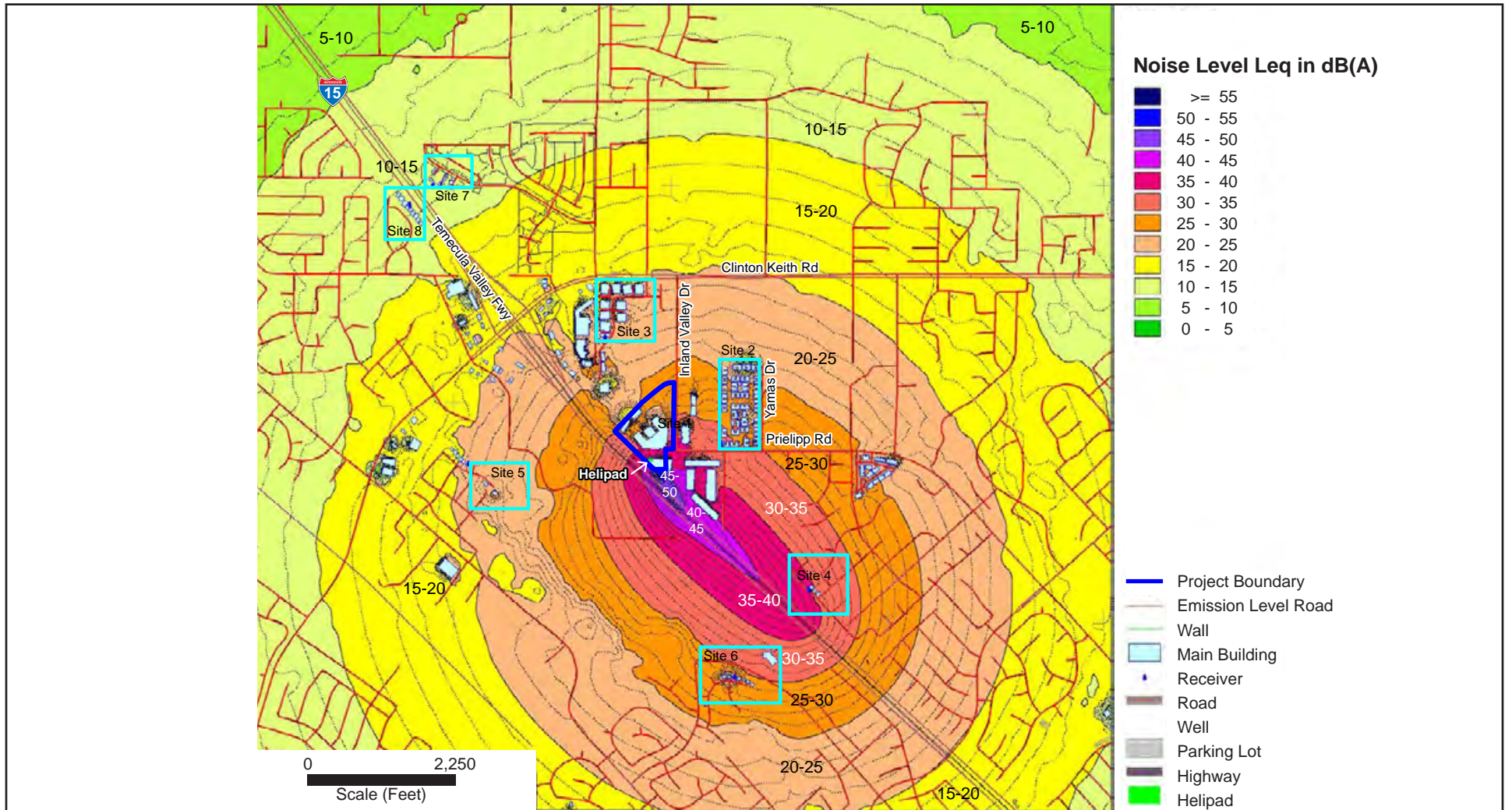


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-4 - Blackhawk Helicopter Flight Path to the East Contour Map (Daytime)

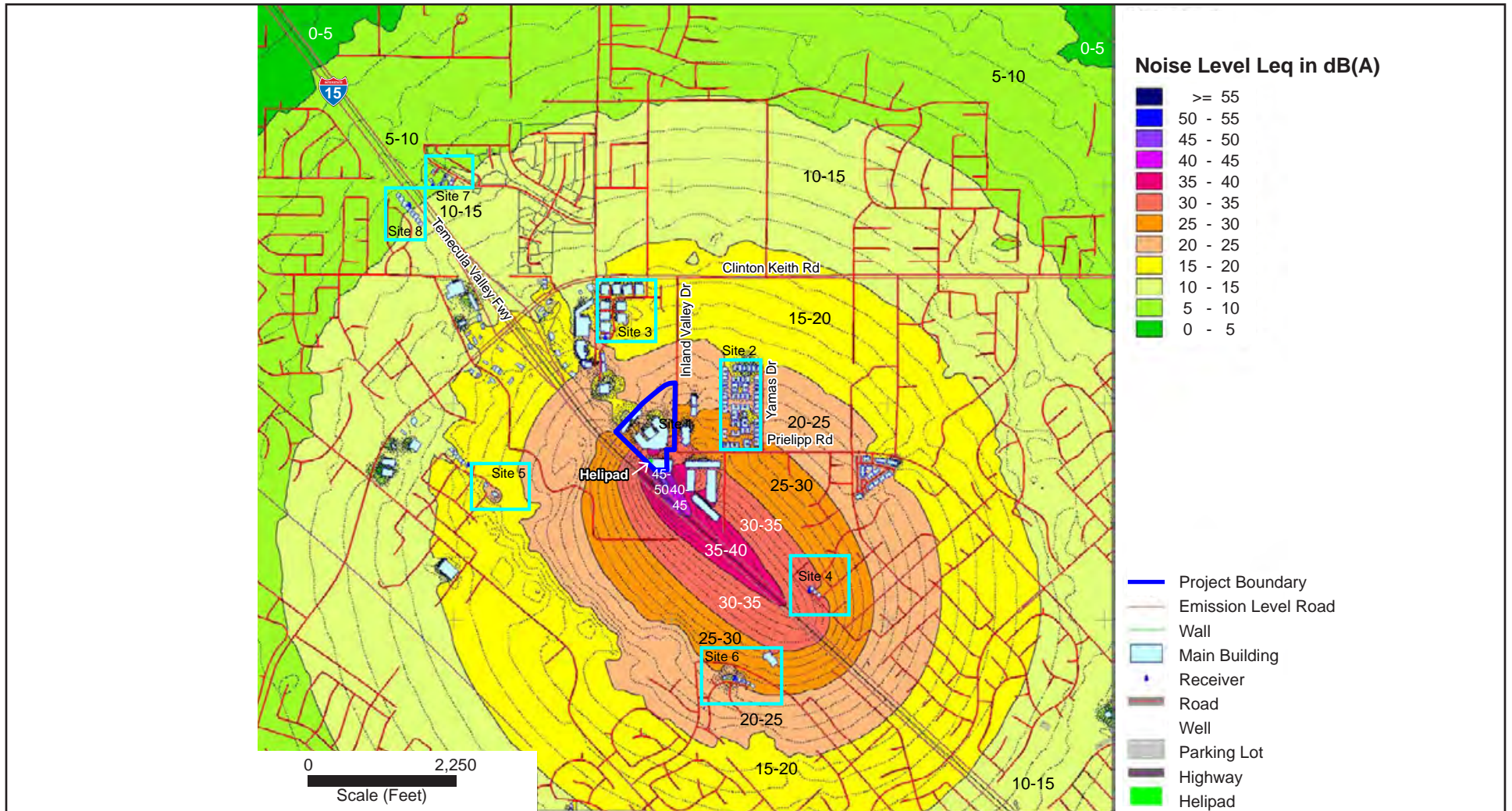


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-5 - Blackhawk Helicopter Flight Path to the East Contour Map (Nighttime)

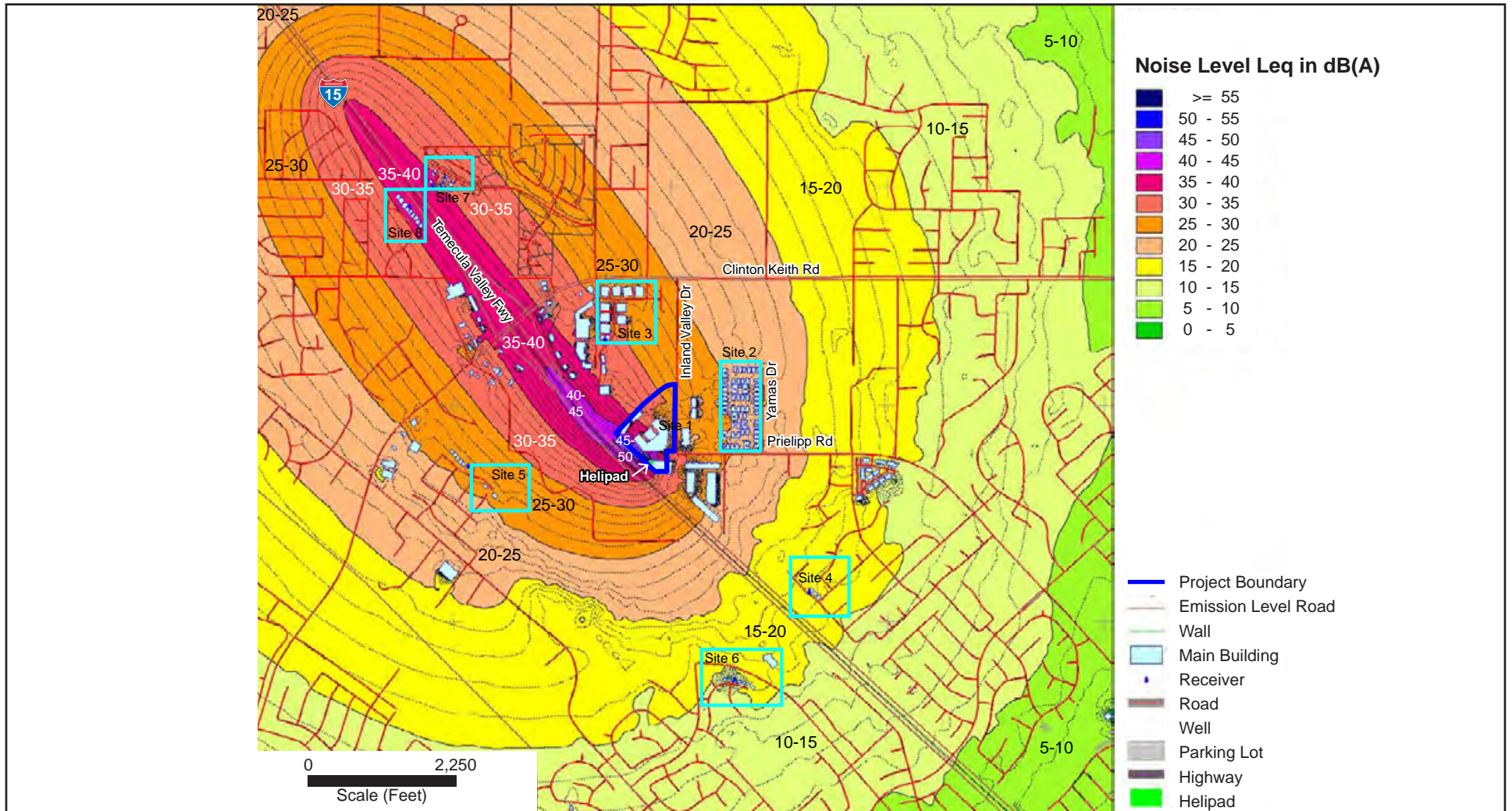


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-6 - Routine EMS Helicopter Flight Path to the West Contour Map (Daytime)

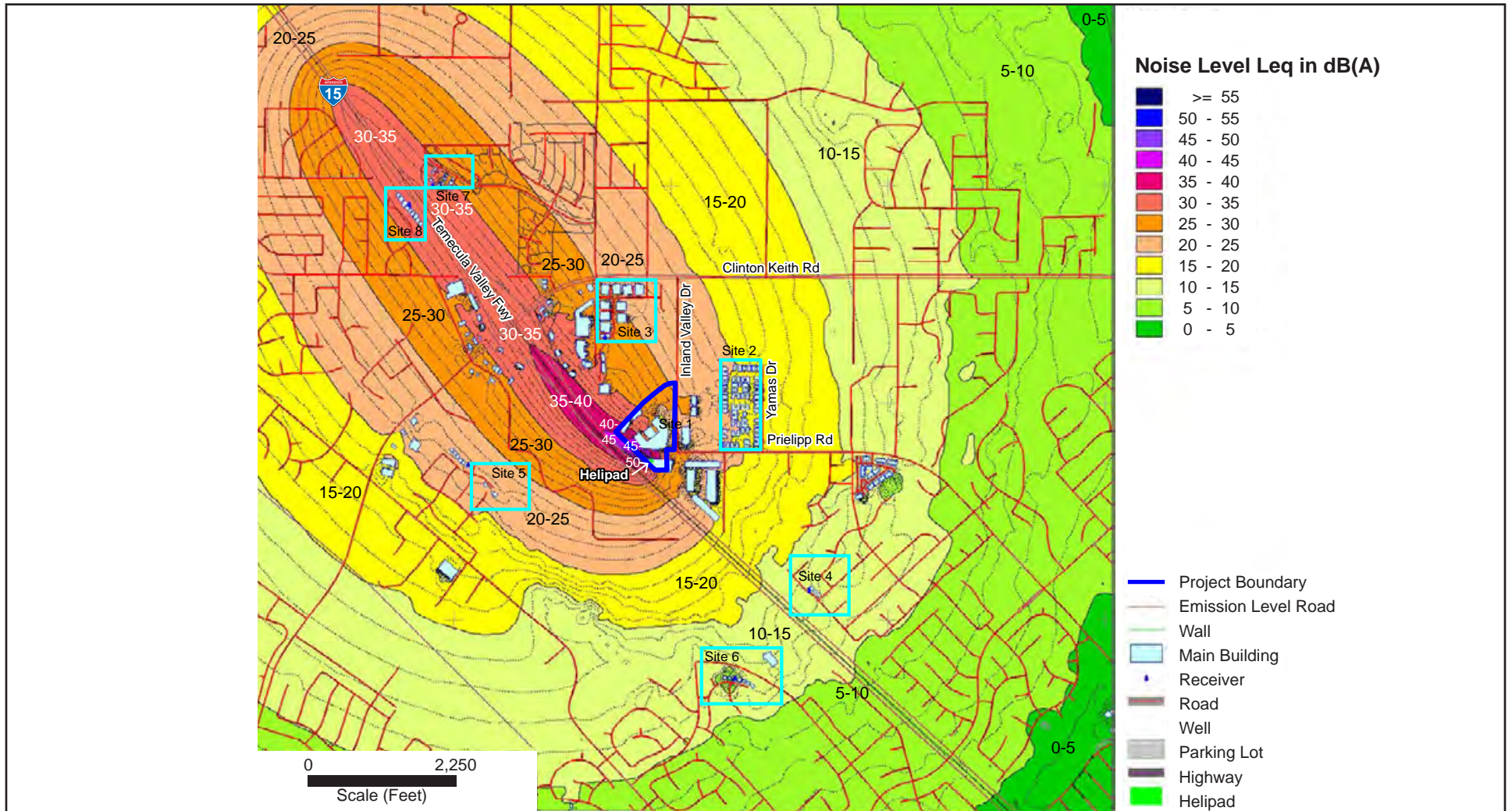


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-7 - Routine EMS Helicopter Flight Path to the West Contour Map (Nighttime)

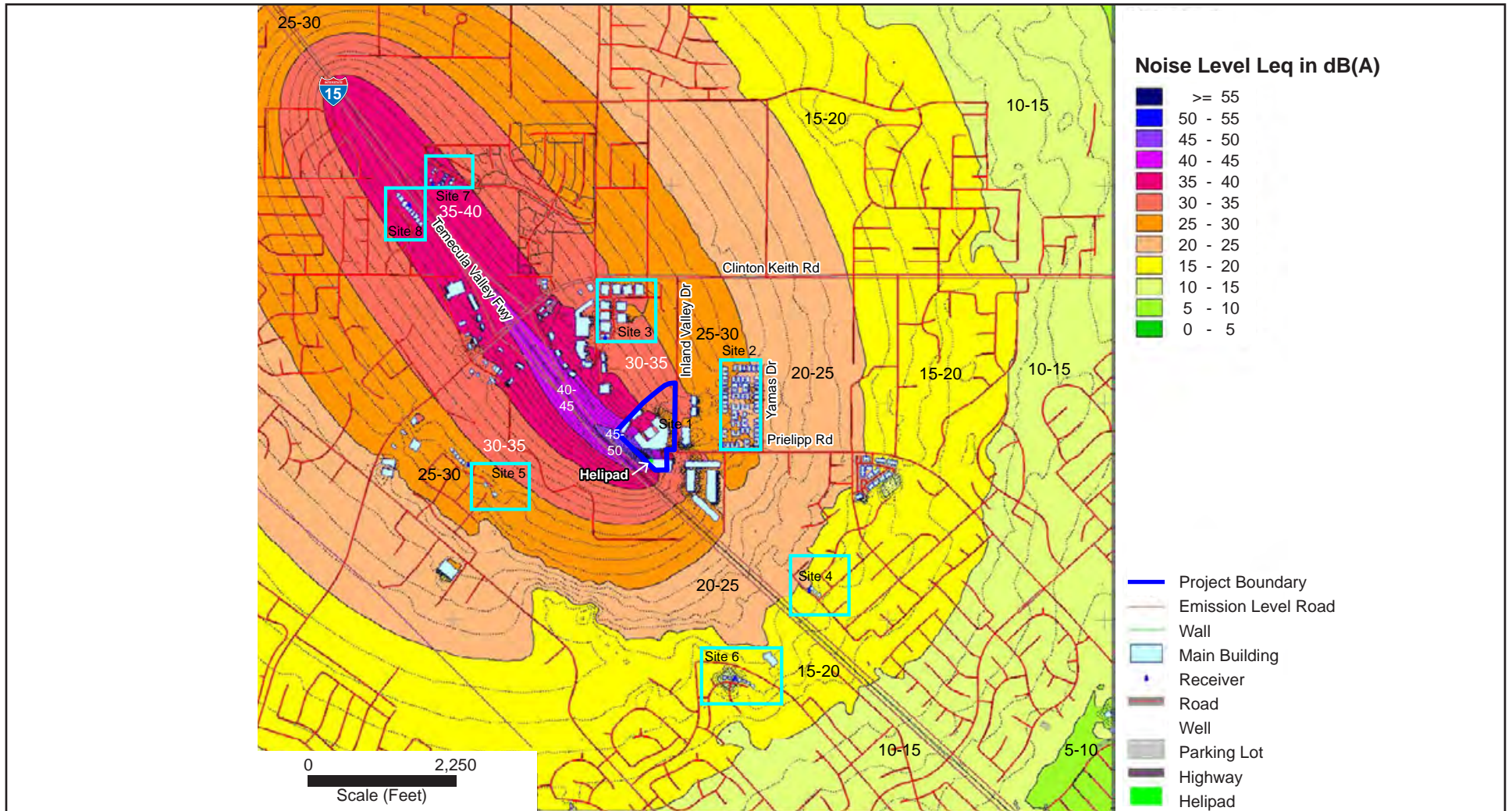


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-8 - Blackhawk Helicopter Flight Path to the West Contour Map (Daytime)

