

April 2023 | Addendum to the Rancon Medical Office/Retail Project Plot Plan and Tentative
Parcel Map No. 36492 IS/MND
State Clearinghouse No. 2013111063

PA 22-0085 Wildomar Commerce Center (Addendum to the Rancon Medical Office/Retail Project Plot Plan and Tentative Parcel Map No. 36492 IS/MND)

City of Wildomar

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City of Wildomar

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1. Introduction

The City of Wildomar (“City”) approved the Rancon Medical Office/Retail Project Plot Plan and Tentative Parcel Map No. 3649 (“Approved Project”) on October 1, 2014. An Initial Study/Mitigated Declaration (IS/MND) was prepared for the Approved Project in 2013 (SCH# 2013111063). The applicant is proposing to make changes to the Approved Project, as detailed in Section 3, *Modified Project Description*, below. The Wildomar Commerce Center (“Modified Project”) proposes revisions to the Approved Project’s site plan.

1.1 BACKGROUND

1.1.1 2014 Adopted IS/MND

The City prepared an Initial Study/Mitigated Negative Declaration for the Rancon Medical Office/Retail Project Plot Plan and Tentative Parcel Map No. 36492 project to analyze the impacts associated with the construction and development of 294,900 square feet of business park uses, 42,420 square feet of general offices, 31,420 square feet of medical and dental offices, 19,400 square feet of commercial retail uses, and a 3,000 square foot drive-through fast food restaurant at the vacant project site. The Approved Project included the approval of Tentative Parcel Map No. 36492 to subdivide 29.40 gross acres/25.99 net acres into 13 parcels for commercial, industrial, and open space uses. Plot Plan No. 12-0053 of the Approved Project included two phases—Phase 1 would have included 96,240 square feet of commercial, retail, restaurant, office (including medical), and light industrial, and Phase 2 would have result in 198,660 square feet of building space on the southern portion of the project site. Ultimate development of the Approved Project would have resulted in 294,900 square feet of business park uses, 42,400 square feet of general offices, 31,420 square feet of medical and dental offices, 19,400 square feet of commercial retail uses, and a 3,000-square foot drive-through fast food restaurant.

The Approved Project also consisted of several roadway improvements, including the dedication of approximately 3.41 acres to the City of Wildomar on Clinton Keith Road, Elizabeth Lane, Bunny Trail, Yamas Drive, and “Lot C” for right-of-way purposes. The Approved Project provided access via entry/exit points off of Clinton Keith Road, Elizabeth Lane, Bunny Trail, and “Lot C,” and Yamas Drive. Construction for Phase 1 of the Approved Project was anticipated to commence in fall of 2013, lasting for approximately 23 months, and construction for Phase 2 was anticipated to commence in spring of 2015, lasting for approximately 26 months.

The IS/MND was circulated for public review from November 20, 2013, to December 30, 2013, and the City adopted the IS/MND (“Adopted IS/MND”) on October 1, 2014 (State Clearinghouse No. 2013111063). The IS/MND for the Approved Project found that impacts to Aesthetics, Agricultural Resources, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems would either result in no impact or less than significant impacts. Mitigation measures were identified for Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas

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Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation. While impacts to Air Quality and Greenhouse Gas Emissions were determined to be less than significant, the Approved Project voluntarily adopted mitigation measures to further reduce project impacts from construction and operational emissions. Upon implementation of the mitigation measures, all impacts were found to be reduced to a level of less than significant.

1.1.2 Addendum to the Approved Project

The City is preparing an addendum to the Adopted IS/MND (“Addendum”) to amend the Approved Project, including revisions to the approved site plan. The changes proposed (see Section 3, *Modified Project Description*, below) by the City will trigger a requirement for additional CEQA review since the changes proposed under the Modified Project were not initially part of the Approved Project, nor was the Modified Project analyzed for its impacts in the Adopted IS/MND.

1.2 ENVIRONMENTAL PROCEDURES

1.2.1 CEQA Requirements

According to Section 15164(a) of the CEQA Guidelines, an addendum shall be prepared if some changes or additions to a previously certified EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162(a)(1)-(3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations):

When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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- (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The proposed changes from the Modified Project will not result in any of the conditions outlined in CEQA Guidelines Sections 15162(a)(1)-(3) because they will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects requiring major revisions to the Adopted IS/MND. Accordingly, the Addendum provides the substantial evidence required by CEQA Guidelines Section 15164(e) to support the finding that a subsequent EIR is not required and an addendum to the Adopted IS/MND is the appropriate environmental document to address changes proposed by the Modified Project.

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR):

- a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

After careful consideration of the potential environmental impacts of the Modified Project, the City, as lead agency, has determined that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred. The City, therefore, has determined that the circumstances described in CEQA Guidelines Section 15164 apply to the Modified Project, and an addendum to the Adopted IS/MND is

1. Introduction

appropriate. This Addendum compares the Modified Project to the designated land uses and impacts for the Approved Project as evaluated in the Adopted IS/MND.

1.2.2 Scope of Subsequent Analysis

The Addendum evaluates the changes to the Approved Project. The Modified Project will increase the total building square footage for the development in the northern portion of the site by 28 square feet. The uses in this portion of the project site will also be modified to replace the Approved Project's two medical/professional office buildings, three retail buildings, and one fast-food building (totaling 96,240 square feet), with two retail/service-oriented commercial, office, showroom and industrial buildings, and one flex office/warehouse building (totaling 96,268 square feet).