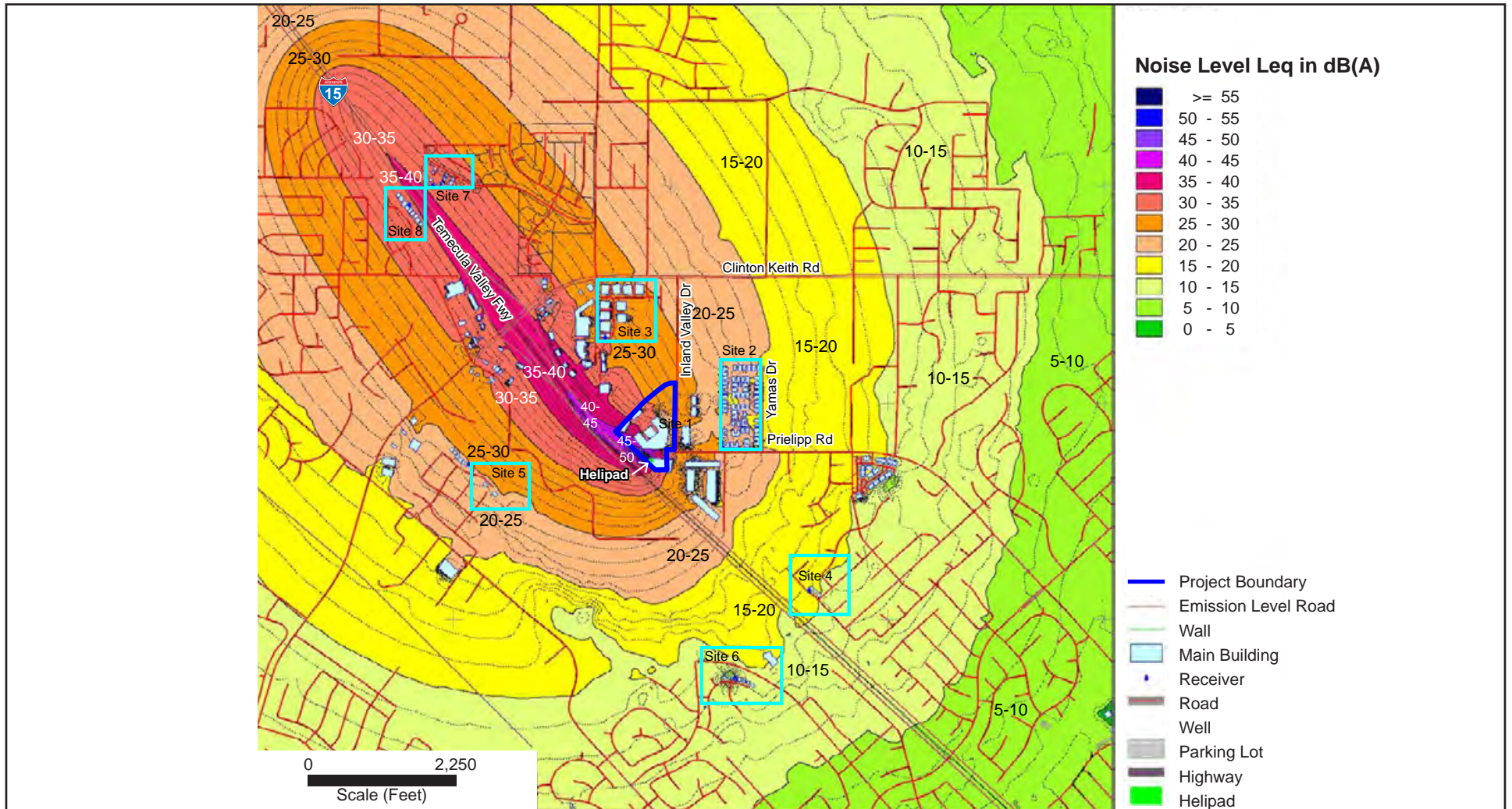


5. Environmental Analysis

NOISE

This page intentionally left blank.

Figure 5.10-9 - Blackhawk Helicopter Flight Path to the West Contour Map (Nighttime)



5. Environmental Analysis

NOISE

This page intentionally left blank.

5. Environmental Analysis NOISE

Table 5.10-12 Exterior Noise Levels – Flight Path to the West

ID	Time Period	Ambient Noise Levels	Modeled Noise Levels (Leq)	Increase Above Ambient	Significant Impact?
		dBA			
<i>Routine EMS Helicopters</i>					
Site 2	24-hour	56	33	0	No
Site 3	24-hour	59	36	0	No
Site 4	24-hour	60	24	0	No
Site 5	24-hour	48	33	0	No
Site 6	24-hour	48	19	0	No
Site 7	24-hour	52	42	0	No
Site 8	24-hour	59	42	0	No
<i>Blackhawk</i>					
Site 2	24-hour	56	35	0	No
Site 3	24-hour	59	39	0	No
Site 4	24-hour	60	26	0	No
Site 5	24-hour	48	35	0	No
Site 6	24-hour	48	22	0	No
Site 7	24-hour	52	44	0	No
Site 8	24-hour	59	44	0	No

Source: Meridian 2021

The hospital would be required to comply with California’s noise insulation standards which are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify buildings shall be designed to limit interior noise in habitable rooms to acceptable noise levels. For hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. As the EMS Landing Site would be relocated from the ground landing pad near Inland Valley Drive to a rooftop structure on the southern portion of the site facing toward the I-15 Freeway, interior noise levels would be further reduced as the landing site would not be located within a direct line of sight. As such, interior noise levels would remain within acceptable limits.

As indicated in Table 5.10-11 and Table 5.10-12, the helicopter approach and departure from the east and west would not result in an increase in sound level standards at any of the nearby sensitive receptors and therefore would be below the FICON-recommended 3.0 dB threshold for ambient noise of 60-65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Moreover, the proposed project would not generate noise levels in excess of the City’s sound level standards. Overall, the noise generated by the helicopter approach and departure from the east and west would occur for a relatively short period of time and would be infrequent; therefore, noise levels would not exceed the City’s Noise Ordinance threshold at any period of time.

Flight paths for the proposed project would be approved by the City through a conditional use permit, and pilots would be committed to use only the prescribed flight paths from the east and west to prevent new noise/land use impacts to residents, employees, visitors, and other noise-sensitive uses within the flight path.

5. Environmental Analysis

NOISE

Additionally, the helipad would be relocated closer to the freeway which would reduce noise impacts on the surrounding uses. As such, interior noise levels would remain within acceptable limits and impacts would be less than significant.

Additionally, the closest airport to the project site, Skylark Airport in Lake Elsinore, is approximately 4.2 miles northwest of the site and caters to small aircraft with limited noise footprint limited to the airport and vicinity. There are no overflight paths that fly over the proposed project. Impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Level of Significance Before Mitigation: Impact 5.10-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-4 would be less than significant.

5.10.5 Cumulative Impacts

Operational Noise and Vibration

The proposed project would not expose residential development or other sensitive receptors to noise increases exceeding the applicable noise standards.

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 in the project area, which could 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.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-2 through 5.10-4.

5.10.7 Mitigation Measures

Impact 5.10-1

N-1 **Construction-Related Noise Mitigation Plan.** A construction-related Noise Mitigation Plan (Plan) shall be developed in coordination with an acoustical consultant and shall be approved by the City prior to issuance of a grading permit. The Plan shall include measures demonstrating construction noise levels would be below the NIOSH established criteria of

5. Environmental Analysis NOISE

85 dBA Leq and will not result in increases of 10 dBA or more above ambient. The following construction noise reduction measures may be incorporated into the Plan:

- Install temporary noise barriers that reduce sound at receptors;
- For any idling that is expected to take longer than five minutes, the engine shall be shut off;
- All equipment shall be equipped with optimal muffler systems;
- Locate staging areas as far away from sensitive receptors as feasible;
- Locate stationary noise sources as far away from sensitive receptors as feasible;
- Enclose stationary noise sources, such as diesel- or gasoline-powered generators, with acoustical barriers as required;
 - If stationary equipment cannot be enclosed with a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.

In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:

- A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.
- In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:
 - Halting/staggering concurrent construction activities in certain locations;
 - Reducing the speed or intensity of heavy-duty construction equipment being operated simultaneously;
 - Operating equipment at the lowest possible power levels;
 - Modifying equipment, such as dampening of metal surfaces or other redesign, to minimize metal-to-metal impacts.

5. Environmental Analysis

NOISE

5.10.8 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.

5.10.9 References

Meridian Consultants (Meridian). 2021, November. Noise Analysis Technical Report. Appendix 5.10-1.

5. Environmental Analysis

5.11 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed Inland Valley Medical Center Project in the City of Wildomar, including changes in employment. 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.

5.11.1 Environmental Setting

5.11.1.1 REGULATORY BACKGROUND

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 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

The Land Use Element of the City’s General Plan provides the following policies in regard to employment:

5. Environmental Analysis

POPULATION AND HOUSING

- **Policy LU-6.4.** Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)
- **Policy LU-7.2.** Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities. (AI 18)
- **Policy LU-7.3.** Promote the development of focused employment centers rather than inefficient strip commercial development.
- **Policy LU-7.12.** Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.

5.11.1.2 EXISTING CONDITIONS

Population

Table 5.11-1, *Population Trends in Wildomar*, shows the population trends and percent change in the City from 2010 through 2020.

Table 5.11-1 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%
2021	37,013	<0.01%>

Source: US Census Bureau 2020a; California DOF 2021

Housing

Housing Growth Trends

Table 5.11-2, *Housing Growth Trends in Wildomar*, shows the rate of housing growth from 2010 to 2020 and how it has varied over the years.

5. Environmental Analysis POPULATION AND HOUSING

Table 5.11-2 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%
2021	11,605	0.18%

Source: US Census Bureau 2020b; California DOF 2020

Regional Housing Needs Assessment

As shown in Table 5.11-3, *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 5.11-3 City of Wildomar 2013–2021 RHNA

Income Category (% of County AMI) ¹	Income Range ²	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
Total	-	2,535

Source: Wildomar 2013.

¹ AMI = area median income

² Based on a four-person household

5. Environmental Analysis

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 5.11-4, *Average Employment Trends in Wildomar*.

Table 5.11-4 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%
2020	16,000	-6.9%

Source: EDD 2021.

Existing Employment

Table 5.11-5, *Wildomar's Industry by Occupation (2010 and 2019)*, shows the City's total workforce by occupation and industry in 2010 and 2019. 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 15,775 in 2019. The three largest occupational categories during 2010 were Educational Services, and Health Care and Social Assistance; Construction; and Manufacturing; and in 2019 were Educational Services, and Health Care and Social Assistance; Arts, Entertainment, and Recreation, and Accommodation and Food Services; and Construction.

5. Environmental Analysis POPULATION AND HOUSING

Table 5.11-5 Wildomar's Industry by Occupation (2010 and 2019)

Industry/Occupation	Number of Employees in 2010	Number of Employees in 2019
Agriculture, forestry, fishing and hunting, and mining	113	212
Construction	1,874	1,888
Manufacturing	1,566	1,605
Wholesale Trade	387	241
Retail trade	1,436	1,690
Transportation and warehousing, and utilities	712	739
Information	194	269
Finance and insurance, and real estate and rental and leasing	726	782
Professional, scientific, and management, and administrative and waste management services	1,716	1,604
Educational services, and health care and social assistance	2,267	3,022
Arts, entertainment, and recreation, and accommodation and food services	1,553	2,122
Other services, except public administration	609	911
Public administration	670	690
Total	13,823	15,775

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 5.11-6, *SCAG Growth Projections for Wildomar*.

Table 5.11-6 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 ¹	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.

¹ Housing units in SCAG projections are estimated based on number of households and a healthy vacancy rate of 5 percent.

5. Environmental Analysis

POPULATION AND HOUSING

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 5.11-6, 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.

5.11.2 Thresholds of Significance

The City of Wildomar considers a project to 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.

5.11.3 Plans, Programs, and Policies

No existing plans, programs, and policies are applicable to population and housing impacts of the proposed project.

5.11.4 Environmental Impacts

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

Impact 5.11-1: The proposed project would directly result in population growth of approximately 663 employees on the project site but would not induce substantial additional growth. [Threshold P-1]

The following describes the potential impacts associated with construction and operation of the 7-story, 232,000-square-foot tower.

5. Environmental Analysis POPULATION AND HOUSING

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 (1,888 employees in 2019; see Table 5.11-6). The proposed project would not result in a long-term increase in employment from short-term construction activities.

Employment

The proposed project would add 232,000 square feet of hospital uses which would generate 663 employees¹ and would increase the number of employees from the hospital's existing 564 employees to 1,227 employees, or by 74 percent. When compared to the Citywide 2020 estimated employment of 15,950 employees, the proposed project would result in an approximately 7.7 percent increase in employees in the City (EDD 2021).

As shown in Table 5.11-6, SCAG's 2045 estimated employment for the City of Wildomar is 11,200, which is a decrease of 4,750 employees from the EDD's 2020 estimated employment of 15,950 employees. If the project employment is added to the existing employment estimate of 15,950, the resulting estimated employment of 17,177 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 of 0.72 (year 2020). The City's 2020 unemployment rate was 9.2 percent; it can be assumed that a portion of the additional jobs generated by the proposed project would be filled by the City's unemployed population (EDD 2021). Therefore, project implementation would result in beneficial impacts; impacts would be less than significant.

Housing

The proposed project would not include the development of new housing units and would not directly increase the residential population in the region. However, the proposed project would increase onsite employment by 663 employees. Additionally, the proposed project would increase visitorship as a result of adding additional patient beds. The increase in population growth, by itself, is not an environmental impact per se. To the extent that it would result in secondary environmental impacts (e.g. traffic, noise, air quality, greenhouse gas emissions), those impacts are addressed by topic in the various sections of this EIR. The increase in employment could result in indirect local housing demand, however, as the City is housing-rich, it is assumed that if all future employees were new to the City, the City's housing supply would be able to accommodate the new employees.

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 5.11-6). The proposed project would increase the jobs-housing ratio, by adding the 663 additional jobs to the existing 2020 SCAG estimates, which would result in a slightly favorable result of 0.82 jobs per dwelling unit,

¹ 1 employee per 350 square feet (employment generation rate) (KMA 2009)
232,000 square feet (proposed) / 350 square feet (generation rate) = 662.8 = 663 employees

5. Environmental Analysis

POPULATION AND HOUSING

from a planning perspective because the proposed project would provide more jobs in a city with a high number of housing units.

Summary

Overall, the project would not induce substantial population growth in the area but would increase employment within the City by 663 employees. The projected increase would improve the City's jobs-housing balance and would create more job opportunities in the City.

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: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

The project site is developed with an existing hospital. The proposed project would result in the expansion of the hospital—a 7-story, 232,000-square-foot tower—which would take place within the boundaries of the project site. Therefore, the proposed project would not displace people or housing.

Level of Significance Before Mitigation: Impact 5.11-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would not be significant.

5.11.5 Cumulative Impacts

The area considered for cumulative impacts is the City of Wildomar. Impacts are analyzed using General Plan projections in SCAG's 2016 and 2020 RTP/SCS growth forecasts. Development of the proposed project in conjunction with related cumulative projects in the City would not result in cumulative citywide population, 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 employment opportunities. Therefore, the proposed project, combined with related projects, would not result in cumulatively considerable impacts to population and housing.

5. Environmental Analysis POPULATION AND HOUSING

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.

5.11.7 Mitigation Measures

No mitigation measures are required.