In the southern portion of the site, the Modified Project will reduce the total buildings by seven and the total square footage by 1,745 square feet compared to what was analyzed under Phase 2 of the Approved Project. The Approved Project proposed to construct nine industrial buildings totaling 198,660 square feet, while the Modified Project proposes to construct two industrial buildings totaling 196,915 square feet. The Modified Project will construct the roadway improvements for Clinton Keith Road, Elizabeth Lane, and Bunny Trail as described and analyzed in the Adopted IS/MND; access to the site will remain similar to the Approved Project, with the exception of the addition of a second and third driveway on Clinton Keith Road and a second driveway on Elizabeth Lane.

As the Modified Project will result in changes to the total building square footages in addition to the number, uses, and configuration of the buildings on-site, changes to Air Quality, Energy, Greenhouse Gas Emissions (GHG), Noise, and Transportation may occur. As such, the Addendum will provide technical studies to evaluate these impacts associated with the Modified Project. In the case that new conditions arise from the evaluation of these topics, the Addendum will modify the existing adopted mitigation measures, as applicable. The Addendum also considers whether there is any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the IS/MND was adopted in 2014. The Addendum examines whether, as a result of any changes or any new information, a subsequent Environmental Impact Report (EIR) or MND may be required. This Addendum includes an analysis of the provisions of California Public Resources Code, Section 21166, and Section 15164 of the CEQA Guidelines and their applicability to the Modified Project.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City is the lead agency with the responsibility of deciding whether to approve the requested action. As lead agency under CEQA, the City is required to evaluate the environmental impacts associated with the Modified Project as it requires a discretionary approval.

2. Environmental Setting

2.1 PROJECT LOCATION

The project site is in the City of Wildomar in western Riverside County, as shown in Figure 1, *Regional Location*. The site is located at the southwest corner of Clinton Keith Road and Elizabeth Lane, bound by Clinton Keith Road to the north, Yamas Drive to the west, Elizabeth Lane to the east, and Bunny Trail to the south, as shown in Figure 2, *Local Vicinity*, and Figure 3, *Aerial Photograph*. The site encompasses Assessor's Parcel Numbers (APN) 380-250-052, -053, -054, -055, -056, and -057, which have been revised as part of the Modified Project's proposed Tentative Parcel Map. However, project activity under the Modified Project will occur within the same footprint as the Approved Project. The Modified Project's proposed parcel revisions are shown in Figure 4, *Modified Project Conceptual Parcel Map*.

2.2 ENVIRONMENTAL SETTING

Existing Land Use

The project site is currently vacant and contains sparse vegetation. Two portions of the site fronting Elizabeth Lane contain residual concrete foundations and fencing surrounds these foundations.