5.11.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.11.9 References

- California Department of Finance. (DOF). 2020. 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/>
- Employment Development Department (EDD). 2021. Unemployment Rates (Labor Force).
<https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/areaselection.asp?tablename=labforce>.
- Keyser Marston Associates, Inc., (KMA). 2009, September. Final Proposed Stanford University Medical Center Expansion Housing Needs Analysis, prepared for the City of Palo Alto.
- Southern California Association of Governments (SCAG). 2016. 2016–2040 RTP/SCS Final Growth Forecast by Jurisdiction. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071.
- . 2020a, September 3. Final 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). <https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-Plan.pdf>
- . 2020b, September 3. Demographics and Growth Forecast Technical Report.
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579
- U.S. Census Bureau. 2020a. Total Population. American FactFinder search B01003.
<https://data.census.gov/cedsci/table?q=B01003&g=1600000US0685446&tid=ACSDT5Y2018.B01003&hidePreview=true>
- . 2020b. Housing Units. American FactFinder search B25001.
<https://data.census.gov/cedsci/table?q=B25001&g=1600000US0685446&tid=ACSDT5Y2018.B25001&hidePreview=true>.

5. Environmental Analysis

POPULATION AND HOUSING

———. 2020c. Industry by Occupation for the Civilian Employed Population 16 Years and Over. American FactFinder search S2405.

<https://data.census.gov/cedsci/table?q=S2405&g=1600000US0685446&tid=ACSSST5Y2016.S2405&hidePreview=true>.

Weitz, Jerry. 2003. Jobs-Housing Balance. Planning Advisory Service Report Number 516. American Planning Association.

Wildomar, City of. 2013, December 11. Housing Element.

https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/Adopted%20Housing%20Element%2012-11-13.pdf

5. Environmental Analysis

5.12 TRANSPORTATION

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Inland Valley Medical Center Project (proposed project or 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:

- *Inland Valley Medical Center Expansion Transportation Impact Analysis*, Linscott, Law, & Greenspan (LLG), July 26, 2021

A complete copy of this study is included as Appendix 5.12-1.

5.12.1 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, level of service (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, vehicle miles traveled (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 DEIR, 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

5. Environmental Analysis

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 the City of Wildomar. The freeway mainline and intersections within Wildomar associated with on- and off-ramps are under California Department of Transportation (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 VMT; 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.

5. Environmental Analysis TRANSPORTATION

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 offsets 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 than 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. SB 743 eliminates the use of LOS as an environmental threshold. VMT has replaced LOS with a goal toward reducing greenhouse gas emissions by reducing the number of vehicle trips associated with development.

5.12.1.1 EXISTING CONDITIONS

Existing Site Access

Currently, primary access to the site for patients and visitors is via an unsignalized driveway located at the northern end of the site. Employee parking is located at the south end of the site, with this driveway forming the west leg of the all-way stop controlled intersection of Inland Valley Drive/Prielipp Road. Three other unsignalized secondary driveways are provided along Inland Valley Drive for ambulances, surgery center pick-up/drop-off, and service loading/drop-off.

Existing Street Network

The following is a description of the existing street network in the study area. All existing functional classifications referenced are based on the City of Wildomar Mobility Plan Existing Conditions Report (June 2020).

Clinton Keith Road

Clinton Keith Road has a functional classification of 6-Lane Urban Arterial from the I-15 Southbound Ramps to Wildomar Trail with six vehicle travel lanes and a combination of striped and raised median. The existing functional classification is 4-Lane Urban Arterial from Wildomar Trail to Inland Valley Drive with four vehicle travel lanes and a raised median. Clinton Keith Road has a functional classification of a 2-Lane Collector from Inland Valley Drive to Smith Ranch and is currently built as a two-lane undivided roadway. Curb, gutter, and

5. Environmental Analysis

TRANSPORTATION

sidewalks are provided along certain parts of the roadway. Bike lanes are only provided from I-15 Northbound Ramps to Wildomar Trail on Clinton Keith Road. A bus stop is provided at the intersection of Clinton Keith Road/Wildomar Trail. Within the study area, on-street parking is prohibited, and the posted speed limit is generally 35-45 mph.

Interstate 15

Interstate 15 (I-15) is a major freeway that extends northwest and southeast through Riverside County. It is located west of the proposed project site which gives access to the site via northbound and southbound on-ramps and off-ramps at Clinton Keith Road. The posted speed limit is 70 mph.

Inland Valley Drive

Inland Valley Drive has an existing functional classification of 2-Lane Collector and is currently built as a two-lane undivided road. A Two-Way Left Turn Lane (TWLTL) is provided from the Inland Valley Medical Center main (northerly) access to Prielipp Road. Bike lanes are not provided on either side of the roadway. Curb, gutter, and sidewalks are provided along certain parts of the roadway. Bus stops are provided along this roadway segment. On-street parking is permitted along certain parts of the street and the posted speed limit is 45 mph.

Prielipp Road

Prielipp Road has a functional classification of 2-Lane Collector and is currently built as a two-lane undivided roadway from Inland Valley Drive to the City Limit. Bike lanes are not provided on either side of the roadway. Bus stops are provided along this roadway segment. Curb, gutter, and sidewalks are provided along both sides of Prielipp Road. On-street parking is permitted, and the posted speed limit is 40 mph.

Pedestrian Facilities

Continuous sidewalks are provided along both sides of Clinton Keith Road from I-15 to Inland Valley Drive. From Inland Valley Drive to Smith Ranch Road, sidewalks are generally missing, with limited exceptions where parcels adjacent to Clinton Keith Road have been developed.

On Inland Valley Drive, continuous sidewalks are provided on both sides of the road from the project site to Prielipp Road and are not provided between the project site and Clinton Keith Road. Continuous sidewalks are provided on both sides of Prielipp Road from Inland Valley Drive to Yamas Drive.

ADA compliant curb ramps are provided at all the signalized intersections and unsignalized intersections, and partially at Clinton Keith Road/Inland Valley Drive. The signalized intersections of I-15 Southbound Ramps/Clinton Keith and I-15 Northbound Ramps/Clinton Keith Road currently only allows pedestrian crossing along the north and south legs of the intersection.

The signalized intersection of Arya Road/Clinton Keith Road and Smith Ranch Road/Clinton Keith Road currently allows pedestrian crossing along the north, south, and west legs.

5. Environmental Analysis TRANSPORTATION

The signalized intersection of Wildomar Trail/Clinton Keith Road provides striped pedestrian crossings on all four legs of the intersection, and each is controlled by a flashing pedestrian signal.

The signalized intersection Inland Valley Drive/Clinton Keith Road currently only allows pedestrian crossing along the south leg of the intersection.

The unsignalized intersection Inland Valley Drive/Prielipp Road provides striped pedestrian crossings on the north and west legs of the intersection. Pedestrian crossing is allowed on all three legs of the intersection. Additionally, there is a mid-block crosswalk on Inland Valley Drive.

Bicycle Facilities

Currently, there is a Class II bike lane on Clinton Keith Road from I-15 Southbound Ramps to Wildomar Trail. There are no other existing bike facilities within the study area.

Class II bike lanes are planned to be extended on Clinton Keith Road from Wildomar Trail to the eastern city limits as part of the Clinton Keith Road Widening capital improvement project.

Transit Facilities

Transit service in the study area is provided by Riverside Transit Authority (RTA) Route 23. Route 23 serves Temecula, Murrieta, and Wildomar and operates hourly between 5:20 AM and 8:30 PM on weekdays with approximately one-hour headways. Weekend service operates between 7:20 AM and 7:20 PM also with approximately one-hour headways. There is a bus stop on Clinton Keith Road, approximately 0.4-mile northwest of the site; two bus stops adjacent to the project site, along Inland Valley Drive; and a bus stop on Prielipp Road, approximately 285 feet east of the site.

Existing Traffic Volumes

Table 5.12-1, *Existing Traffic Volumes*, is a summary of the most recent available daily traffic volumes (ADTs) collected in September 2019 for the City of Wildomar Mobility Plan Existing Conditions Report (June 2020).

Street Segment	ADT ¹
Clinton Keith Road	
1. Arya Road to Wildomar Trail	31,650
2. Wildomar Trail to Inland Valley Drive	29,790
3. Inland Valley Drive to Smith Ranch Drive	23,440
Inland Valley Drive	
4. Clinton Keith Road to Prielipp Road	11,760
Prielipp Road	
5. East of Inland Valley Drive	6,860

Source: LLG 2021
¹ Average Daily Traffic Volumes.

Table 5.12-2, *Existing Intersection Operations*, summarizes the existing peak hour intersection operations.

5. Environmental Analysis TRANSPORTATION

Table 5.12-2 Existing Intersection Operations

Intersection	Control Type	Peak Hour	Delay ¹	LOS ²
1. I-15 Southbound Ramps/Clinton Keith Road	Signal	AM	24.7	C
		PM	20.0	B
2. I-15 Northbound Ramps/Clinton Keith Road	Signal	AM	20.3	C
		PM	24.5	C
3. Clinton Keith Road/Arya Road	Signal	AM	28.0	C
		PM	28.4	C
4. Clinton Keith Road/Wildomar Trail	Signal	AM	14.8	B
		PM	12.5	B
5. Clinton Keith Road/Inland Valley Drive	Signal	AM	13.0	B
		PM	15.6	B
6. Clinton Keith Road/Smith Ranch Road	Signal	AM	16.0	B
		PM	14.6	B
7. Inland Valley Drive/Prielipp Road	AWSC ³	AM	11.1	B
		PM	12.8	B

Source: LLG 2021

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ AWSC – All-Way Stop Controlled Intersection. Average delay is reported.

As shown in Table 5.12-2, all intersections are calculated to operate at acceptable LOS C or better.

Table 5.12-3, *Existing Street Segment Operations*, summarizes the Existing segment operations.

Table 5.12-3 Existing Street Segment Operations

Street Segment	Classification	Capacity (LOS E) ¹	ADT ²	LOS ³	VIC ⁴	LOS Threshold Exceeded?
Clinton Keith Road						
Arya Road to Wildomar Trail	6-lane Urban Arterial	53,900	31,650	A	0.587	No
Wildomar Trail to Inland Valley Drive	4-lane Urban Arterial	35,900	29,790	D	0.830	No
Inland Valley Drive to Smith Ranch Road	2-lane Collector	13,000	23,440	F	1.803	Yes
Inland Valley Drive						
Clinton Keith Road to Prielipp Road	2-lane Collector	13,000	11,760	E	0.905	Yes
Prielipp Road						
East of Inland Valley Drive	2-lane Collector	13,000	6,860	A	0.528	No

Source: LLG 2021

¹ Capacities based on Riverside County Roadway Classification Table.

² Average Daily Traffic Volumes.

³ Level of Service

⁴ Volume to Capacity

5. Environmental Analysis TRANSPORTATION

As shown in Table 5.12-3, all study area segments are calculated to currently operate at LOS D or better except the following:

- **Segment #3 – Clinton Keith Road:** Inland Valley Drive to Smith Ranch Road – LOS F
- **Segment #4 - Inland Valley Drive:** Clinton Keith Road to Prielipp Road – LOS E

Level of Service Improvements

The following improvements have been identified to address the LOS deficiencies identified under existing conditions:

- **Street Segment #3 – Clinton Keith Road: Inland Valley Drive to Smith Ranch Road.** The City of Wildomar Capital Improvement Program (CIP) includes the ultimate widening of Clinton Keith Road (CIP No. 025-1). Phase 1 of this project, which will provide four lanes of traffic and bike lanes between Wildomar Trail to the east City limits, is funded with construction imminent and anticipated to be complete prior to Opening Year 2026. This improvement is assumed in Opening Year 2026 conditions and would improve existing street segment operations to LOS B or better as shown in Table 5.12-4, *Existing Street Segment Operations*.
- **Street Segment #4 – Inland Valley Drive: Clinton Keith Road to Prielipp Road.** Inland Valley Drive from Clinton Keith Road to Prielipp Road is currently built as a two-lane collector. A two-way left-turn lane is provided along the southern portion of this segment in the area fronting the project site on the west side of the roadway. The parcels fronting Inland Valley Drive north of this area have not been developed and frontage improvements have not been completed.

Street improvements for Inland Valley Drive from Clinton Keith Road to Prielipp Road are listed in the City of Wildomar Development Impact Fee (DIF) Program. Therefore, much of the necessary widening and frontage improvements to improve Inland Valley Drive to a Secondary Collector will be the responsibility of abutting developers as the parcels north of the project site develop. The remaining street improvements are covered by the DIF. As the required improvement is included in an existing traffic impact fee program to which the Project will pay into, payment of those fees constitutes an appropriate contribution to the deficiency identified and no further payment or improvements are required. This improvement would improve existing street segment operations to LOS A as shown in Table 5.12-4. Moreover, EVMWD plans to create new connections at the 20-foot deep sewer line in Prielipp Road which could impact construction because of the need to shore up the sides of a trench, or have a wide staging area next to the connection. Construction of roadway improvements and the new sewer line connections would need to be timed to avoid conflict.

5. Environmental Analysis

TRANSPORTATION

Table 5.12-4 Existing Street Segment Operations

Street Segment	ADT ¹	Existing			Existing w/ Improvements		
		Capacity ²	LOS ³	LOS Threshold Exceeded?	Capacity	LOS	LOS Threshold Exceeded?
Clinton Keith Road 3. Inland Valley Drive to Smith Ranch Road	23,440	13,000	F	Yes	35,900	B	No
Inland Valley Drive 4. Clinton Keith Road to Prielipp Road	11,760	13,000	F	Yes	25,900	A	No

Source: LLG 2021

¹ Average Daily Traffic Volumes

² Capacities based on Riverside County Roadway Classification Table

³ Level of Service

5.12.2 Thresholds of Significance

The City of Wildomar considers a project to 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.

5.12.3 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.

5. Environmental Analysis
TRANSPORTATION

5.12.4 Environmental Impacts

5.12.4.1 METHODOLOGY

Project Trip Generation

Table 5.12-5, *Project Trip Generation Summary*, summarizes the total project traffic generation. The total project is calculated to generate approximately 1,830 ADT with 149 AM peak hour trips (107 inbound/42 outbound) and 155 PM peak hour trips (43 inbound/112 outbound).

Table 5.12-5 Project Trip Generation Summary

Land Use	Quantity	Daily Trip Ends (ADT) ¹		AM Peak Hour					PM Peak Hour				
		Rate ²	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Existing Uses to be Removed													
Hospital (ITE 610)	18 beds	22.32 /bed	402	1.84	72:28	24	9	33	1.89	28:72	10	24	34
Proposed Uses													
Hospital (ITE 610)	100 beds	22.32 /bed	2,232	1.84	72:28	131	51	182	1.89	28:72	53	136	189
<i>Net Trips</i>	-	-	1,830	-	-	107	42	149	-	-	43	112	155

Source: LLG 2021

¹ ADT = Average Daily Traffic.

² Trip rates from Institute of Transportation Engineers Trip Generation Manual, 10th Ed.

Signalized Intersections

For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration day.

LOS

Level of Service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Table 5.12-6, *Intersection Level of Service Descriptions*, describes generalized definitions of auto LOS A through F. Within the City of Wildomar, LOS D is considered acceptable for Circulation Plan roadways facilities.

5. Environmental Analysis TRANSPORTATION

Table 5.12-6 Vehicular Level of Service Definitions

LOS	Characteristics
A	Occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Occurs generally with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Results generally when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Results generally in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: LLG 2021

Intersection Delay Ranges

Table 5.12-7, *Intersection LOS & Delay Ranges*, depicts the intersection LOS and corresponding delay ranges, which are based on overall intersection delay (signalized intersections) and the average control delay for any minor movement (unsignalized intersections), respectively.

Table 5.12-7 Intersection LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥80.1	≥50.1

Source: LLG 2021

Unsignalized Intersections

For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement: LOS is not defined for the intersection. Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a

5. Environmental Analysis TRANSPORTATION

problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

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 modify the existing roadways to address the traffic impact. As CEQA must evaluate the whole of the project, physical impacts to the environment because of conditions of approval must also be evaluated.

5.12.4.2 IMPACT ANALYSIS

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

Impact 5.12-1: 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]

Opening Year 2026

Intersection Analysis

Table 5.12-8, *Opening Year 2026 Intersection Operations*, summarizes the Opening Year 2026 peak hour operations. According to Table 5.12-8, all intersections are calculated to operate at LOS D or better during AM/PM peak hours except the following:

- **Intersection #3** – Clinton Keith Road/Arya Road (LOS F during the PM Peak hour)

Segment Operations

Table 5.12-9, *Opening Year 2026 Street Segment Operations*, summarizes the Opening Year 2026 segment operations. Based on Table 5.12-9, all study area segments are calculated to continue to operate at LOS D or better except the following:

- **Segment #2 – Clinton Keith Road:** Wildomar Trail to Inland Valley Drive – LOS F
- **Segment #3 – Clinton Keith Road:** Inland Valley Drive to Smith Ranch Road – LOS F
- **Segment #4 – Inland Valley Drive:** Clinton Keith Road to Prielipp Road – LOS F

5. Environmental Analysis

TRANSPORTATION

Opening Year 2026 + Project

Intersection Analysis

Table 5.12-8 summarizes the Opening Year 2026 + Project peak hour intersection operations. Based on Table 5.12-8, with the addition of the proposed project traffic volumes, all intersections are calculated to continue to operate at LOS D or better except the following:

- **Intersection #3** – Clinton Keith Road/Arya Road (LOS F during the PM peak hour)

Using the City’s applied LOS impact threshold, the proposed project is not required to identify improvements at this intersection as the project-related increase in delay is less than the established threshold of 5.0 seconds.

Segment Operations

Table 5.12-9 summarizes the Opening Year 2026 + Project segment operations. As shown in Table 5.12-9, with the addition of project traffic, one study area segment is calculated to continue to operate at LOS D or better while the following would operate at LOS E or LOS F:

- **Segment #1** – Arya Road to Wildomar Trail – LOS E
- **Segment #2** – Clinton Keith Road: Wildomar Trail to Inland Valley Drive – LOS F
- **Segment #3** – Clinton Keith Road: Inland Valley Drive to Smith Ranch Road – LOS F
- **Segment #4 – Inland Valley Drive: Clinton Keith Road to Prielipp Road – LOS F**

Using the City’s applied LOS impact threshold, the proposed project should identify improvements for the one deficient segment of Inland Valley Drive **bolded** and underlined above (Segment #4), as the proposed project adds traffic in excess of 5 percent of the roadway capacity (e.g., a volume-to-capacity ratio increase of 0.05).