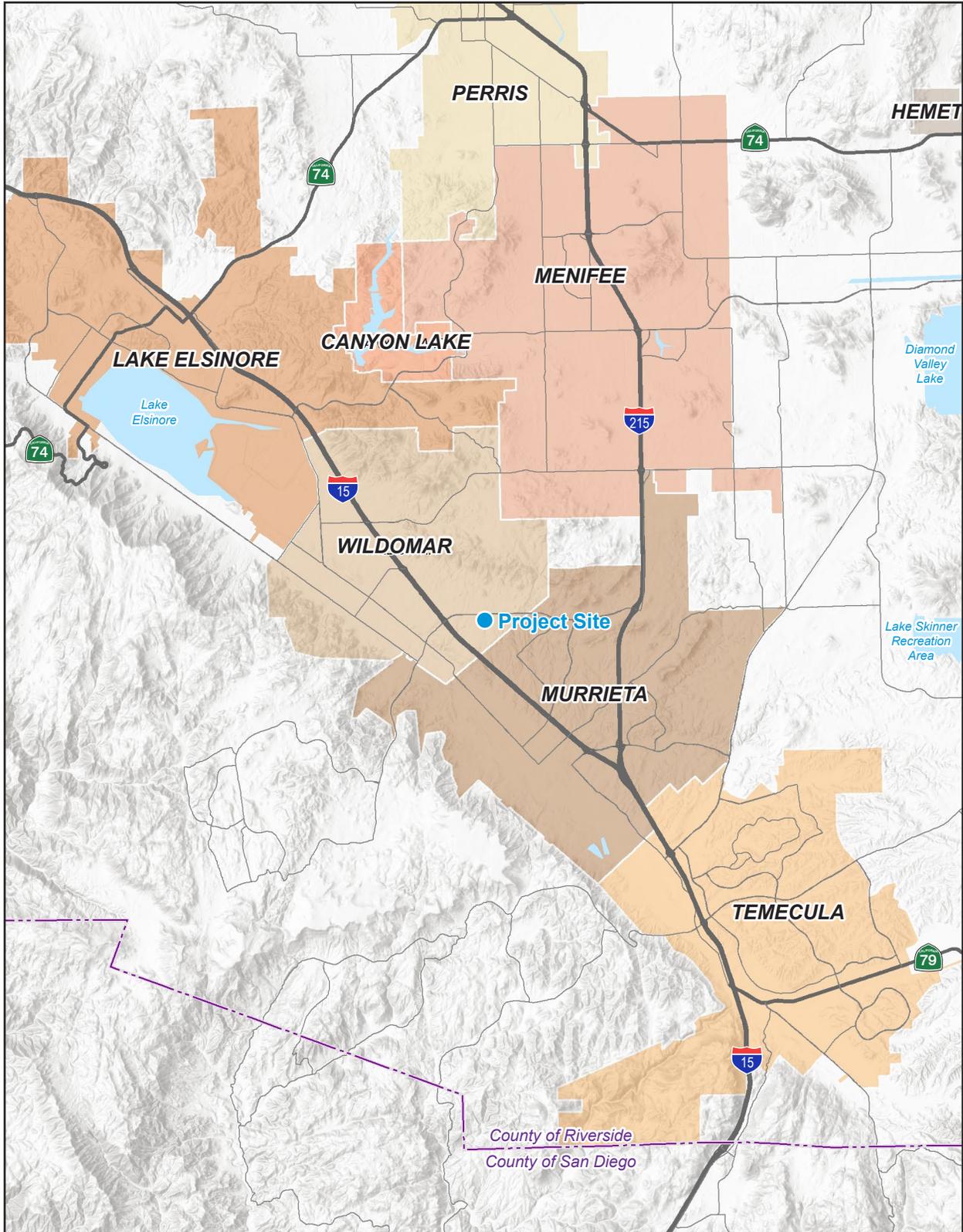
Surrounding Land Use

The project site is surrounded by vacant land to the north, west and south. The vacant site north of the project site is designated Open Space Recreation Freeway and zoned Rural Residential; the site south of the project site is designated High Density Residential and Highest Density Residential, and zoned Rural Residential and Industrial Park; and the site west of the project site is designated Highest Density Residential and Commercial Retail, and zoned Rural Residential. East of the project site is a self-storage facility with General Plan designation Commercial Office and Manufacturing-Service Commercial zoning. A multi-family residential apartment complex is located approximately 100 feet southwest of the project site and a single-family residential subdivision is located approximately 150 feet northeast of the site, as shown in Figure 3.

2. Environmental Setting

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Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.

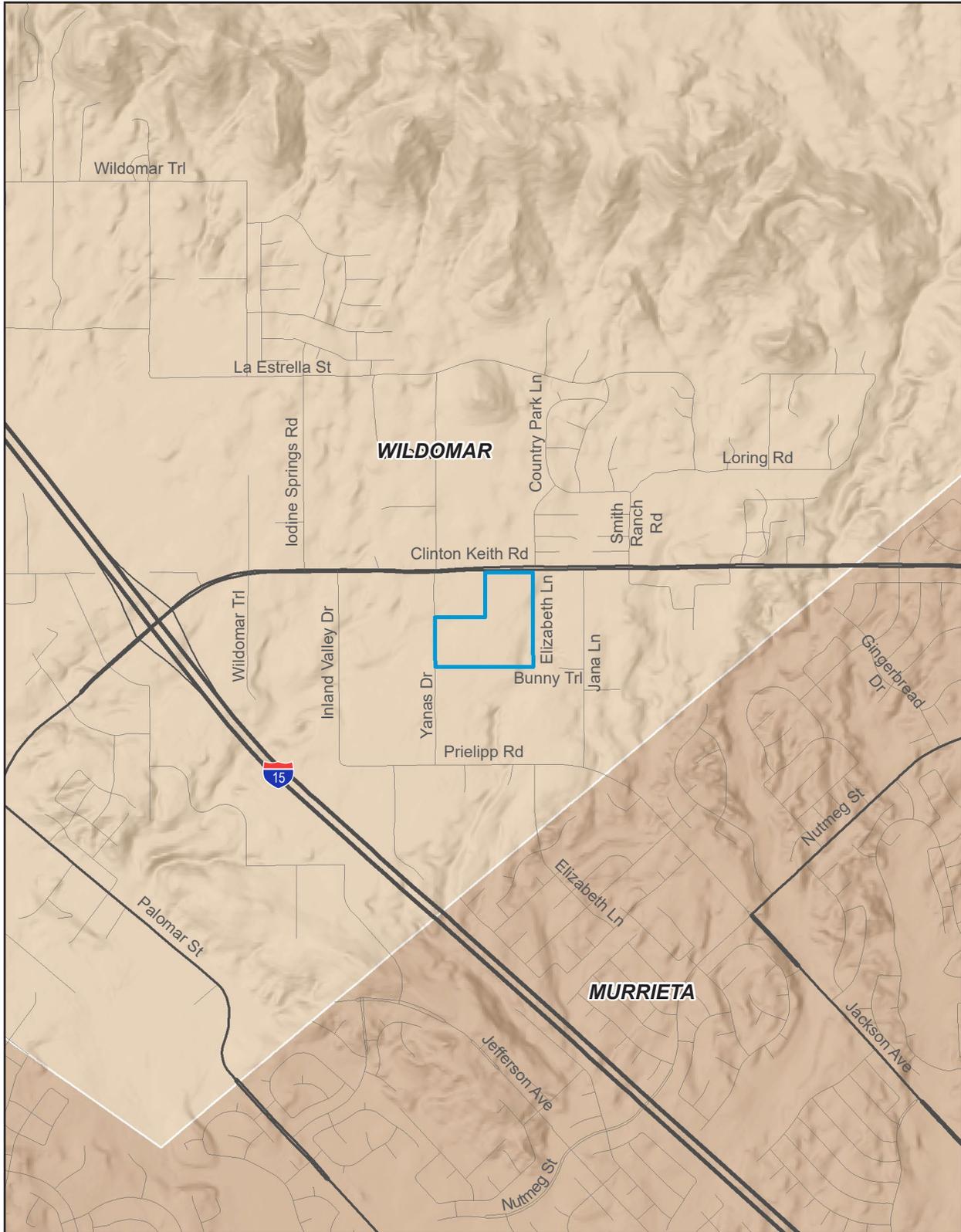
Source: Generated using ArcMap, Inc., 2023.



2. Environmental Setting

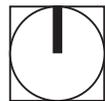
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Figure 2 - Local Vicinity



Source: Generated using ArcMap, Inc., 2023.

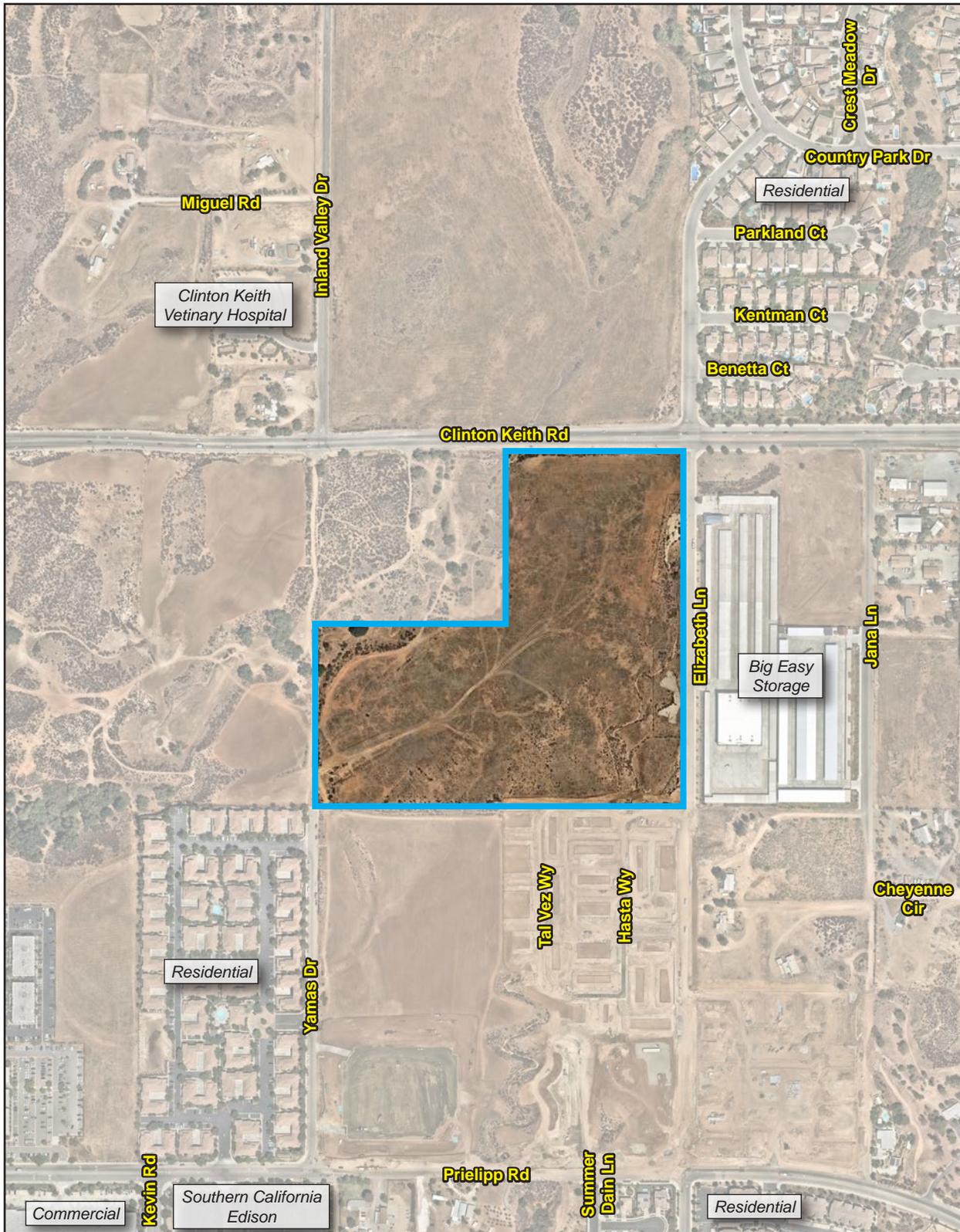
0 3
Scale (Miles)



2. Environmental Setting

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Figure 3 - Aerial Photograph



Source: Nearmap, Inc., 2023.

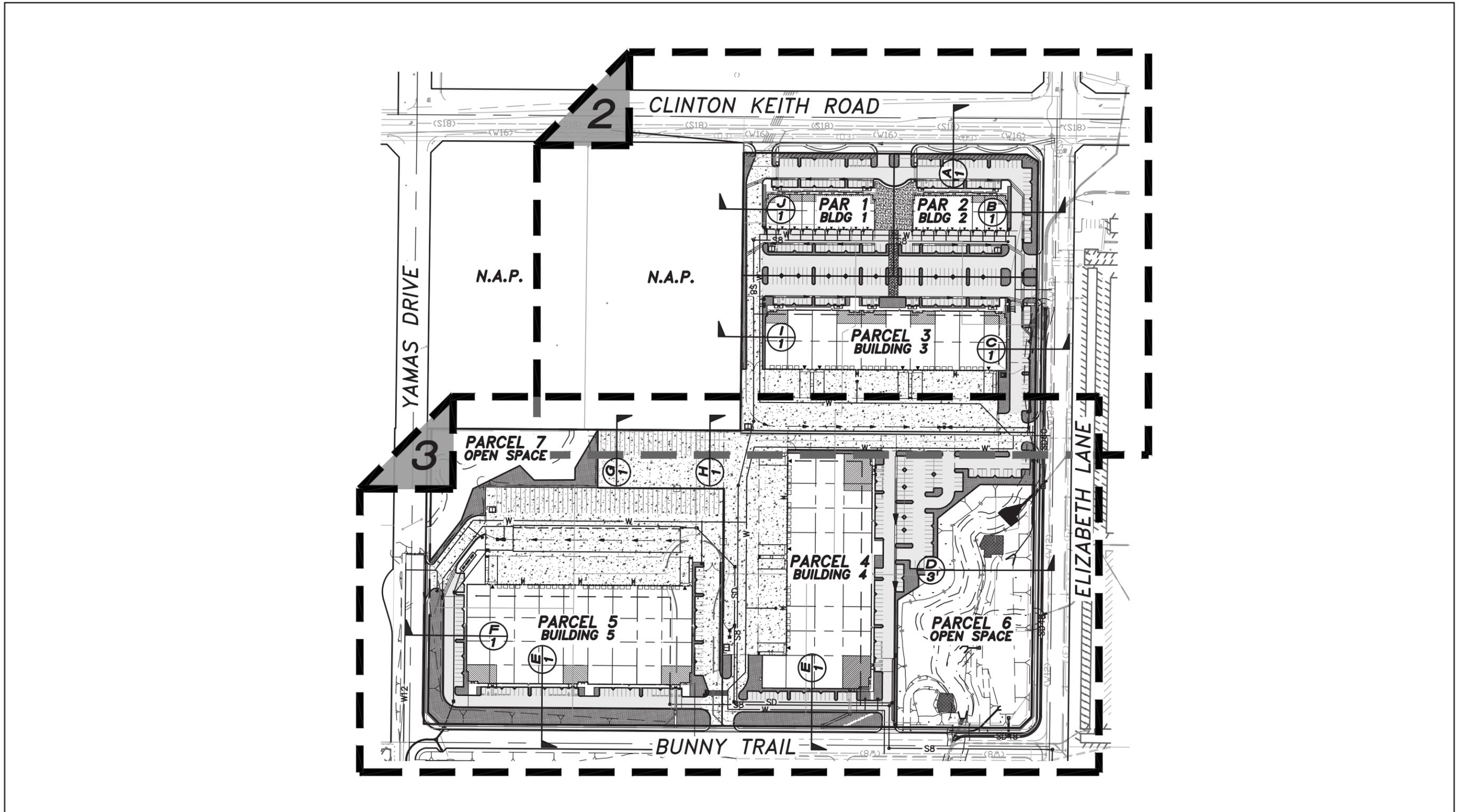
0 500
Scale (Feet)