5. Environmental Analysis
TRANSPORTATION

Table 5.12-8 Opening Year 2026 Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Opening Year 2026		Opening Year 2026 + Project		Δ ³	LOS Threshold Exceeded?
			Delay ¹	LOS ²	Delay	LOS	Delay	LOS		
I-15 Southbound Ramps/Clinton Keith Road	Signal	AM	24.7	C	47.8	D	50.4	D	2.6	No
		PM	20.0	B	30.7	C	31.4	C	0.7	No
I-15 Northbound Ramps/Clinton Keith Road	Signal	AM	20.3	C	24.7	C	26.2	C	1.5	No
		PM	24.5	C	43.2	D	47.3	D	4.1	No
Clinton Keith Road/Arya Road	Signal	AM	28.0	C	>100.0	F	>100.0	F	0.4	Yes
		PM	28.4	C	>100.0	F	>100.0	F	0.4	Yes
Clinton Keith Road/Wildomar Trail	Signal	AM	14.8	B	18.9	B	18.9	B	0.0	No
		PM	12.5	B	44.5	D	50.7	D	6.2	No
Clinton Keith Road/Inland Valley Drive	Signal	AM	13.0	B	19.7	B	25.9	C	6.2	No
		PM	15.6	B	36.4	D	44.8	D	8.4	No
Clinton Keith Road/Smith Ranch Road	Signal	AM	16.0	B	24.5	C	26.3	C	1.8	No
		PM	14.6	B	25.7	C	27.5	C	1.8	No
Inland Valley Drive/Prielipp Road	AWSC ⁴	AM	11.1	B	15.2	C	15.5	C	0.3	No
		PM	12.8	B	29.0	D	31.6	D	2.6	No

Source: LLG 2021

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ Increase in delay due to Project Traffic.

⁴ AWSC – All-Way Stop Controlled intersection. Average delay is reported.

5. Environmental Analysis TRANSPORTATION

Table 5.12-9 Opening Year 2026 Street Segment Operations

Street Segment	Capacity (LOS E) ¹	Existing			Opening Year 2026			Opening Year 2026 + Project			Δ ⁵	LOS Threshold Exceeded?
		ADT ²	LOS ³	V/C ⁴	ADT	LOS	V/C	ADT	LOS	V/C		
Clinton Keith Road												
1. Arya Road to Wildomar Trail	53,900	31,650	A	0.587	48,991	E	0.909	50,089	E	0.929	0.020	Yes
2. Wildomar Trail to Inland Valley Drive	35,900	29,790	D	0.830	46,380	F	1.292	47,478	F	1.323	0.031	Yes
3. Inland Valley Drive to Smith Ranch Road ⁶	13,000 (35,900)	23,440	F	1.803	36,015	F	1.385	36,656	F	1.021	0.018	Yes
Inland Valley Drive												
4. Clinton Keith Road to Prielipp Road	13,000	11,760	E	0.905	18,003	F	1.385	19,833	F	1.526	0.141	Yes
Prielipp Road												
5. East of Inland Valley Drive	13,000	6,860	A	0.528	11,023	D	0.848	1,115	D	0.855	0.007	No

Source: LLG 2021

¹ Capacities based on Riverside County Roadway Classification Table.

² Average Daily Traffic Volumes.

³ Level of Service.

⁴ Volume to Capacity ratio.

⁵ Increase in V/C ratio due to Project traffic.

⁶ Clinton Keith Road Phase 1 Widening assumed complete in Opening Year 2026 conditions. Improved capacity shown in parentheses.

5. Environmental Analysis

Level of Service Improvements

Opening Year 2026 Conditions

The following improvements have been identified to address the LOS deficiencies identified in Opening Year 2026 conditions. Each improvement was evaluated to determine if it is an eligible facility in the WRCOG/CVAG TUMF or other approved funding mechanism. If improvements with an approved funding mechanism can provide the target LOS, payment into the TUMF (and/or other adopted funding program) will be considered as the project's cumulative contribution toward the identified improvements. For improvements needed beyond those eligible within an adopted funding program that project's proportionate fair share contribution is identified.

- **Intersection #3 – Clinton Keith Road/Arya Road.** Traffic signal improvements at Clinton Keith Road/Arya Road to modify the intersection to its ultimate configuration are identified in the City of Wildomar DIF program. The Impact Fee share is planned to be 50 percent of the total cost of the improvement. The Project will contribute required impact fees that will partially fund this improvement. The Project will also contribute a fair share of 5.0 percent to the unfunded cost of the improvement, not to exceed 50 percent of the total cost. Construction is currently scheduled to begin in August 2022. The City plans to widen the northeast corner of the intersection but there would be no increase in capacity at the intersection. Under existing conditions, the 3-lane configuration ends just east of the intersection and there are only two lanes from Wildomar Trail. The City plans to widen this segment of Wildomar Trail to maintain 3-through lanes between Arya Road and Wildomar Trail.
- **Street Segment #1 – Clinton Keith Road: Arya Road to Wildomar Trail.** This street segment is built to its ultimate six lane cross-section. However, the signalized intersections on Clinton Keith Road from the I-15 interchange to Wildomar Trail are closely spaced and these intersections provide the transportation constraint on operational capacity on this segment. Improving the timing of the signals to improve traffic operations will improve service along this street segment. Cameras would be installed for license plate readers. Intersection #4, Clinton Keith Road/Wildomar Trail is calculated to operate at LOS D or better. Intersection #3, Clinton Keith Road/Arya Drive is calculated to be deficient, but improvements are identified above. The Project will also contribute a fair share of 5.7 percent based on the Project's weighted average fair share across the corridor, to signal synchronization along Clinton Keith Road.

Traffic signal improvements at Clinton Keith Road/Wildomar Trail are also identified in the City of Wildomar DIF program, to which the Project will contribute required fees.

- **Street Segment #2 – Clinton Keith Road: Wildomar Trail to Inland Valley Drive.** Phase 2 (ultimate widening) will provide six lanes of traffic and bike lanes on Clinton Keith Road from I-15 to Elizabeth Lane as part of the City of Wildomar Capital Improvement Program (CIP No. 025-1). Clinton Keith Road Widening Phase 2 is eligible for funding from the Transportation Uniform Mitigation Fees (TUMF) program. The Project's required payment into the TUMF program represents the Project's contribution toward this improvement. As shown in Table 5.12-10, *Street Segment Operations*, this street segment would operate at acceptable LOS D following completion of this improvement. The project will also contribute

5. Environmental Analysis

TRANSPORTATION

a fair share of 5.7 percent, based on the project's weighted average fair share across the corridor, to signal synchronization along Clinton Keith Road.

Intersection improvements on Clinton Keith Road at Wildomar Trail, Inland Valley Drive, and Smith Ranch Road are also identified in the City of Wildomar DIF program, which would contribute toward improved traffic operations on Clinton Keith Road. Construction is currently scheduled to begin in August 2022.

- **Street Segment #3 – Clinton Keith Road: Inland Valley Drive to Smith Ranch Road.** Phase 2 (ultimate widening) will provide six lanes of traffic and bike lanes on Clinton Keith Road from II-15 to Elizabeth Lane as part of the City of Wildomar Capital Improvement Program (CIP No. 025-1). The Project's required payment into the TUMF program represents the project's contribution toward this improvement. As shown in Table 5.12-10, this street segment would operate at LOS B following completion of this improvement. The project will also contribute a fair share of 5.7 percent, based on the project's weighted average fair share across the corridor, to signal synchronization along Clinton Keith Road.
- **Street Segment #4 – Inland Valley Drive: Clinton Keith Road to Prielipp Road.** The completion of improvements at Street Segment #4 under existing conditions would also address this deficiency in Opening Year 2026 conditions. As shown in Table 5.12-10, this street segment would operate at LOS C in Opening Year 2026 conditions with the completion of this improvement.

Table 5.12-10 Street Segment Operations

Street Segment	ADT ¹	Project			Project w/ Improvements		
		Capacity ²	LOS ³	LOS Threshold Exceeded?	Capacity	LOS	LOS Threshold Exceeded?
Clinton Keith Road							
3. Arya Road to Wildomar Trail	50,089	53,900	E	Yes	53,900	E	No ⁴
4. Wildomar Trail to Inland Valley Drive	47,478	35,900	F	Yes	53,900	D	No
5. Inland Valley Drive to Smith Ranch Road	369,656	35,900	F	Yes	53,900	B	No
Inland Valley Drive							
6. Clinton Keith Road to Prielipp Road	19,833	13,000	F	Yes	25,900	C	No

Source: LLG 2021

¹ Average Daily Traffic Volumes

² Capacities based on Riverside County Roadway Classification Table

³ Level of Service

⁴ Segment is built to its ultimate capacity, however, improvements at Arya Road to Wildomar Trail and Clinton Keith and Arya Road will improve operations at the signalized intersections bounding this segment. These intersections are the constraint on operational capacity on this short segment.

Active Transportation

The following active transportation improvements are recommended in the immediate vicinity of the project site.

5. Environmental Analysis TRANSPORTATION

Inland Valley Drive/Northerly Project Access/Stonebridge Medical Center Northerly Access

Signalization of this intersection is anticipated in the future with traffic volumes from area development added to those generated by the Project. At that time, the future signal would provide a controlled pedestrian crossing and pedestrian crossing activity north of Prielipp Road should be channelized to this location.

Pending the future signal, the existing marked crosswalk located near the Stonebridge Medical Center Southerly Access provides a convenient location located approximately at the mid-point of developed parcels on either side of the roadway.

Inland Valley Drive/Stonebridge Medical Center Southerly Access

This location, between Inland Valley Medical Center ambulance and surgery center access, provides a marked crosswalk with advanced yield lines. With the future signalization of the northerly driveway serving the project site on the west and the Stonebridge Medical Center to the east, pedestrian activity should be directed to the controlled crossing provided by the traffic signal following its construction. At that time, the City may consider removing the mid-block pedestrian crossings.

In the interim, it is recommended that low-cost improvements consistent with MUTCD guidance be provided. Per MUTCD Section 3B.18:

- If a marked crosswalk exists across an uncontrolled roadway where the speed limit exceeds 40 mph and the roadway has four or more lanes of travel and an ADT of 12,000 vehicles per day or greater, advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 feet in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, a high-visibility crosswalk marking pattern should be used.
- To meet MUTCD recommendations, the following should be provided:
 - Provide Yield Here to Pedestrians (R1-5) signage in advance of crosswalk
 - Consider restriping existing solid stop bar with yield lines per MUTCD
 - Restripe the crosswalk with a high-visibility crosswalk marking pattern

Inland Valley Drive/Prielipp Road

At this intersection it is recommended to restripe the existing crosswalks with high visibility continental markings to the satisfaction of the City Engineer.

Conclusion

As shown in Table 5.12-10, upon payment into the DIF program, the identified improvements at the intersections and street segments listed above would reduce LOS thresholds to an acceptable level. Upon the signalization of the northerly driveway, pedestrian facilities would be improved. The improved pedestrian

5. Environmental Analysis

TRANSPORTATION

facilities would be consistent with the following General Plan policies which call for creating and establishing improved and safe pedestrian facilities:

- **Policy LU 3.1(d).** 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.
- **Policy LU-4.1(p).** 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.
- **Policy LU-4.1(s).** Establish safe and frequent pedestrian crossings.
- **Policy LU-10.4.** Provide options to the automobile in communities, such as transit, bicycle, and pedestrian trails, to help improve air quality.
- **Policy C-1.2.** Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
- **Policy C-4.1.** Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.
- **Policy C-4.2.** Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.
- **Policy C-4.4.** Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.12-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

Impact 5.12-2: 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]

The proposed project is consistent with the adopted General Plan Land Use Element. According to the City of Wildomar's adopted threshold, it is assumed that projects consistent with the General Plan are also consistent

5. Environmental Analysis TRANSPORTATION

with the RTP/SCS and should not require additional analysis for VMT. It is therefore concluded that the proposed project would not result in a significant CEQA transportation impact associated with VMT.

The proposed project falls under the “office and other employment-related land uses reducing commutes outside the local area” category that presumes a less than significant VMT impact would occur with the proposed land use. The proposed project has been determined to be consistent with the adopted General Plan, therefore, no further analysis is required.

The expansion of Inland Valley Medical Center would provide additional employment opportunities for area residents that may otherwise commute farther distances outside the region in search of employment. Substantial evidence for this conclusion is provided by an evaluation of the geographic distribution of current employees at the existing Inland Valley Medical Center, as shown in Table 5.12-11, *Project Versus Citywide Commute Time*.

Included in Table 5.12-11 are all ZIP codes containing five or more employees, representing over 92 percent of the total current employment at the hospital. Also calculated in Table 5.12-11 is the average commute time to and from each of these ZIP codes during the AM/PM peak hours, which are ultimately averaged and weighted by the proportion of IVMC employees in each area to determine the average commute time for the existing site. The inbound travel time is based on travel during the AM peak period (7-9 AM) and the outbound travel time is based on travel during the PM peak period (4-6 PM). While employee shifts vary at the IVMC, this approach provides a commute time comparable to the Citywide average.

The average commute time to/from the IVMC was compared to the Citywide average commute time as obtained from the most recently available American Community Survey data. As shown in Table 5.12-1, the typical commute to/from the project site is substantially less than the Citywide average for Wildomar. The expansion of employment associated with the proposed project would provide additional opportunities to area residents in closer proximity than the current average commute.

Table 5.12-11 Project Versus Citywide Commute Time

Zip Code	# of Employees	Distances to IVMC (mi)	Inbound Travel Time (min.)	Outbound Travel Time (min.)	Average Travel Time (min.)
92081	5	38.7	40	40	40
92223	5	49.4	45	50	47.5
92548	5	21.0	24	26	25
92553	5	30.4	30	35	32.5
92557	5	34.5	35	40	37.5
92026	6	34.2	30	30	30
92069	6	36.2	35	35	35
92879	6	29.4	28	30	29
92555	7	42.4	40	45	42.5
92582	7	26.8	40	40	40
92590	9	15.1	22	22	22
92057	10	32.4	30	35	32.5
92583	12	33.3	40	45	42.5
92543	13	22.1	30	30	30
92570	13	19.3	24	26	25

5. Environmental Analysis TRANSPORTATION

Table 5.12-11 Project Versus Citywide Commute Time

Zip Code	# of Employees	Distances to IVMC (mi)	Inbound Travel Time (min.)	Outbound Travel Time (min.)	Average Travel Time (min.)
92544	15	37.5	70	75	72.5
92028	16	23.0	24	26	25
92883	16	20.8	22	24	23
92571	18	20.5	24	26	25
92587	24	14.0	20	22	21
92545	26	21.2	28	30	29
92585	32	17.5	18	20	19
92586	33	13.9	18	20	19
92532	41	9.4	14	14	14
92596	60	13.6	22	24	23
92530	75	17.9	26	28	27
92595	94	3.1	8	8	8
92591	99	12.6	16	18	17
92584	136	8.8	14	16	15
92592	159	20.9	26	30	28
92562	206	12.1	20	22	21
92563	219	7.2	14	16	15
Inland Valley Medical Center					21.0 ¹
City of Wildomar					37.4 ²
Difference: Minutes/Percent					-16.4 min./-43%

Source: LLG 2021

¹ Average commute time to IVMC weighted by number of employees (existing).

² Source: 2019 American Community Survey 5-year Estimates (Table DP03)

Based on this, the VMT/Employee would be below the City’s significance threshold of at least 3 percent below existing VMT/Employee and is considered to have a less than significant transportation impact.

Additionally, although the proposed project is not located within a Transit Priority Area, there is bus service immediately adjacent to the site, with stops on Inland Valley Drive and Prielipp Road, which has the potential for increased ridership and/or service in the future that would further reduce project VMT. As indicated in Chapter 3, *Project Description*, the hospital would also include several sustainable project design features designed to reduce VMT such as carpooling, onsite cafeteria, bike parking, and pedestrian crosswalk enhancements.

Level of Significance Before Mitigation: Impact 5.12-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.12-2 would be less than significant.

5. Environmental Analysis
TRANSPORTATION

Impact 5.12-3: The project would not result in potentially hazardous conditions (sharp curves, etc.), conflicting uses, or result in inadequate emergency access. [Thresholds T-3 and T-4]

Project Site Access

The project proposes to consolidate the secondary access points between the northern end of the site and Prielipp Road. At project buildout, northern access point will serve all non-emergency patient, visitor, and staff entry and drop-off. The driveway at the southern access point opposite Prielipp Road would serve emergency entry and drop-off, including ambulance and walk-in patients, as well as service loading/drop-off. Existing driveways between these two locations would be closed.

Table 5.12-12, *Project Access Intersection Operations*, shows the calculated levels of service at the project access points under Opening Year 2026 as well as Existing traffic conditions with the addition of the proposed project.

Table 5.12-12 Project Access Intersection Operations

Intersection	Control Type	Peak Hour	Existing + Project		Opening Year 2026 + Project	
			Delay ¹	LOS ²	Delay	LOS
A. Inland Valley Drive / North Project Driveway	MSSC ³	AM	26.4	D	41.6	E
		PM	33.7	D	>100.0	F
B. Inland Valley Drive / Prielipp Road (southern access point)	AWSC ⁴	AM	11.0	B	16.2	C
		PM	11.6	B	25.8	D

Source: LLG 2021

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ Minor Street Stop-Controlled intersection. Minor street left-turn delay reported.

⁴ All-Way Stop-Controlled intersection. Average delay reported.