2. Environmental Setting

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Figure 4 - Modified Project Conceptual Parcel Map



2. Environmental Setting

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3. Modified Project Description

3.1 MODIFIED PROJECT

The Modified Project, known as the Wildomar Commerce Center project, is a proposed five building complex that will encompass approximately 30 gross acres on the same project site as the previously proposed Rancon Medical and Education Center project. The Modified Project will also revise the existing parcel map for the project site resulting in the subdivision of the site into seven parcels, five of which will each contain one of the proposed buildings with the remaining two containing open space, as shown on Figure 4.

Proposed Buildings and Uses

On the northern portion of the site, the Modified Project will construct two retail/service oriented commercial, office, showroom, and industrial use buildings, referred to in Figure 5, *Modified Project Site Plan*, as Buildings 1 and 2. Building 1 will consist of 15,005 square feet and Building 2 will consist of 17,255 square feet. Building 3, located south of Buildings 1 and 2, will consist of 64,008 square feet of flex office/warehouse use space. The southern portion will consist of Buildings 4 and 5, each containing private truck courts and yard areas. Both buildings will house industrial uses; Building 4 consists of 96,975 square feet and Building 5 consists of 99,940 square feet. The total building square footage under the Modified Project will be 293,183 square feet. The complex will also contain 303,191 square feet of landscaping including on-site and off-site landscaping and the preservation areas on the site which are encompassed by Parcels 6 and 7 (see Figure 4).

Roadway and Offsite Improvements

As with the Approved Project, the Modified Project will construct several roadway improvements on streets surrounding the project site to provide circulation within and access to/from the proposed development. These improvements will include the widening of Clinton Keith Road and Elizabeth Lane in addition to the construction of a new roadway, Bunny Trail, on the southern boundary of the project site. These improvements are elaborated upon in the Adopted IS/MND.

Additionally, the Modified Project will be completing the following improvements on Yamas Drive:

- Extend a new 24-inch storm drain main approximately 775 feet south of Bunny Trail and construct a new 24-inch storm drain approximately 340 feet north of Bunny Trail into the project site.
- Construct approximately 400 linear feet of a new 12-inch water main along the project frontage with connections to an existing water main in Bunny Trail at the southern westerly corner of the project site.

3. Modified Project Description

- Construct approximately 400 feet of new pavement approximately 40 feet wide and a new curb/gutter, sidewalk, parkway landscape, street lights, and necessary ADA ramps and driveway approaches north of Bunny Trail.