As shown in Table 5.12-12, both driveways are calculated to operate at LOS D or better under Existing plus Project conditions. With the addition of ambient growth plus cumulative projects, the northern driveway is calculated to operate at a deficient LOS in both peak hours. Inland Valley Drive/Prielipp Road continues to operate at acceptable LOS D or better.

Traffic Signal Warrants

Based on the analysis of both project access intersections as shown in Table 5.12-12, Inland Valley Drive/Prielipp Road is calculated to operate at LOS D or better in Opening Year 2026 with Project conditions. The northern project driveway is calculated to operate at LOS D with the addition of Project traffic to existing conditions; however, with the addition of ambient growth and cumulative projects the driveway operations would degrade to LOS E or F.

The lane configurations at the north project driveway at Inland Valley Drive are as follows:

- Inland Valley Drive (southbound): 1 shared thru/right-turn lane; 1 left-turn lane (two-way left-turn lane)

5. Environmental Analysis

TRANSPORTATION

- KB Home Driveway (westbound): 1 shared left/thru/right-turn lane
- Inland Valley Drive (northbound): 1 shared thru/right-turn lane; 1 left-turn lane (two-way left-turn lane)
- Inland Valley Medical Center North Driveway: 1 shared left/thru/right-turn lane

Inland Valley Drive (northbound/southbound) is the major street at this location.

The land configurations at Inland Valley Drive/Prielipp Road are as follows:

- Inland Valley Drive (southbound): 1 right-turn lane; 1 shared thru/left-turn lane
- Prielipp Road (westbound): 1 shared left/thru lane; 1 right-turn lane
- Inland Valley Medical Center South Driveway: 1 shared thru/right-turn lane; 1 left-turn lane

Site Access Improvements

The proposed project's northern driveway on Inland Valley Drive is calculated to deteriorate from acceptable operations under Existing Plus Project conditions to unacceptable operations with the addition of ambient growth and cumulative projects under Opening Year 2026 with Project conditions.

Signal warrants would not be met for Existing + Project conditions but would be satisfied for Opening Year 2026 with Project conditions. Per the MUTCD, the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. However, no other improvements within the existing right-of-way and intersection control were identified that would provide acceptable LOS at this intersection.

Because the deficient LOS at this location occurs only with the addition of cumulative project traffic, a fair share contribution toward the construction of a signal is appropriate. The Project's proportionate fair share toward signalization of this intersection is 31.3 percent according to the City's fair share formula. Post-signalization intersection operations are shown in Table 5.12-13, *Post-Improvement Project Access Intersection Operations*.

Table 5.12-13 Post-Improvement Project Access Intersection Operations

Intersection	Control Type	Peak Hour	Opening Year 2026 + Project	
			Delay ¹	LOS ²
A. Inland Valley Drive / North Project Driveway	Signal	AM	8.7	A
		PM	10.8	B

Source: LLG 2021

¹ Average delay expressed in seconds per vehicle.

² Level of Service

As shown, the driveway would operate at LOS B or better during peak hours following signalization.

Based on the review of existing conditions and the proposed site plan, the following additional improvements are recommended:

5. Environmental Analysis TRANSPORTATION

- All project access driveways shall be evaluated to ensure adequate sight distance is provided to the satisfaction of the City Engineer.
- All project access driveways shall be evaluated to ensure adequate turning radius using emergency response design vehicle.
- Provide enhanced signage to improve visibility and direct users (i.e., patient, visitors, staff, ambulance, and service/loading) to the appropriate areas.

The proposed project would be checked for compliance with the City of Wildomar development standards designed to ensure standard engineering practices are used (including but not limited to sightlines/sight distances, turning radius, signage, etc.), as part of the City's review process. Additionally, site access would be reviewed by the City and CALFIRE/Riverside County Fire department to ensure there is sufficient emergency access provided to the site as required by the City of Wildomar Municipal Code Section 8.28, Fire Code, for compliance with the California Fire Code. Moreover, a traffic control plan would be developed to ensure that the roadways as well as the 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 open for emergency vehicles. Moreover, most of the signal masts on Clinton Keith Road have Opticom devices from Smith Ranch Road to the I-15 northbound ramps which would allow traffic signals to be triggered by emergency vehicles, when needed. The southern driveway which would provide access for emergency vehicles would continue to operate at an acceptable LOS under Project conditions. The proposed project would not result in inadequate emergency access. With the payment of the proposed project's fair share contribution, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.12-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.12-3 would be less than significant.

5.12.5 Cumulative Impacts

As identified in Impact 5.12-3, the proposed project's northern driveway on Inland Valley Drive would decline to unacceptable operations with the addition of ambient growth and cumulative projects under Opening Year 2026 with Project conditions. Because the deficient LOS at this location occurs only with the addition of cumulative project traffic, a fair share contribution toward the construction of a signal is appropriate. The Project's proportionate fair share toward signalization of this intersection is 31.3 percent according to the City's fair share formula. Following signalization, the driveway would operate at LOS B or better.

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

5. Environmental Analysis

TRANSPORTATION

combine with other area traffic impacts to result in significant cumulative impacts on circulation or emergency access or create hazardous conditions.

5.12.6 Level of Significance Before Mitigation

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

5.12.7 Mitigation Measures

No mitigation measures are required.

5.12.8 Level of Significance After Mitigation

The project's fair share contribution and payment into the DIF program and TUMF would ensure study intersections and street segments operate at an acceptable LOS. The proposed project would not exceed the City's VMT thresholds. Therefore, impacts would be less than significant.

5.12.9 References

Linscott, Law, and Greenspan (LLG). 2021, July 26. Inland Valley Medical Center Expansion Transportation Impact Analysis. Appendix 5.12-1.

5. Environmental Analysis

5.13 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 Inland Valley Medical Center project to impact TCRs in the City of Wildomar. Other potential impacts to cultural resources (i.e., prehistoric, historic) are evaluated in Chapter 8.

5.13.1 Environmental Setting

5.13.1.1 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 excavation, or to his or her authorized representative. If the coroner determines that the remains are not

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

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 require only an association with traditional beliefs, practices, lifeways, and ceremonial activities). SB 18 law

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

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 includes 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.

5.13.1.2 EXISTING CONDITIONS

The project site is developed with existing hospital uses and ornamental landscaping. The temporary offsite parking location is vacant and contains ruderal vegetation. The City notified the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

Mission Indians on February 3, 2021. The Pechanga Band of Mission Indians and Rincon Band of Luiseno Indians responded.

5.13.2 Thresholds of Significance

The City of Wildomar considers a project to 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.
- CUL-1 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- CUL-2 Disturb any human remains, including those interred outside of dedicated cemeteries.

5.13.3 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.

5.13.4 Environmental Impacts

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

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

Impact 5.13-1: 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]

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 impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

In accordance with AB 52, the City notified local tribes about the proposed project on February 3, 2021, to determine the potentially 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 responded and requested consultation. The City consulted with the Pechanga Band of Mission Indians on March 17, 2021. At the time of consultation there was no indication of a tribal cultural resource within the project boundaries. Although the project site is fully developed, 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. The Rincon Band of Luiseno Indians also responded and asked to be notified and involved in the entire CEQA environmental review process, and recommended that the City work closely with the Pechanga Band of Mission Indians on potential mitigation measures. Additionally, as substantiated in Chapter 8, *Impacts Found Not to be Significant*, Issue 8.2(a) indicates that no significant or potentially significant prehistoric or historic cultural resources were found onsite.

Level of Significance Before Mitigation: Impact 5.13-1 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 each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the 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), developer, 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.

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

- c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- d. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7.
- e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the 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 Consulting Tribe(s). 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 Tribal 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 Consulting Tribe(s). 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

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TRI-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

- iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

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

The developer/permit holder shall submit a fully executed copy of the contract to the 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

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

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.

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.

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

- TRI-6 Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The 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 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).
- TRI-8 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.

Level of Significance After Mitigation: Impact 5.13-1 would be less than significant.

Impact 5.13-2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5. [Threshold CUL-1]

According to the Cultural Resources Report, no cultural resources were identified during the survey (RECON 2021, Appendix 8-1). The project APE has been fully disturbed by development of the existing hospital, and the temporary offsite parking lot is vacant. Although the Sacred Lands File search was positive, given the past disturbances on the hospital site, the possibility of uncovering buried significant cultural resources on the site is considered low. Nonetheless, as ground-disturbing activities would occur onsite, the implementation of TRI-1 would be required which would ensure archaeological monitoring during ground-disturbing activities in

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

order to reduce impacts to less than significant. Therefore, the implementation of TRI-1 would reduce potential impacts to less than significant.

Level of Significance Before Mitigation: Impact 5.13-2 would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure TCR-1.

Level of Significance After Mitigation: Impact 5.13-2 would be less than significant.

Impact 5.13-3: The proposed project could disturb human remains, including those interred outside of dedicated cemeteries. [Threshold CUL-2]

The project site is currently developed with a hospital and the temporary offsite parking lot is vacant; there is no evidence to suggest that the site has 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:

- 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

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

- 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.

Level of Significance Before Mitigation: Impact 5.13-3 would be potentially significant.

Mitigation Measures

Mitigation Measures TCR-7 and TCR-8.

Level of Significance After Mitigation: Impact 5.13-3 would be less than significant.

5.13.5 Cumulative Impacts

As with the proposed project, each related cumulative project would be required to comply with AB 52, PRC Section 21083.2(i), and (HSC § 7050.5) which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources, as well as human remains. The mitigation measures indicated in this Section would apply to the proposed project as well as future development in the City. 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.

5.13.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.13-1** Project implementation could result in an adverse change in Tribal Cultural resources during construction activities.
- **Impact 5.13-2** Project implementation could result in an adverse change to archaeological resources.
- **Impact 5.13-3** Project implementation could uncover human remains.

5.13.7 Mitigation Measures

Impact 5.13-1

TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 (“Consulting Tribe(s)”).

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

- 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), developer, 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 Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7.
- e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the 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 Consulting Tribe(s). 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 Tribal 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 Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Planning Department:

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

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

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

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

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.

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

- 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. 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 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).
- TRI-8 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.

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

Impact 5.13-2

TRI-1

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

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the 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), developer, 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 Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TRI-2 and TRI-7.
- e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the 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 Consulting Tribe(s). Notwithstanding any other rights available under

5. Environmental Analysis TRIBAL CULTURAL RESOURCES

the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

Impact 5.13-3

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

TRI-8 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.

5.13.8 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, there would be no significant unavoidable adverse impact.

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

This page intentionally left blank.

5. Environmental Analysis

5.14 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (DEIR) discusses the current conditions for utility providers, including water, wastewater, stormwater, and solid waste, and the Inland Valley Medical Center's (proposed project) effects on these providers. Electricity and natural gas are discussed in Section 5-4, *Energy*.

The following analysis in this section is based, in part, on the following technical study information obtained from:

- *Project Specific Water Quality Management Plan*, Kimley-Horn and Associates, July 23, 2021
- *Inland Valley Medical Center Project Hydrology and Hydraulics Report*, Kimley-Horn and Associates, July 2021
- *Sewer Capacity Study*, Kimley-Horn Associates, July 2021
- *Domestic Water Technical Study*, Kimley-Horn Associates, August 2021

Complete copies of these studies are included in the Draft EIR as Appendices 5.8-1, 5.8-2, 5.14-1, and 5.14-2, respectively.

5.14.1 Wastewater Treatment and Collection

5.14.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Clean Water Act

The Clean Water Act establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (US Code, Title 33, §§ 1251 et seq.). Under the act, the US Environment Protection Agency is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into Waters of the United States. The federal Clean Water Act requires wastewater treatment of all effluent before it is discharged into surface waters.

State

State Water Resources Control Board: Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all federal and state agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State of California need to develop a Sewer Master Plan. The plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. The master plan includes inflow and infiltration studies to analyze flow

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

Senate Bill 244

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.

California Plumbing Code Section 727.0 Emergency Sanitary Drainage

Section 727.0 of the California Plumbing Code requires new acute care hospital buildings to have an on-site holding tank[s] to store sewage and liquid waste sufficient to operate essential hospital utilities and equipment in the acute care hospital building, to support 72 hours of continuing operation in the event of an emergency.

The California Office of Statewide Health Planning and Development (OSHPD) is responsible for the review of the design and details of the architectural, structural, mechanical, plumbing, electrical, and fire and panic safety systems for general and acute care hospital buildings including emergency sanitary drainage systems.

Local

City of Wildomar General Plan

- **Policy LU 23.7.** Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.
- **Policy C 25.1.** Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support the Land Use Element at buildout.

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

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

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 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.

5.14.1.2 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: the 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.

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

Wastewater Collection

Sewer from the existing buildings discharge through laterals that connect to offsite EVMWD sewer lines. The Central Utility Plant (CUP), Buildings A and B-H discharge to the existing EVMWD 10-inch line in Inland Valley Drive via two 8-inch laterals. Building I and the Administration Building discharge to the existing EVMWD 15-inch line in the former Prielipp Road right-of-way via an additional two laterals. The 10-inch line connects to the 15-inch at the intersection of Prielipp Road and Inland Valley Drive.

5.14.1.3 THRESHOLDS OF SIGNIFICANCE

The City of Wildomar considers a project to have a significant effect on the environment if the project would:

- 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.

5.14.1.4 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.

5.14.1.5 ENVIRONMENTAL IMPACTS

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

Impact 5.14-1: Sewer and wastewater treatment systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-3]

The proposed project would require the installation of new or expanded sewer laterals in order to accommodate the development onsite. As shown in Table 5.14-1, *Project Estimated Increase in Wastewater Generation*, under the proposed conditions, the project would generate a net increase of 19,270 gallons per day (gpd) of wastewater.

5. Environmental Analysis
UTILITIES AND SERVICE SYSTEM

Table 5.14-1 Project Estimated Increase in Wastewater Generation

	Building Characteristics		Change in Building Characteristics	Generation Rate	Sewer Generation Difference (gpd)
	Existing	Proposed			
Medical Office Building	26,000 SF	26,000 SF	No Change	-	0
Building B-H and C ¹	18 beds	0	(18 beds)	235 gpd per bed	(4,230)
Building A	58 beds	58 beds	No Change	-	0
Building I	44 beds	44 beds	No Change	-	0
Building T					
ICU Beds	0	18 beds	18 beds	235 gpd per bed	4,230
Medical/Surge Beds	0	82 beds	82 beds	230 gpd per bed	19,270
CUP ²	4,000 SF	7,860 SF	3,860 SF	-	-
Total					19,270

Source: Kimley Horn, 2021.

SF = square feet; CPU = Central processing unit

¹ Building C is lumped with buildings B-H since it only includes linen storage, environmental storage, and supervisor offices and is assumed to generate no sewage.

² No sewage generated from CPU.

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 5.14-1, the project would result in the generation of 19,270 gpd which represents less than one percent of the residual capacity of the Regional WWTP.

The connections to the existing 10-inch line within Inland Valley Drive would be capped and all proposed structures would be connected to an 8-inch private on-site lateral that would discharge to a new point of connection to the EVMWD 15-inch sewer main.

To meet the requirements of OSHPD, the proposed project would include a 25,000-gallon sanitary sewer tank. The tank would be sized to hold sewage from Buildings A, I, and T sufficient to support 72 hours of emergency operations at the facility. The tank would be integrated into the proposed on-site sewer line upstream of the new point of connection to the existing 15-inch sewer main.

EVMWD utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure. As the proposed project is within the residual capacity of the treatment plan there is no expectation that the increases the quantity or flow rate of wastewater discharge would result in the need to expand the treatment plant. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEMS

5.14.1.6 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 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 WWTP 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.

5.14.1.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1.

5.14.1.8 MITIGATION MEASURES

No mitigation measures would be required.

5.14.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.2 Water Supply and Distribution Systems

5.14.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally-occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

State

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), which was passed in California in 1969 and amended in 2013, the SWRCB has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB) to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City of Wildomar is overseen by the San Diego RWQCB.

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:

- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.
- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.
- Implements conservation strategies 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.

Mandatory Water Conservation

Following Governor Brown's declaration of a state of emergency on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038. The emergency regulation was partially repealed by Resolution No. 2017-0024. The remaining regulation prohibits several activities, including (1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; (2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle; (3) the application of potable water to driveways and sidewalks; (4) the use of potable water in nonrecirculating ornamental fountains; and (5) the application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall. The SWRCB resolution also directed urban water suppliers to submit monthly water monitoring reports to the SWRCB.

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

The Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009, SB X7-7, requires all water suppliers to increase water use efficiency. The legislation sets an overall goal of reducing per capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per capita water use by 2015. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans. The SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards, it also requires that agricultural water suppliers prepare plans and implement efficient water management practices.

Water Conservation in Landscaping Act of 2006 (AB 1881)

The Water Conservation in Landscaping Act of 2006 (AB 1881) required the Department of Water Resources (DWR) to update the State Model Water Efficient Landscape Ordinance (MWELO) by 2009. The State's model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties are required to adopt a State updated model landscape water conservation ordinance by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015 (DWR 2019).

2015 Update of the State Model Water Efficient Landscape Ordinance (Per Governor's Executive Order B-29-15)

To improve water savings in the landscaping sector, the DWR updated the Model Ordinance in accordance with Executive Order B-29-15. The Model Ordinance promotes efficient landscapes in new developments and retrofitted landscapes. The Executive Order calls for revising the Model Ordinance to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The previous landscape size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet.

Chapter 17.276 of the City's municipal code adopts an ordinance that incorporates updates consistent with the 2015 State MWELO update.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) establishes mandatory residential and nonresidential measures for water efficiency and conservation under Sections 4.3 and 5.3. The provisions establish the means of conserving water used indoors, outdoors, and in wastewater conveyance. The code includes standards for water-conserving plumbing fixtures and fittings and the use of potable water in landscaped areas. OSHPD adopts and enforces specific portions of CALGreen including Section 5.304 which relates to water conservation for landscaping.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

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.
- 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.

Local

2015 Elsinore Valley Municipal Water District Urban Water Management Plan

An Urban Water Management Plan (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 the Department of Water Resources (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. The plan also provides demand management measures

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

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 General Plan

- **Policy LU 23.7.** Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)
- **Policy C 5.2.** Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.
- **Policy C 25.1.** Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support the Land Use Element at buildout.
- **Policy OS 1.1.** Balance consideration of water supply requirements between urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different demands. (AI 3)
- **Policy OS 2.1.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms. (AI 57, 62)
- **Policy OS 2.3.** Encourage native, drought-resistant landscape planting. (AI 3, 57, 62)

City of Wildomar Municipal Code

Chapter 17.276, Water-Efficient Landscapes, establishes water efficient landscape regulations in the City 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. Chapter 15.20, adopts the 2019 Green Building Code by reference.

5.14.2.2 EXISTING CONDITIONS

Water service to the project site is provided by EVMWD, which provides public water service, water supply development, water planning, wastewater treatment and disposal, and water recycling. 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 the Elsinore Valley area. Located in southwestern Riverside County and eastern Orange County, EVMWD provides water services to its Elsinore and Temescal Divisions, which comprise the cities of Lake Elsinore and Canyon Lake, portions of Wildomar and Murrieta, and unincorporated portions of Riverside County and Orange County (EVMWD 2021).

Water Supply

EVMWD has three primary sources of potable water supply:

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

- 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 MWD through WMWD (which accounts for approximately 57 percent of the supply from 1992- 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 WRFs, and one recycled water service area is supplied from the Santa Rosa WRF owned by Rancho California Water District. EVMWD 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 can produce 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 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 (EVMWD 2021).

Tables 5.14-2 through 5.14-4 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 5.14-2 Normal Year Supply and Demand Comparison

Source	afy				
	2025	2030	2035	2040	2045
Supply totals	47,218	51,675	53,261	54,298	55,328
Demand totals	38,932	41,994	45,313	48,085	50,967
Difference	8,286	9,681	7,948	6,213	4,361

Source: 2020 UWMP.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEMS

Table 5.14-3 Single Dry Year Supply and Demand Comparison

Source	afy				
	2025	2030	2035	2040	2045
Supply totals	44,896	49,353	50,939	51,976	53,006
Demand totals	38,932	41,994	45,313	48,085	50,967
Difference	5,964	7,359	5,626	3,891	2,039

Source: 2020 UWMP.

Table 5.14-4 Multiple Dry Year Supply and Demand Comparison

Source		afy				
		2025	2030	2035	2040	2045
First Year	Supply totals	44,896	49,353	50,939	51,976	53,006
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	5,964	7,359	5,626	3,891	2,039
Second Year	Supply totals	49,350	50,107	51,693	52,730	53,760
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	10,418	8,113	6,380	4,645	2,793
Third Year	Supply totals	49,585	50,342	51,928	52,965	53,995
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	10,653	8,348	6,615	4,880	3,028
Fourth Year	Supply totals	50,382	51,139	52,725	53,762	54,792
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	11,450	9,145	7,412	5,667	3,825
Fifth Year	Supply totals	49,227	49,983	51,569	52,606	53,636
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	10,294	7,989	6,256	4,521	2,669

Source: 2020 UWMP.

5.14.2.3 THRESHOLDS OF SIGNIFICANCE

The City of Wildomar considers a project to have a significant effect on the environment if the project would:

- 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. Environmental Analysis UTILITIES AND SERVICE SYSTEM

U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.14.2.4 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 The project will comply with the requirements of CALGreen Section 5.304, *Outdoor Water Use*.

PPP USS-3 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.

5.14.2.5 ENVIRONMENTAL IMPACTS

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

Impact 5.14-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]

The proposed project would connect to the EVMWD water main for domestic water use. Wastewater is assumed to be 100 percent of indoor domestic water use. Therefore, the proposed project would increase indoor water use by 19,270 gpd. Outdoor water use for the proposed project is 11,323 gpd (Hellmuth, Obata & Kassabaum 2022). The outdoor water use for the existing project is 3,400 gpd (DWR 2017).¹ Therefore, the proposed project would result in a total increase in outdoor water use of 7,923 gpd, and an increase in total water demand of 27,193 gpd (30.46 afy). There are no recycled water lines in the vicinity of the project site, therefore EVMWD would not require the use of recycled water on site. Additionally, the project is proposing a 25,000-gallon water tank to support 72 hours of emergency operations at the facility. The tank would be integrated into the proposed private on-site water line adjacent to the Central Utility Plant and water would be continuously fed from the proposed domestic line through the tank and from the tank to the entire campus to avoid stagnation.

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

¹ The water budget workbook for new and rehabilitated non-residential landscapes was used to calculate the maximum applied water allowance. The reference evapotranspiration of 56.70 inches/year for the City of Marietta was used assuming a total landscaped area of 89,000 square feet and annual precipitation of 26.85 inches. All the landscaped area is presumed to be overhead spray irrigation.

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand.

Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As documented in Tables 5.14-3 through 5.14-5, EVMWD can 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 5.14-3, the EVMWD's UWMP projects a 2045 water demand of 50,967 AFY, with a projected supply of 55,328 AFY for a normal year. The project's anticipated water demand represents approximately 0.7, 1.5, and 1.5 percent of the projected 2045 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 for review and approval. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-2 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.14-2 would be less than significant.

5.14.2.6 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 Regional UWMP. MWD has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct and 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.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

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 have established that current and future 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.

5.14.2.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-2

5.14.2.8 MITIGATION MEASURES

No mitigation measures would be required.

5.14.2.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.3 Storm Drainage Systems

5.14.3.1 ENVIRONMENTAL SETTING

Regulatory Background

State

The SWRCB has adopted a statewide Construction General Permit (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, that results in soil disturbance of at least one acre of total land area. Individual developers are required to submit Permit Registration Documents (PRD) to the SWRCB for coverage under the NPDES permit prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a SWPPP that specifies BMPs to be used during construction of the project; (2) eliminate or reduce nonstorm water discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all specified BMPs. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as nonstorm water discharges.

State Water Quality Control Board's Trash Amendment

On April 7, 2015, the SWQCB adopted an amendment to The Water Quality Control Plan for Ocean Waters of California to control trash. In addition, the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California added the section, Part 1 Trash Provisions. Together, they are collectively referred to as "the Trash Amendments". The purpose of the Trash Amendments is to provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life, public health beneficial uses, and reduce environmental issues associated with trash in State waters, while focusing limited resources on high trash generating areas.

Regional

Municipal Stormwater (MS4) Permit

The project area lies within the jurisdiction of San Diego Regional Water Quality Control Board (Region 9) and is subject to the waste discharge requirements of NPDES MS4 Permit No. CAS 0109266 (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100). The NPDES MS4 permit is intended to regulate the discharge of urban runoff to the MS4. 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 BMPs.

Local

City of Wildomar General Plan

- **Policy OS 2.2.** Where feasible, decrease stormwater runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention. (AI 57, 62)
- **Policy OS 3.3.** Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers. (AI 3)
- **Policy OS 4.** Incorporate natural drainage systems into developments where appropriate and feasible. (AI 3)
- **Policy OS 4.5.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. (AI 57)

City of Wildomar Municipal Code

Chapter 13.12, Stormwater Drainage System Protection, protects and enhances 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.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

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.

5.14.3.2 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. Under existing conditions, the project consists of three major drainage areas as shown in Appendix A of the Hydrology and Hydraulics report (refer to Appendix 5.8-2 of this document). The project site also receives offsite run-on from Inland Valley Drive and Prielipp Road.

Runoff from drainage area A enters multiple storm drain inlets that ultimately discharge to an unnamed creek that is located along the northwest perimeter of the project. Runoff that does not enter these inlets, sheet flows across a fully pervious hillside before entering the same unnamed creek. The creek flows through a culvert under I-15, and then drains into Murrieta Creek. Runoff from drainage area B enters multiple drainage inlets, shallow earthen channels, and a manufactured channel that discharge to a culvert along the southwest perimeter of the site. The culvert crosses the I-15 and discharges on the south side of the interstate. Runoff from drainage area C sheet flows south and discharges along the northbound I-15 shoulder.

5.14.3.3 THRESHOLDS OF SIGNIFICANCE

The City of Wildomar considers a project to have a significant effect on the environment if the project would:

- 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.

5.14.3.4 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-4 The proposed project will be required to comply with the requirements of the State Construction General Permit during the construction phase.
- PPP USS-5 The proposed project will be required to comply with the NPDES MS4 Permit No. CAS 0109266 (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100) which includes the requirements for the proper design, installation, and maintenance of operational BMPs.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEMS

PPP USS-6 The proposed project will be required to comply with City of Wildomar Municipal Code, Chapter 13.12, Stormwater Drainage System Protection.

5.14.3.5 ENVIRONMENTAL IMPACTS

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

Impact 5.14-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-1 (part)]

The project site is currently developed however under the proposed conditions, impervious surfaces would increase by approximately 27,100 square feet. The drainage areas for the proposed project have drainage patterns that vary from existing conditions with a portion of drainage areas A and C rerouted via grading and proposed underground storm drain systems to drainage area B (see Figure 5.8-4, *Proposed Drainage Areas*). A hydrology analyses was completed in accordance with the Riverside County Hydrology Manual and the rational method was used to calculate the peak discharges for existing conditions and proposed project conditions as shown in Table 5.14-5, *Existing and Proposed Peak Runoff Flows*. The results show that the total peak flow rate from drainage areas A and C decreased, while peak flow from drainage area B increased.

Table 5.14-5 Existing and Proposed Peak Runoff Flows

Drainage Are	Acreage		10-year Peak Flow Rate (cubic feet per second)		100-year Peak Flow Rate (cubic feet per second)	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
A	10.14	8.86	17.27	17.12	29.72	24.97
B	12.24	13.93	17.63	25.17	30.87	42.69
C	0.92	0.51	0.94	0.78	1.77	1.30
Total	23.30	23.30	35.84	43.07	62.36	68.96

Source: Kimley-Horn 2021.

Since the proposed flow rates for drainage area B exceeded that of existing conditions, detention calculations for three detention systems in this area were completed. Drainage area B was subdivided into five drainage areas (see Figure 5.8-4, *Proposed Drainage Areas*). Sub-drainage area B-1 and B-2 would discharge to a detention/biofiltration pond on the south corner of the site. Sub-drainage area B-3 would discharge to an underground detention system on the east side of the site and sub-drainage area B-4 consists of mostly run-on and a de-minimums area from the project along Inland Valley Drive and would be conveyed to a proposed 42-inch pipe that bypasses the detention systems. Sub-drainage area B-5 consists of a vegetated slope along the southwest perimeter that cannot drain to a detention system due to grading constraints. Offsite run-on areas from Inland Valley Drive and Prielipp Road would be routed around any proposed detention systems via the proposed 42-inch pipe. This pipe would ultimately discharge as part of drainage area B.

The detention systems were sized in accordance with the Riverside County Hydrology Manual such that the sum of the peak flows in all five areas are less than or equal to that of existing conditions for drainage area B.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

The detention basin systems will outlet to an existing grassy trapezoidal channel before discharging to the I-15 culvert and would reduce the flow from the proposed project to the culvert. The outlet from each detention basin will discharge via a riser with an orifice and notch weir to limit the flows similar to existing conditions. Therefore, impacts would be less than significant.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant.

5.14.3.6 CUMULATIVE IMPACTS

Cumulative impacts are considered for the Santa Margarita watershed in western Riverside County. Other projects in the watershed may increase the amount of impervious surface 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 like 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.

5.14.3.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-3.

5.14.3.8 MITIGATION MEASURES

No mitigation measures are required.

5.14.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.4 Solid Waste

5.14.4.1 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

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

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) set a requirement for cities and counties throughout California to divert 50 percent of all solid waste from landfills as of January 1, 2000, through source reduction, recycling, and composting. To help achieve this, the Act requires that each city and county prepare a Source Reduction and Recycling Element to be submitted to the Department of Resources Recycling and Recovery (CalRecycle). AB 939 also established a goal for all California counties to provide at least 15 years of ongoing landfill capacity.

In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is based on two factors: a jurisdiction's reported total disposal of solid waste divided by the jurisdiction's population. The California Integrated Waste Management Board was replaced by CalRecycle in 2010. CalRecycle sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per capita disposal rate.

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 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.

Senate Bill 1383 and Food Recovery

To reduce food waste and help address food insecurity, SB 1383 requires that by 2025 California will recover 20 percent of edible food that would otherwise be sent to landfills, to feed people in need. The law directs jurisdictions to establish food recovery programs and strengthen their existing food recovery networks, food donors must arrange to recover the maximum amount of their edible food that would otherwise go to landfills, and food recovery organizations and services that participate in SB 1383 must maintain records.

Assembly Bills 341, and 1826

Assembly Bill 341 (Chapter 476) set a statewide solid waste diversion goal of 75 percent by 2020. AB 341, which was passed in 2011 and took effect July 1, 2012, mandates recycling for businesses producing four or more cubic yards of solid waste per week or multi-family residential dwellings of five or more units. Under AB 341, businesses and multi-family dwellings of five or more units must separate recyclables from trash and then either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

AB 1826 (California Public Resources Code Sections 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. This law also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses. The law took effect in April 2016.

Local

City of Wildomar General Plan

- **Policy AQ 5.1.** Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

City of Wildomar Municipal Code

Chapter 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.

5.14.4.2 EXISTING CONDITIONS

Solid Waste Collection and Disposal

CR&R collects solid waste and provides recycling services to the City of Wildomar. Mediwaste collects biohazard wastes, sharps, spent pharmaceuticals, and trace chemotherapy and pathology wastes. Hazardous wastes are discussed under Section 5.7, *Hazards and Hazardous Materials*, of this EIR.

Landfills

All solid non-hazardous 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. Non-hazardous solid waste from the City is disposed of at five landfills with the El Sobrante Sanitary Landfill receiving approximately 83 percent of all landfilled waste (CalRecycle 2019a).

The landfill is permitted for a maximum throughput of 16,054 tons per day (TPD), has a remaining capacity of 143,977,170 cubic yards as of March 1 of 2018, and an estimated cease date of January 1, 2051 (CalRecycle 2019b). The landfill receives approximately 11,398 TPD per day and has a residual daily capacity of 4,656 TPD (CalRecycle 2019c).² 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.

² The landfill received 3,419,460 tons of waste in 2019 and is assumed to operate 300 days per year.

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

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 36 solid waste diversion programs in Wildomar, including composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction programs, and special waste materials programs including white goods, scrap metal, wood waste, concrete/asphalt/rubble, and tires (CalRecycle 2019d).

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 2019 were 4.8 pounds per day (ppd) per resident and 36.2 ppd per employee; actual disposal rates were 3.2 ppd per resident and 19.9 ppd per employee (CalRecycle 2019e). Actual disposal rates in 2019 were consistent with AB 939.

Medical Waste

Mediawaste segregates trace chemotherapy waste, and pharmaceutical and pathological waste for incineration. Some pharmaceuticals are classified as hazardous and are transported and disposed in accordance with the Resource Conservation and Recovery Act. Mediawaste is licensed to transport hazardous waste and partners with facilities for treatment, recycling, reuse, and/or disposal of such waste. Mediawaste is also a licensed medical waste hauler. All, biohazardous waste is segregated for steam sterilization and treatment before disposal.

5.14.4.1 THRESHOLDS OF SIGNIFICANCE

The City of Wildomar considers a project to have a significant effect on the environment if the project would:

- 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.

5.14.4.1 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-7 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. Environmental Analysis UTILITIES AND SERVICE SYSTEM

5.14.4.2 ENVIRONMENTAL IMPACTS

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

Impact 5.14-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste. [Thresholds U-4]

The proposed project would generate an increase in solid waste disposal during both construction and operation. Table 5.14-6, *Project Estimated Increase in Solid Waste Disposal*, provides an estimate of the increase in solid waste generated by the proposed project during the operational phase.

The proposed project would generate an increase of 1,222 pounds per day (0.64 TPD). The El Sobrante Landfill has a residual capacity of 4,656 TPD. The increase in solid waste generated from the proposed project would represent approximately 0.05 percent of the residual capacity. The increase in solid waste disposal would be accommodated by the landfill's remaining capacity.

Furthermore, a 0.64 TPD net increase in solid waste generation is not expected to increase the number of garbage truck trips to the project site. Garbage trucks range in capacity from 6 to 40 cubic yards (or 6 to 40 tons)³ (Prince Motors 2014). The net increase would account for a small portion of a trucks capacity and would be accommodated by the garbage trucks currently servicing the site.

³ A volume-to-weight conversion rate of 2,000 lbs/cubic yard (1 ton/cubic yard) for "Compacted - MSW Large Landfill with Best Management Practices" is used according to CalRecycle's 2016 Volume-to-Weight Conversion Factors, https://www.epa.gov/sites/production/files/201604/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fml.pdf.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEMS

Table 5.14-6 Project Estimated Increase in Solid Waste Disposal

	Building Characteristics		Change in Building Characteristics	Generation Rate	Solid Waste Difference (lbs/day)	Solid Waste Difference (TPD)
	Existing	Proposed				
Medical Office Building	26,000 SF	26,000 SF	No Change	-	0	0
Building B-H	18 beds	0	(18 beds)	16 lbs/day/bed	(288)	(0.14)
Building A	58 beds	58 beds	No Change	16 lbs/day/bed	0	0
Building C	11,235 SF	0	(11,235 SF)	0.006 lbs/day/SF	(67)	(0.03)
Building I	44 beds	44 beds	No Change	-	0	0
Building T	0	100 beds	100 beds	16 lbs/bed	1,600	0.80
CPU	4,000 SF	7,860 SF	3,860 SF	0.006 lbs/day/SF	23	0.01
Total					1,222	0.64

Source: City of Moreno Valley 2019.
Lbs = pounds; SF = square feet; TPD = tons per day

During operation, the proposed project would comply with the requirements of Chapter 8.104 of the Wildomar Municipal Code, AB 341, and AB 1826 which outlines requirements for the management, recycling, and proper disposal of solid waste including organic waste. The proposed project would also comply with the requirements of SB 1383 which aims to reduce food waste. Consequently, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-4 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.14-4 would be less than significant.