Access and Parking

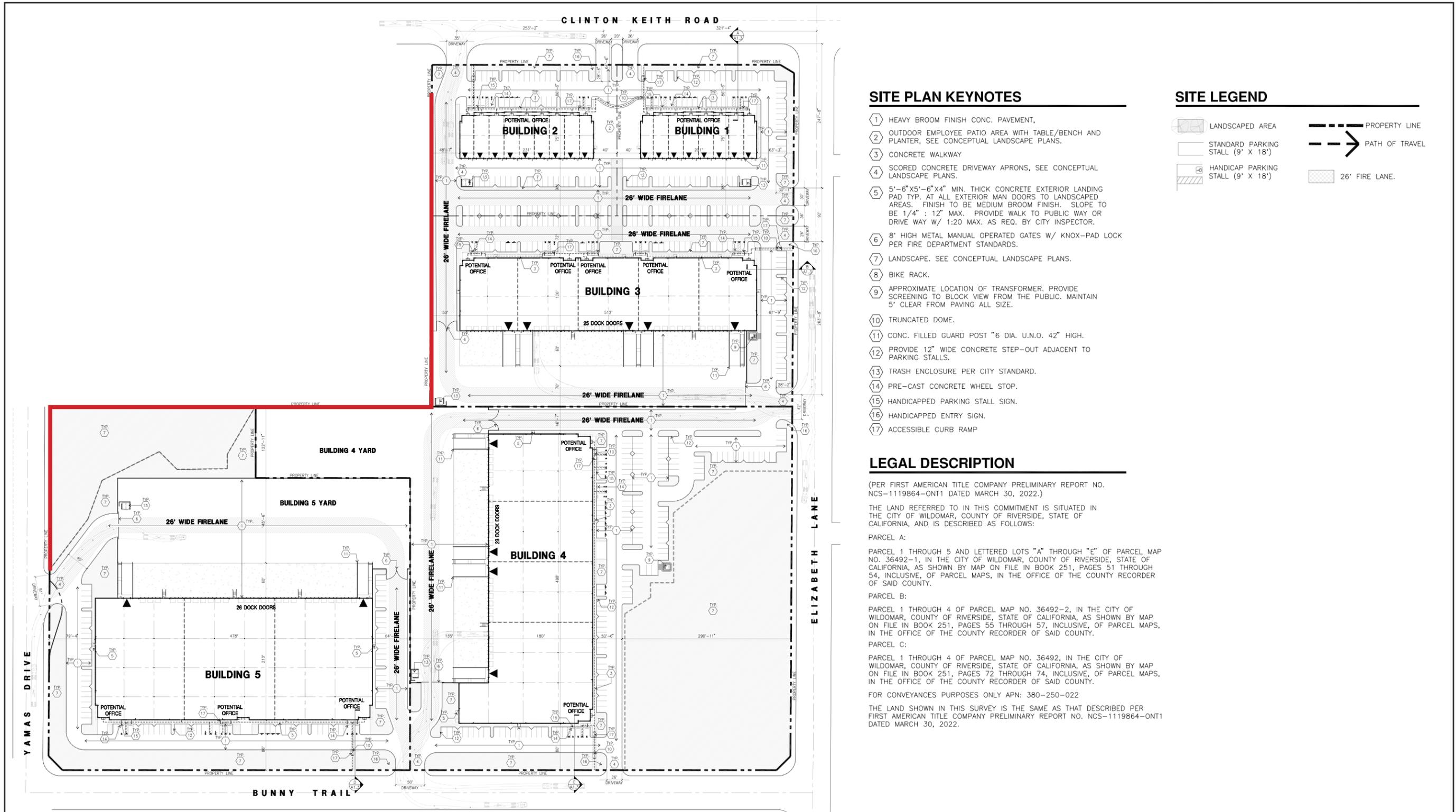
Access to the northern portion of the development (Buildings 1, 2 and 3) will be provided via three driveway entrances/exits on Clinton Keith Road north of the site and two driveway exit/entrance on Elizabeth Lane east of the site. A third driveway on Elizabeth Lane will provide access to both portions of the site. Access to the southern portion of the development (Buildings 4 and 5) will be provided via one driveway on Bunny Trail south of the site and one driveway on Yamas Drive from west of the site. The northern and southern portions of the site will be internally accessible to one another.

The Modified Project will provide a total of 559 parking stalls on-site (484 standard auto-parking stalls and 75 larger trailer parking stalls).

Sound Wall

The Modified Project will also include an eight-foot tall Concrete Masonry Unit (CMU) wall on the northern boundary of the southern portion of the site, as shown in Figure 5. This project design feature was originally incorporated into the Approved Project as a requirement under Mitigation Measure NOI-4, discussed in the analysis below. However, while Mitigation Measure NOI-4 required the construction of a noise control barrier of six feet in height to minimize construction noise impacts to sensitive receptors, the Modified Project will construct a wall that is eight feet in height.

Figure 5 - Modified Project Site Plan



SITE PLAN KEYNOTES

- 1 HEAVY BROOM FINISH CONC. PAVEMENT,
- 2 OUTDOOR EMPLOYEE PATIO AREA WITH TABLE/BENCH AND PLANTER, SEE CONCEPTUAL LANDSCAPE PLANS.
- 3 CONCRETE WALKWAY
- 4 SCORED CONCRETE DRIVEWAY APRONS, SEE CONCEPTUAL LANDSCAPE PLANS.
- 5 5'-6"x5'-6"x4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
- 6 8' HIGH METAL MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS.
- 7 LANDSCAPE. SEE CONCEPTUAL LANDSCAPE PLANS.
- 8 BIKE RACK.
- 9 APPROXIMATE LOCATION OF TRANSFORMER. PROVIDE SCREENING TO BLOCK VIEW FROM THE PUBLIC. MAINTAIN 5' CLEAR FROM PAVING ALL SIZE.
- 10 TRUNCATED DOME.
- 11 CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" HIGH.
- 12 PROVIDE 12" WIDE CONCRETE STEP-OUT ADJACENT TO PARKING STALLS.
- 13 TRASH ENCLOSURE PER CITY STANDARD.
- 14 PRE-CAST CONCRETE WHEEL STOP.
- 15 HANDICAPPED PARKING STALL SIGN.
- 16 HANDICAPPED ENTRY SIGN.
- 17 ACCESSIBLE CURB RAMP

SITE LEGEND

- LANDSCAPED AREA
- STANDARD PARKING STALL (9' X 18')
- HANDICAP PARKING STALL (9' X 18')
- PROPERTY LINE
- PATH OF TRAVEL
- 26' FIRE LANE.

LEGAL DESCRIPTION

(PER FIRST AMERICAN TITLE COMPANY PRELIMINARY REPORT NO. NCS-1119864-ONT1 DATED MARCH 30, 2022.)

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:
PARCEL 1 THROUGH 5 AND LETTERED LOTS "A" THROUGH "E" OF PARCEL MAP NO. 36492-1, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 251, PAGES 51 THROUGH 54, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:
PARCEL 1 THROUGH 4 OF PARCEL MAP NO. 36492-2, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 251, PAGES 55 THROUGH 57, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL C:
PARCEL 1 THROUGH 4 OF PARCEL MAP NO. 36492, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 251, PAGES 72 THROUGH 74, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

FOR CONVEYANCES PURPOSES ONLY APN: 380-250-022

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED PER FIRST AMERICAN TITLE COMPANY PRELIMINARY REPORT NO. NCS-1119864-ONT1 DATED MARCH 30, 2022.

8-Foot CMU Wall



Source: HPA, 2023.

3. Modified Project Description

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3. Modified Project Description

3.1.2 Approved Project vs. Modified Project

The Modified Project will replace the Approved Project's two medical/professional office buildings, three retail buildings and one fast food restaurant, totaling 96,240 square feet, on the northern portion of the site with two retail/service oriented commercial, office, showroom and industrial use buildings (Buildings 1 and 2) totaling 32,260 square feet and an additional flex office/warehouse use building totaling 64,008 square feet (Building 3). The total proposed building square footage for the north portion of the site is 96,268 square feet. This portion of the development was documented as Phase 1 in the Adopted IS/MND.

Under the Approved Project, nine industrial buildings were planned for Phase 2 of the project on the southern portion of the site, totaling 198,660 square feet. The Modified Project will replace these buildings with two industrial buildings for industrial/warehouse uses, totaling 196,915 square feet (Buildings 4 and 5). The Modified Project will also involve a change to the existing parcel map; each building will be constructed on a separate parcel.

As a result of the Modified Project's changes to the number, configuration, uses and square footage of the buildings on-site, it will also revise the number of parking stalls on-site and landscaping square footage. The Approved Project would have provided 502 parking spaces and 91,453 square feet of landscaping for Phase 1 of the development (the northern portion of the site). Phase 2 (southern portion of the site) would have provided parking in accordance with the City's standards. Landscaping for Phase 2 had not yet been determined at the time of the publishing the Adopted IS/MND.

Access to the site under the Modified Project will remain similar to the Approved Project with the exception of the addition of a second and third entrance/exit driveway from Clinton Keith Road to the northwestern boundary of the project site and a second entrance/exit driveway from Elizabeth Lane to the eastern boundary of the project site.

4. Environmental Analysis

As explained in Section 1.2.1, no subsequent MND or negative declaration must be prepared for the 2022 Modified Project unless the City (as lead agency under CEQA) determines that specified conditions are met under California Public Resources Code Section 21166, and Sections 15162 and 15164 of the CEQA Guidelines.

The Approved Project's Adopted IS/MND found that development of the project would result in less than significant impacts with regard to Aesthetics, Agricultural and Forestry Resources, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. The following issues were found to be less than significant with the incorporation of mitigation measures: Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation. While impacts to Air Quality and Greenhouse Gas Emissions were determined to be less than significant, the Approved Project voluntarily adopted mitigation measures to further reduce project impacts from construction and operational emissions.

4.1 IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT

The following discussion compares the impacts of the Modified Project to the Approved Project, as evaluated in the Adopted IS/MND.

Aesthetics

According to the Adopted IS/MND, impacts to aesthetics from the Approved Project would be less than significant through compliance with City standards.

The Modified Project will result in a different configuration of the buildings on-site when compared to the Approved Project, though it does not propose any substantial change in the intensity or scale of the approved development. Four of the buildings under Phase 1 of the Approved Project would have had a maximum building height of 26 feet while the other two had proposed maximum building heights of 36 feet. The building heights under the Modified Project will be shorter; two buildings will have a maximum height of 18 feet and the other three buildings will have a maximum height of 32 feet. Additionally, the Approved Project and Modified Project feature similar exterior façades—both the Approved Project and Modified Project largely feature concrete panels with aluminum accents and a metal canopy.

Furthermore, the Modified Project's uses are consistent with, and permitted by, the project site's existing Business Park General Plan land use designation and Industrial Park zoning. Like the Approved Project, the Modified Project will comply with all existing City design regulations and guidelines, such as the placement of buildings and structures; the design of setback areas; landscaping; and architectural design parameters, lighting standards, and sign standards. With adherence to regulatory requirements, the aesthetic impacts of

4. Environmental Analysis

the Modified Project will be no more substantial than analyzed in the Adopted IS/MND, which found impacts to Aesthetics to be less than significant. No new mitigation measures are necessary, and no alternatives analyses are required.

Agricultural Resources

The project site and nearby vicinity are not located within the an agricultural preserve (Williamson Act) or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Department of Conservation. There are no agricultural or forestry uses on-site. The Adopted IS/MND found impacts to Agricultural Resources to be less than significant.

The Modified Project will not result any new or more severe impacts beyond those addressed in the Adopted IS/MND. No new mitigation measures are necessary, and no alternatives analyses are required.

Air Quality

The Approved Project was determined to have less than significant impacts on air quality. However, the Approved Project voluntarily adopted two mitigations measures to reduce the project's construction and operational emissions. See Mitigation Measures AQ-1 and AQ-2 in Appendix 1, *Approved Project Mitigation Monitoring and Reporting Program*.

Air quality impacts under the Modified Project were analyzed by MD Acoustics in a study dated September 20, 2022 (see Appendix 2, *Wildomar Commerce Center Air Quality, Greenhouse Gas, Health Risk, and Energy Impact Study*). The study found that construction-source emissions will not exceed either applicable regional thresholds of significance or Localized Significance Thresholds established by the South Coast Air Quality Management District (SCAQMD). Additionally, the Modified Project's will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines, remaining consistent with the Basin Air Quality Management Plan (AQMP) (MD Acoustics 2022a). Furthermore, potential construction-source odor impacts are therefore considered less than significant due to the temporary, short-term, and intermittent nature of such odors (MD Acoustics 2022a). Compliance with the applicable SCAQMD rules will ensure that impacts from construction emissions are less than significant.

The Modified Project's operational emissions will also not exceed the SCAQMD's applicable regional thresholds or result in or cause a localized air quality impact. Project-related traffic will not cause or result in CO concentrations exceeding applicable state and/or federal standards (MD Acoustics 2022a). The Modified Project's operational emissions will not conflict with the AQMP, nor does it propose any uses or activities that would result in potentially significant operational-source odor impacts (MD Acoustics 2022a). Potential operational-source odor impacts are therefore considered less than significant.