Impact 5.14-5: The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. [Thresholds U-5]

The proposed project would comply with the requirements of AB 341 that mandates recycling for commercial land uses and SB 1383 which requires the reduction in food waste. Additionally, any organic waste generated in amounts over a certain threshold would be recycled in accordance with AB 1826. Therefore, the proposed project would comply with all applicable federal, State, and local solid waste regulations and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-5 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.14-5 would be less than significant.

5. Environmental Analysis UTILITIES AND SERVICE SYSTEM

5.14.4.3 CUMULATIVE IMPACTS

Cumulative impacts are considered for the service area of the El Sobrante Landfill. Cumulative projects would result in increased generation of solid waste that would need to be processed at the landfill. The El Sobrante Landfill has a daily maximum throughput of 16,054 TPD, a remaining capacity of 143,977,170 cubic yards, and an estimated cease date of January 1, 2051. In addition to the El Sobrante Landfill, four 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.

5.14.4.4 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-4 and 5.14-5.

5.14.4.5 MITIGATION MEASURES

No mitigation measures are required.

5.14.4.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.14.5 References

- California Department of Resources Recycling and Recovery (CalRecycle). 2016. Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>
- _____. 2019a. Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>
- _____. 2019b. SWIS Facility/Site Activity Details El Sobrante Landfill (33-AA-0217). <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>.
- _____. 2019bc. Landfill Tonnage Reports. <https://www2.calrecycle.ca.gov/LandfillTipFees/>
- _____. 2019d. Jurisdiction Waste Diversion Program Summary - Wildomar, 2019. <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionSummary>
- _____. 2019e. Annual Reporting: Disposal Rate Calculator - Wildomar, 2019. <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator>
- California Department of Water Resources (DWR). June 13, 2017, Water Budget Workbook for New and Rehabilitated Non-Residential Landscapes.

5. Environmental Analysis

UTILITIES AND SERVICE SYSTEMS

_____. 2019, April 2 (accessed), 2015 Updated Model Water Efficient Landscape Ordinance, Guidance for California Local Agencies.

City of Moreno Valley. 2019, October. Environmental Impact Report for the Kaiser Permanente Moreno Valley Medical Center Project. https://files.ceqanet.opr.ca.gov/187824-3/attachment/ZJ66JDEKojnLXlZB_2W6MWh5XYHvkoei10j44iEYl462wjil9j2K6va4h8u9glvdrUFmV79RqZTnJjT0

EVMWD (Elsinore Valley Municipal Water District). 2016, August. 2016 Sewer System Master Plan. Final Report.

_____. 2021, May. Elsinore Valley Municipal Water District Urban Water Management Plan. <https://www.evmwd.com/home/showpublisheddocument/2233/637571268195170000>

_____. 2005. Rules and Regulations for Recycled Water Use. <https://www.evmwd.com/home/showpublisheddocument?id=1067>

Hellmuth, Obata & Kassabaum. 2022. MWELO – Water Efficient Landscape Worksheet: Non-Residential (No SLA).

Prince Motors. 2014. A Beginners Guide to Garbage Trucks. <http://www.princemotorsusa.com/blog/8-A-Beginners-Guide-To-Garbage-Trucks.html>

5. Environmental Analysis

5.15 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).

5.15.1 Environmental Setting

5.15.1.1 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.

5. Environmental Analysis

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.

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

5. Environmental Analysis

WILDFIRE

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.

5.15.1.2 EXISTING CONDITIONS

As shown in Figure 1-2, *Aerial Photograph*, the project site is developed with an existing hospital and ornamental landscaping. The project site is bound to open space (part of the Oak Springs Ranch Specific Plan area) to the north; Inland Urgent Care, Kaiser Permanente Wildomar Medical Center, and industrial uses to the east; and I-15 to the south and west. The temporary offsite parking location, that would be made available during the

5. Environmental Analysis

WILDFIRE

construction phase, is located at Yamas Drive and Prielipp Road, approximately 0.3-mile to the east of the project site.

5.15.2 Thresholds of Significance

The City of Wildomar considers a project to have a significant effect on the environment if 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.

5.15.3 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.

5.15.4 Environmental Impacts

5.15.4.1 IMPACT ANALYSIS

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

Impact 5.15-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

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.

5. Environmental Analysis

WILDFIRE

According to CALFIRE, the project site and temporary offsite parking location are located within a VHFHSZ in the LRA (CALFIRE 2009). The County's Standard Operating Guideline for response to a high-rise fire includes 6 engines, a truck, and a Battalion Chief on the first alarm, to be able to adequately support all of the tasks necessary at an active fire in a high-rise structure. An active fire in a high-rise building would likely result in multiple alarms and resources from multiple places. Wildomar Station 61 is equipped with one engine and Murrieta Fire Station 2 is equipped with one engine and one truck company. Other responding units would come from other surrounding stations from Riverside County Fire and Murrieta Fire and Rescue.

Development of the proposed project on the 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 and temporary offsite parking location 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.

Level of Significance Before Mitigation: Impact 5.15-1 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.

5. Environmental Analysis WILDFIRE

Level of Significance After Mitigation: Impact 5.15-1 would be less than significant with mitigation incorporated.

Impact 5.15-2: 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]

The project site is developed with an existing hospital and ornamental landscaping. The project site is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June (Weather Spark 2021).

Development of the proposed project would result in the expansion of the existing hospital. Similar to existing conditions, the amount of exposed vegetation that could be used as fuel onsite would be minimal. Therefore, the project site conditions would not contribute to an increase in exposure to wildfire risk. The temporary offsite parking location would clear the ruderal vegetation in order to stripe and pave the site for parked vehicles which would reduce the amount of exposed vegetation that could be used as fuel onsite. Additionally, development of the proposed project 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 and temporary offsite parking location are within a VHFHSZ, and therefore, impacts would be potentially significant without the implementation of mitigation measures.

Level of Significance Before Mitigation: Impact 5.15-2 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.15-2 would be less than significant with mitigation incorporated.

Impact 5.15-3: 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]

The proposed project would require utility connections and new infrastructure for electricity, natural gas, telecommunications, and cable service. The project site is in an urbanized portion of the City; the proposed project would not add infrastructure such as roads or overhead power lines in areas with wildland vegetation. 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.

Level of Significance Before Mitigation: Impact 5.15-3 would be potentially significant.

5. Environmental Analysis

WILDFIRE

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.15-3 would be less than significant with mitigation incorporated.

Impact 5.15-4: 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]

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 California Building Code 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.

Level of Significance Before Mitigation: Impact 5.15-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.15-4 would be less than significant.

5.15.5 Cumulative Impacts

Growth within the City could exacerbate wildfire impacts. The proposed project would implement mitigation measures which include complying with the California Building Code 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.

5.15.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.15-4.

5. Environmental Analysis WILDFIRE

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

- **Impact 5.15-1** The proposed project could impair an adopted emergency plan or emergency evacuation plan.
- **Impact 5.15-2** The proposed project could exacerbate wildfire risks.
- **Impact 5.15-3** Installation and maintenance of infrastructures could exacerbate fire risk.

5.15.7 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 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.

5.15.8 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.

5.15.9 References

California Department of Forestry and Fire Protection (CALFIRE). 2009, December 21. Very High Fire Hazard Severity Zones in LRA. <https://osfm.fire.ca.gov/media/5925/wildomar.pdf>.

Weather Spark. 2021. Average Weather in Wildomar. Accessed May 3, 2021. <https://weatherspark.com/y/1910/Average-Weather-in-Wildomar-California-United-States-Year-Round>

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

5. Environmental Analysis

WILDFIRE

This page intentionally left blank.

6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

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 5.1-1** The proposed project would alter the visual appearance of the project site.
- **Impact 5.1-2** The proposed project would alter scenic resources within a state scenic highway.

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.
- 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

6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

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 (O₃) and particulate matter (PM_{2.5} and PM₁₀) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO₂) 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 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.

6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

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 proposed project would not require the extension of major infrastructure facilities to the site. The project site is currently developed with an existing hospital and is in a fully developed urban area served by existing infrastructure, including water and sewer mains, and electricity and natural gas services.

The proposed project would require a zone change and zoning ordinance amendment from I-P (Industrial Park) to “Medical Center (M-C Zone)” to establish design and development standards (building height, setbacks, parking, etc.) unique to a hospital or medical center use. Implementation of the proposed zone district could further induce projects in industrial areas to establish specific design and development standards. 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 proposed project. Proposals may arise to change zone districts in the vicinity of the project site. 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 result in precedent-setting actions. 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 proposed project would increase employment in the City. The proposed project is expected to increase the demand for public services, which would contribute to the needs to expand facilities. However, as substantiated in Chapter 8 of this DEIR, existing programs and policies would ensure that the increase in uses, and impacts to public services, 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 the construction of the proposed project, a number of design, engineering, and construction jobs would be created. This would last until project construction is completed. Construction employees would be absorbed from the regional labor force, and the construction of the proposed project is not anticipated to attract new workers to the region. The operation of the proposed project would result in an increase of 663 employees (see Section 5.11, *Population and Housing*). Employees of the proposed project would seek economic opportunities such as shopping, entertainment, home improvement, auto maintenance, and so forth, within the City 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 employment opportunities on the project site would have a beneficial

6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

impact on the City's jobs-housing balance and would increase the jobs-housing balance from 0.72 jobs per dwelling unit to 0.82 jobs per dwelling unit. Therefore, impacts would be less than significant.

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 proposed project would require a zone change and zoning ordinance amendment from I-P (Industrial Park) to "Medical Center (M-C Zone)" to establish specific design and development standards (building height, setbacks, parking, etc.). Implementation of the proposed zone district could further induce projects in industrial areas to establish specific design and development standards. Proposals may arise to change zone districts in the vicinity of the project site. However, future zone change requests 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 result in precedent-setting actions. 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.

7. Alternatives to the Proposed Project

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 3.3, 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. Expand the existing hospital campus to provide an expanded, state-of-the-art hospital facility to keep pace with community healthcare needs for residents in and adjacent to Wildomar.
2. Increase the number of beds to accommodate area needs and additional patient demand.
3. Create a hospital specific zone or overlay that would support hospital operations that meet community need.
4. Provide the optimum height for quality and efficient operations and patient care that maximizes proximity of internal departments by taking full advantage of the efficiency of vertical circulation within the hospital buildings.
5. Construct the new tower with maximum operational efficiency to optimize healthcare outcomes and create a space for increased patient and staff satisfaction.
6. Address seismic and other code-related deficiencies in aging buildings and replace with a new, state-of-the-art, seismically compliant facility that meets codes and sustainability standards.
7. Increase parking capacity at the hospital to meet future parking demand, thereby better serving patients.
8. Increase regional employment opportunities.

7. Alternatives to the Proposed Project

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.

Alternative Location

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that can avoid or substantially lessening any significant environmental 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 locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126.5[B][1]). Key factors in evaluating the feasibility of potential offsite locations for EIR project alternatives include:

- If it is in the same jurisdiction.
- Whether development as proposed would require a General Plan Amendment.
- Whether the project applicant could reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent) (CEQA Guidelines Section 15126.3[f][1]).

The project applicant does not own or control other comparably sized and located property within the City. While the project requires the approval of a Zoning Ordinance Amendment and Zone Change, the intent of the zone change is to reflect the unique development and operational requirements of a hospital.

In general, any development of the size and type proposed by the project would have substantially the same impacts on aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, land use and planning, noise, population and housing, transportation, tribal cultural resources, and utilities and service systems. With the exception of aesthetics impacts, these impacts were found to be less than significant or significant with mitigation incorporated. The nature of the aesthetic impact is related to the height of the proposed hospital tower. A tower of similar height would create a similar aesthetic impact if placed elsewhere in the City.

The City has determined that there is no alternative project site that could meet the objectives of the proposed project and reduce significant impacts of the project as proposed.

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.

7. Alternatives to the Proposed Project

- **No Project Alternative** - This alternative is required by state law and considers the continued use of the project consistent with the existing zoning regulations.
- **Reduced Height Alternative** - As this EIR determined that the proposed project would have a significant and unavoidable impact on aesthetics due to the tower height, a reduced height alternative is evaluated.

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 Proposed Project Environmental Significance

Table 7-1, *Proposed Project Environmental Topic Significance Summary*, summarizes the environmental conclusions based on the analysis contained in this Draft EIR.

Table 7-1 Proposed Project Environmental Topic Significance Summary

Environmental Topic	No Impact	Less Than Significant	Less Than Significant With Mitigation	Significant and Unavoidable
Aesthetics				✓
Agriculture and Forestry Resources	✓			
Air Quality		✓		
Biological Resources			✓	
Cultural Resources			✓	
Energy		✓		
Geology and Soils			✓	
Greenhouse Gas Emissions		✓		
Hazards and Hazardous Materials			✓	
Hydrology and Water Quality		✓		
Land Use and Planning		✓		
Mineral Resources	✓			
Noise and Vibration			✓	
Population and Housing		✓		
Public Services		✓		
Recreation		✓		

7. Alternatives to the Proposed Project

Table 7-1 Proposed Project Environmental Topic Significance Summary

Environmental Topic	No Impact	Less Than Significant	Less Than Significant With Mitigation	Significant and Unavoidable
Transportation		✓		
Tribal Cultural Resources			✓	
Utilities & Service Systems		✓		
Wildfire			✓	

7.4 NO PROJECT 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 Alternative assumes that the proposed project would not be adopted, and no development would occur as proposed. The project site would remain as the existing Inland Valley Medical Center, and the hospital would not be expanded.

7.4.1 Aesthetics

Impacts associated with aesthetics include degradation of scenic vistas, scenic resources, and increased light and glare. Unlike the proposed project, the No Project Alternative would not impact views of the adjacent mountains. Under the No Project Alternative, no new development would occur on the project site. Therefore, the existing visual character and resources near and on the project site would be preserved in their current state. Given that no development would occur, no new sources of light and glare would be created. As there would be no change to the project site with this alternative, the significant and unavoidable impacts to aesthetics as determined in this DEIR would be eliminated with this alternative.

7.4.2 Agriculture and Forestry Resources

The project site is designated as Urban and Built-Up. Therefore, impacts under both this Alternative and the proposed project would not be significant.

7.4.3 Air Quality

Under this Alternative, no new development would occur; therefore, no new construction activities and associated exhaust and fugitive dust emissions would occur. Without the proposed project, the project site would not result in an increase in vehicle trips and building energy use. Therefore, the No Project Alternative would eliminate regional and localized air emissions during construction and operation compared to the proposed project. While the air quality emissions under this Alternative would be eliminated compared to the proposed project, this alternative would not build a new central utility plant which would result in the continued

7. Alternatives to the Proposed Project

use of the existing older technology. This could result in continued emissions from the facility without the benefit of new clean air technology anticipated with the proposed project. The newer equipment proposed under the proposed project would require permits from South Coast AQMD and the emission rates would be reviewed to ensure that health risks are minimized. As this Alternative would not have the construction activities or increased operational emissions associated with the proposed project, the impacts to air quality would be less than those of the proposed project; the DEIR determined that impacts to air quality would be less than significant.

7.4.4 Biological Resources

Under this Alternative, no construction activities would occur. Therefore, this Alternative would not result in significant impacts to biological resources; the DEIR determined that impacts would be less than significant with mitigation incorporated. Therefore, impacts would be eliminated compared to the proposed project.

7.4.5 Cultural Resources

Under the No Project Alternative, no grading and excavation activities would occur at the project site. Accordingly, this Alternative would not result in the potential to impact archaeological resources during ground-disturbing activities. Since no development would occur, there would be no potential damage to cultural resources. The impacts of the proposed project, which required mitigation measures to be reduced to a less-than-significant level, would be eliminated.

7.4.6 Energy

The No Project Alternative would not generate a temporary increase in energy and fuel use during construction activities and would not generate a long-term increase in fuel use and energy during project operation. Therefore, no impact would occur under this Alternative. The less-than-significant energy impacts of the proposed project would be eliminated under this Alternative.

7.4.7 Geology and Soils

Under this Alternative, no new development would occur, and no ground-disturbing activities would occur. Therefore, impacts to geology and soils, including paleontological resources, would be eliminated under this Alternative, and compared to the proposed project, no mitigation measures would be required.

7.4.8 Greenhouse Gas Emissions

The No Project Alternative would not generate an increase in greenhouse gas (GHG) emissions from construction activities, or additional GHG emissions from operational activities from existing conditions. Therefore, no impact to GHG emissions would occur under this Alternative. Impacts associated with this Alternative would be eliminated compared to the proposed project's less-than-significant impacts.

7. Alternatives to the Proposed Project

7.4.9 Hazards and Hazardous Materials

Under this Alternative, no new development would occur onsite. Hazards to the public or environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials during construction activities would not occur under this Alternative. Impacts under this Alternative would be eliminated compared to the proposed project's impacts which required mitigation measures.

7.4.10 Hydrology and Water Quality

This Alternative would not result in construction activities, and therefore the less-than-significant impacts to hydrology and water quality, as identified in the DEIR, would be eliminated under this Alternative.

7.4.11 Land Use and Planning

Unlike the proposed project, this Alternative would not require a zone change or zoning ordinance amendment. While the proposed project would require a zone change, the proposed project would not conflict with policies and zoning that would result in substantial physical impacts to the environment. Because retaining the site as the existing Inland Valley Medical Center would not require a zoning ordinance amendment or zone change, this Alternative would eliminate the less-than-significant land use impacts of the proposed project.

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

Under this Alternative, the project site would remain as the existing Inland Valley Medical Center and would not introduce additional long-term traffic or stationary noise sources onsite. Additionally, this Alternative would eliminate construction-related noise impacts. No short-term construction noise impacts or new long-term operational noise impacts would occur under this Alternative. Therefore, the proposed project's less-than-significant impacts, upon the implementation of mitigation measures, would be eliminated under this Alternative.

7.4.14 Population and Housing

The No Project Alternative would not introduce additional employees to the project site, and therefore, would not directly impact population growth in the City. However, this Alternative would not create new employment opportunities in the City. Like the proposed project, the No Project Alternative would not displace housing or people. The No Project Alternative would not achieve some of the beneficial impacts of the proposed project

7. Alternatives to the Proposed Project

related to employment opportunities or creating a more balanced jobs-housing ratio, and therefore, impacts under this Alternative, while considered greater than the proposed project, would remain less than significant.

7.4.15 Public Services

The No Project Alternative would not increase demand for public services and facilities in the City. Compared to the proposed project's less-than-significant impacts, this Alternative would eliminate those impacts.

7.4.16 Recreation

No new development would occur under this Alternative, and the project site would remain as the existing Inland Valley Medical Center. As with the proposed project, recreational facilities would not need to be constructed, as residential uses typically have a higher demand for recreational facilities. Impacts under this Alternative would be the same as the proposed project which found impacts to be less than significant.

7.4.17 Transportation

Under this Alternative, the hospital would not be expanded and therefore, an increase in patients and employees would not occur. This Alternative would not generate an increase in vehicle trips or vehicle miles traveled (VMT). Therefore, this Alternative would eliminate the proposed project's less-than-significant impacts to transportation.

7.4.18 Tribal Cultural Resources

The project site would remain in its existing conditions under the No Project Alternative. Therefore, no ground-disturbing activities would occur, and tribal cultural resources onsite would not be affected. Impacts would be eliminated compared to the proposed project, which required mitigation measures to reduce impacts to less than significant.

7.4.19 Utilities and Service Systems

No new development would occur on the project site under this Alternative. Therefore, there would be no increase in demand for potable water, wastewater generation, or solid waste disposal. Overall, the proposed project's less-than-significant impacts would be eliminated.

7.4.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. This Alternative would not result in an increase in hospital patients or employees, and therefore, would not expose more people and structures to wildfire impacts. However, development under the proposed project would be subject to compliance with the most current version of the California Fire and Building Codes and would implement mitigation measures to reduce impacts of wildfires to less than significant. Impacts under this Alternative would be reduced compared to the proposed project's impacts which required mitigation measures.

7. Alternatives to the Proposed Project

7.4.21 Conclusion

The No Project Alternative would lessen impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, utilities and service systems, and wildfire. Impacts to agriculture and forestry resources, mineral resources, and recreation would be the same under this Alternative as the proposed project. This Alternative would not meet any of the project objectives.

7.5 REDUCED HEIGHT ALTERNATIVE

The Reduced Height Alternative would reduce the building height by 50 percent from 128.4 feet to 64.2 feet and would increase the building footprint by 100 percent to keep the final building size similar to the proposed project. The proposed increase in hospital beds, 100 beds, would remain unchanged. Under this Alternative, the rezone, Zoning Ordinance Amendment, and Conditional Use Permit would still be required similar to the proposed project.

7.5.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Under this Alternative, although the proposed building would be shorter, because the proposed building would wider and still relatively tall (64.2 feet), more views of scenic resources and scenic vistas would be blocked from the ground level. Impacts associated with this Alternative would be greater than the proposed project because it would block more views of scenic resources from the adjacent roadway compared to the proposed project, as this Alternative would increase the building footprint. Therefore, impacts would continue to be significant and unavoidable.

7.5.2 Agriculture and Forestry Resources

The project site is designated as Urban and Built-Up. Therefore, impacts under both this Alternative and the proposed project would not be significant.

7.5.3 Air Quality

Under this Alternative, air quality impacts would be reduced during the construction phase as vertical construction has a longer construction duration. During the operational phase, this Alternative would generate similar vehicle trips and but would result in an increase in building energy due to the increased building footprint. Similar to the proposed project, this Alternative would result in less than significant impacts.

7.5.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. Depending on the design, this Alternative could require more removal of vegetation onsite to accommodate the larger building which could impact wildlife species. However, it is also possible that the design of this alternative would only

7. Alternatives to the Proposed Project

impact existing paved areas and would not extend beyond the existing disturbed areas. Impacts under this Alternative would be similar to the proposed project, which required the implementation of mitigation measures.

7.5.5 Cultural Resources

Implementation of this Alternative would have an increased development footprint compared to the proposed project. 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 to the proposed project, and would be less than significant with mitigation incorporated.

7.5.6 Energy

This Alternative would result in a similar building square footage compared to the proposed project. However, the operational phase of this Alternative would generate more building energy due to the increased building footprint. Construction activities with this Alternative would have reduced energy demands as the proposed tower would be eliminated. Compared to the proposed project, this Alternative would result in greater impacts; impacts 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. Although the development footprint would be larger than the proposed project's footprint, impacts would be similar. Impacts would be less than significant with mitigation incorporated compared to the proposed project.

7.5.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, more building energy would be generated due to the increased development footprint. Construction activities associated with this Alternative would have reduced GHG emissions as the proposed tower would be eliminated. Compared to the proposed project, this Alternative would result in greater impacts; impacts would be less than significant.

7.5.9 Hazards and Hazardous Materials

As with the proposed project, this Alternative would require use of hazardous materials during construction. Like 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

7. Alternatives to the Proposed Project

with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts from wildfires would be less than significant. Therefore, impacts would be like 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. However, this Alternative would increase impervious surfaces compared to the proposed project due to the increase in development footprint. Therefore, impacts to hydrology and water quality impacts of this Alternative would be greater than the proposed project and would be less than significant.

7.5.11 Land Use and Planning

Both this Alternative and the proposed project would require a rezone, Zoning Ordinance Amendment, and a Conditional Use Permit. 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. 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 a larger development footprint than the proposed project. However, due to the elimination of the tower, 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 result in similar 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 the same number of jobs (663 additional jobs) as the proposed project. Similar to the proposed project, this Alternative would not displace housing or people as the project site currently operates as a hospital. Therefore, impacts would be similar and less than significant.

7. Alternatives to the Proposed Project

7.5.15 Public Services

As with the proposed project, this Alternative would generate an additional 663 jobs. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) 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 similar number of service calls and would have a similar demand for public services as with the proposed project; impacts would be less than significant.

7.5.16 Recreation

The proposed project and this Alternative would not result in a direct increase in population growth as the proposed project would expand an existing hospital. Typically, residential uses result in a higher demand for recreation facilities compared to other uses. As with the proposed project, the payment of impact fees would be required. Therefore, impacts would be similar and less than significant.

7.5.17 Transportation

This Alternative would result in the same number of employees and hospital beds, however, because of the larger development footprint, onsite parking would be reduced and would require offsite parking or construction of an onsite parking garage. The reduction in onsite parking could result in an increase in congestion onsite and in the surrounding areas as visitors, patients, and employees try to find a parking space. Construction-related traffic would be less than the proposed project due to the elimination of the tower, although the larger building area may require offsite construction staging. Overall, though this Alternative would result in greater impacts when compared to the proposed project; impacts would be less than significant.

7.5.18 Tribal Cultural Resources

Implementation of this Alternative would have a larger development footprint than the proposed project. However, potential impacts to tribal cultural resources would be similar to the proposed project, and would be less than significant after mitigation.

7.5.19 Utilities and Service Systems

This Alternative would generate similar water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would be similar to the proposed project. Compliance with local, state, and federal regulations would ensure that 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 similar mitigation measures to reduce impacts of wildfires to less than significant.

7. Alternatives to the Proposed Project

7.5.21 Conclusion

The Reduced Height Alternative would result in greater impacts to aesthetics, energy, greenhouse gas emissions, hydrology and water quality, and transportation. This Alternative would lessen impacts to noise, and would result in similar impacts to agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire. However, this Alternative would result in less efficient operations as vertical buildings are more effective than horizontal buildings. This Alternative would meet all of the project objectives, except Objective 4 and Objective 5, as this Alternative proposes horizontal development.

7.6 BUILDOUT SUMMARY OF ALTERNATIVES

The following analysis provides a summary of general socioeconomic buildout projections determined by the no project and reduced height alternatives. Table 7-2, *Buildout Summary* identifies City-wide information regarding square footage and employment projections for each of the alternatives.

Table 7-2 Buildout Summary

	Proposed Project	No Project Alternative	Reduced Height Alternative
Square Footage ¹	306,785	201,469	613,570
Citywide Housing Supply	11,584	11,584	11,584
Citywide Employment	15,950	15,950	15,950
Employment ²	1,227	564	1,227
Jobs-to-Housing Ratio ³	1.48	1.43	1.48

¹ Square footage includes hospital uses and Central Utility Plant (CUP).

² Existing plus project employment.

³ The jobs-to-Housing Ratio is calculated by adding the employment of the proposed project/alternative to the existing Citywide Employment.

Table 7-3, Comparison of Project Alternatives to the Proposed Project, compares the environmental determination of the proposed project with each alternative.

7. Alternatives to the Proposed Project

Table 7-3 Comparison of Project Alternatives to the Proposed Project

Topic	Project Environmental Determination	No Project	Reduced Height
Aesthetics	SU	-	+
Agriculture and Forestry Resources	NI	=	=
Air Quality	LS	-	=
Biological Resources	LSM	-	=
Cultural Resources	LSM	-	=
Energy	LS	-	+
Geology and Soils	LSM	-	=
Greenhouse Gas Emissions	LS	-	+
Hazards and Hazardous Materials	LSM	-	=
Hydrology and Water Quality	LS	-	+
Land Use and Planning	LS	-	=
Mineral Resources	NI	=	=
Noise and Vibration	LSM	-	-
Population and Housing	LS	-	=
Public Services	LS	-	=
Recreation	LS	=	=
Transportation	LS	-	+
Tribal Cultural Resources	LSM	-	=
Utilities & Service Systems	LS	-	=
Wildfire	LSM	-	=
Overall		-	=

Note: The symbols in the table indicate the following: No Impact (NI), Less Than Significant (LS), Less Than Significant with Mitigation (LSM), Significant and Unavoidable (SU); Similar Impacts (=), Less Severe Impacts (-), More Severe Impacts (+)

In addition to lessening significant impacts, an alternative must also attempt to meet most of the Project Objectives. Table 7-4, *Comparison of Alternatives to Project Objectives*, compares each of the alternatives to the Project Objectives.

7. Alternatives to the Proposed Project

Table 7-4 Comparison of Alternatives to Project Objectives

Objective	No Project	Reduced Height
1. Expand the existing hospital campus to provide an expanded, state-of-the-art hospital facility to keep pace with community healthcare needs for residents in and adjacent to Wildomar.	Does Not Meet	Meets
2. Increase the number of beds to accommodate area needs and additional patient demand	Does Not Meet	Meets
3. Create a hospital specific zone or overlay that would support hospital operations that meet community need.	Does Not Meet	Meets
4. Provide the optimum height for quality and efficient operations and patient care that maximizes proximity of internal departments by taking full advantage of the efficiency of vertical circulation within the hospital buildings.	Does Not Meet	Does Not Meet
5. Construct the new tower with maximum operational efficiency to optimize healthcare outcomes and create a space for increased patient and staff satisfaction.	Does Not Meet	Does Not Meet
6. Address seismic and other code-related deficiencies in aging buildings and replace with a new, state-of-the-art, seismically compliant facility that meets codes and sustainability standards.	Does Not Meet	Meets
7. Increase parking capacity at the hospital to meet future parking demand, thereby better serving patients.	Does Not Meet	Meets
8. Increase regional employment opportunities.	Does Not Meet	Meets
Overall	Does Not Meet	Does Not Meet

7.7 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. As substantiated above, the Reduced Height Alternative would meet all of the project objectives except Objective 4 and Objective 5 as this Alternative would not result in a vertical building.

7. Alternatives to the Proposed Project

This page intentionally left blank.

8. Impacts Found Not to Be Significant

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?**

No Impact. The project site is classified as Urban and Built-Up, and is not designated as Prime, Unique, or Farmland of Statewide Importance (CDC 2016). As shown on Figure 1-2, Aerial Photograph, the project site is developed with an existing hospital with ornamental landscaping. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural land uses. Therefore, no 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 on the project site. The site is currently developed with a hospital. 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 site is not designated as forestland or timberland, and as seen in Figure 1-2, Aerial Photograph and Photos 1 – 4, there is no forestland or timberland on or adjacent to the site. 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, nor are there forestlands within the vicinity of the site. 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?

No Impact. The project site does not contain forest land or unique farmland. Development on this site would not result in the conversion of farmland to nonagricultural uses or forest land to non-forest uses. As such, impacts would not be 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.
- 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.

8. Impacts Found Not to Be Significant

According to the Cultural Resources Report, no significant or potentially significant prehistoric or historic cultural resources were found during the survey of the area of potential effect (APE) (RECON 2021, Appendix 8-1). The existing medical center was mostly built-out by 1996, with the expansion and addition of several buildings and parking areas by 2009 (RECON 2021, Appendix 8-1). The records search results also indicate that no cultural resources have been recorded within the APE. 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. Addressed in Section 5.13, *Tribal Cultural Resources*, of this DEIR.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. Addressed in Section 5.13, *Tribal Cultural Resources*, of this DEIR.

8.3 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, according to 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 impact 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 impact would occur.

8.4 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

8. Impacts Found Not to Be Significant

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 2.4 miles northwest of the project site. RCFD Fire Station 61 would respond to calls for service from the site. 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.

The County's Standard Operating Guideline for response to a high-rise fire includes 6 engines, a truck, and a Battalion Chief on the first alarm, to be able to adequately support all of the tasks necessary at an active fire in a high-rise structure. An active fire in a high-rise building would likely result in multiple alarms and resources from multiple places. Wildomar Station 61 is equipped with one engine and Murrieta Fire Station 2 is equipped with one engine and one truck company. Other responding units would come from other surrounding stations from Riverside County Fire and Murrieta Fire and Rescue.

A standard condition of approval for 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 includes a fee for fire service impacts. Based on the building height and use (in-patient care), the California Fire Code and Office of Statewide Health Planning and Development requirements would address fire protection and life safety for the proposed project. The proposed project would use methods such as noncombustible construction, ventilation systems, and compartmentalizing the building to contain and fight fires. The proposed project is not expected to result in activities that create unusual fire protection needs. Refer to Section 5.15, *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 7.5 miles northwest of the project site. Traffic enforcement is provided in this area of Riverside County by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

The Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2018). The proposed project would not result in a direct increase in residents within the City. Typically, residential projects result in a higher demand for police protection services than other uses. As hospital the proposed project would result not result in new homes or population. 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.

8. Impacts Found Not to Be Significant

c) Schools?

Less Than Significant Impact. The project site is in the Lake Elsinore Unified School District (LEUSD). The proposed project would not result in a direct increase in residents within the City, as the proposed project would not develop residential uses which typically have a higher demand for school services. The proposed project would result in the expansion of an existing hospital. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact is less than significant.

d) 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. Residential uses typically have a higher demand for parks. As the proposed project would not result in additional population, the proposed project would not result in an increased demand for parks. The project applicant is 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. The proposed project is not anticipated to have a negative impact on other public facilities. The proposed project would not result in a direct increase in population growth. Residential projects are required to conduct their own environmental analysis where the impact of additional residents on public services would be evaluated. As the proposed project would develop non-residential uses, the demand for other public facilities is less than the demand generated by residential uses. Therefore, the proposed project 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.

8.5 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 8.4(d), above. The proposed project would not result in a direct increase in population growth as the proposed project would expand an existing hospital. Typically, residential uses result in a higher demand for recreation facilities compared to other uses. Therefore, impacts would be less than significant.

8. Impacts Found Not to Be 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?

No Impact. See response to Impact 8.5(a), above. Implementation of the proposed project would not result in a direct increase in population growth as the proposed project would expand an existing hospital. Typically, residential uses result in a higher demand for recreational facilities compared to other uses. As the proposed project does not include new homes, the proposed project would not require the construction of recreational facilities. No impact would occur.

8.6 REFERENCES

California Department of Conservation (CDC). 2016. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

RECON. 2021, July 27. Cultural Resources Survey for the Inland Valley Medical Center Hospital Expansion. 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

9. Organizations Consulted and Qualifications of Preparers

Native American Tribes

Pechanga Band of Mission Indians

Riverside County Office of the Fire Marshal

Steve Payne, Assistant Fire Marshal

QUALIFICATIONS OF PREPARERS

PLACEWORKS

Mark Teague, AICP
Principal

- BA, Political Science, California State University Stanislaus

Patrick Hindmarsh
Senior Associate

- BA, Environmental Studies, California State University, Hayward

Jasmine A. Osman
Associate I

- BA Sustainability, Geography minor, San Diego State University
- Master of City Planning, San Diego State University

Dina El Chammas Gass, PE
Senior Engineer

- Master of Engineering, Environmental and Water Resources Engineer, American University of Beirut, Lebanon
- Bachelor of Engineering, Civil Engineering, American University of Beirut, Lebanon
- MA, East Asian Studies, Maharishi University of Management, Fairfield, Iowa

Michael J. Watson, PG
Associate Geologist

- BS, Geology, University of California, Riverside

9. Organizations Consulted and Qualifications of Preparers

This page intentionally left blank.