Operation of the Modified Project may result in the emission of diesel particulate emissions associated with truck idling at the proposed loading docks. To assess these conditions, the study conducted a Health Risk Assessment for the Modified Project and concluded that distance from the loading docks to sensitive receptors is adequate to eliminate any health risk associated with diesel trucks. The study also notes that the State restrictions on truck idling will also help with ensuring there is no health risk from the Modified Project.

4. Environmental Analysis

Overall, impacts to air quality from the Modified Project will be similar to those of Approved Project. While the Approved Project voluntarily adopted mitigation measures to reduce air quality impacts, both the Approved Project and the Modified Project have less than significant impacts with regard to air quality. The following mitigation measures from the Approved Project, in which their impacts were analyzed in the Adopted IS/MND, will be incorporated into the Modified Project as Conditions of Approval:

■ **COA-1 – Construction.**

- a. Install and maintain track-out control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (i.e., install wheel shakers, wheel washers, and limit site access).
- b. Limit fugitive dust sources to 20 percent opacity.
- c. Require a dust control plan for earthmoving operations.
- d. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- e. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite,
- f. Post a publicly visible with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
- g. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
- h. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
- i. Require high pressure injectors on diesel construction equipment.
- j. Utilize only CARB Tier 3 or better certified equipment for construction activities.
- k. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.
- l. Suspend use of all construction equipment operations during second stage smog alerts.

■ **COA-2 – Operation.**

- a. Install EV charging facilities for a minimum of 1% of all parking spaces.
- b. Provide preferential parking locations for EVs and CNG vehicles.

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- c. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.
- d. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that required by City ordinance. Consider roadside, sidewalk, and driveway shading.
- e. Prohibit gas powered landscape maintenance equipment. Require landscape maintenance companies to use battery powered or electric equipment or contract only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board certification standards, or standards adopted no more than three years prior to date of use or any combination of these two themes.
- f. Provide secure, bicycle parking for employees.
- g. Provide direct safe, direct bicycle access to adjacent bicycle routes.
- h. Provide short-term bicycle parking for retail customers and other non-commute trips.

Biological Resources

As discussed in the Adopted IS/MND, the Approved Project would result impacts to burrowing owls and migratory birds in addition to interfering with a portion of a jurisdictional drainage. To address these impacts, the Approved Project adopted Mitigation Measures BIO-3 through BIO-6. The Approved Project also adopted Mitigation Measure BIO-2, requiring payment of the Stephen's Kangaroo Rat Habitat Conservation Plan fee and Mitigation Measure BIO-7 which requires that the project comply with the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan. In anticipation of potential off-site grading, the Approved Project included Mitigation Measure BIO-1 to require an assessment of potentially suitable habitat for sensitive plant species if any grading activities are to occur off-site.

The Modified Project will not result in the development of any land that was not evaluated in the Adopted IS/MND, and any development of that same land would result in the same impacts to biological resources. Regulatory requirements and mitigation measures specified in the IS/MND will continue to apply to the Modified Project. No new mitigation measures are necessary, and no alternatives analyses are required.

Cultural Resources, Tribal Cultural Resources, and Paleontological Resources

The Adopted IS/MND did not find any historical resources or sites of tribal cultural value within or adjacent to the project site. However, due to possibility of disturbing unknown sub-surface resources on the project site, Mitigation Measures CUL-1 through CUL-6 were adopted as part of the Approved Project, reducing impacts to archaeological and tribal cultural resources to less than significant. The IS/MND also determined that the project vicinity has high paleontological sensitivity and adopted Mitigation Measures CUL-7 through CUL-9 to reduce impacts to paleontological less than significant.

All actions under the Modified Project will occur within the project site boundary that was analyzed in the Adopted IS/MND and therefore impacts to cultural, tribal cultural, and paleontological resources are expected to remain the same. The Modified Project will be required to comply with all regulations and

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mitigation measures applicable to the Approved Project. No new mitigation measures are necessary, and no alternatives analyses are required.

Energy

The Adopted IS/MND notes in the analysis of the Approved Project's energy-related greenhouse gas emissions that the Approved Project would be required to implement the 2013 Title 24 California Building Energy Efficiency Standards, which represented 30 percent reduction in energy usage from the 2008 Title 24 standards. The Adopted IS/MND also noted that Approved Project would be consistent with the CARB Scoping Plan including the measure to maximize energy efficiency in buildings and appliances which the Approved Project would have met through compliance with the 2013 Title 24 standards.

The Modified Project's construction equipment, transportation energy demands, and facility energy demands use were calculated in the MD Acoustics study (Appendix 2). The study concluded that the project activities expected under the Modified Project will not result in the inefficient or wasteful consumption of energy or fuel.

The construction equipment used during the Modified Project's construction phase would be required to conform to the California Air Resources Board's (CARB) regulations and the California emissions standards. The CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The project is also required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and the Southern California Gas Company. Overall, the Modified Project does not propose uses or operations that would inherently result in excessive and wasteful energy consumption.

Impacts under the Modified Project will be less than significant with regard to energy. No mitigation is required.

Geology and Soils

A Preliminary Geotechnical/Fault Investigation was conducted for the Approved Project, and the Adopted IS/MND concluded that the Approved Project would less than significant impacts related to geology and soils. Conditions of approval were required under the Approved Project include the requirements that all grading shall conform to the California Building Code, planting shall occur within 30 days of meeting final grades to minimize erosion, and a geotechnical soils report be submitted to the City engineer for review.

The Modified Project will have no additional geological and soil impacts. The general placement of structures resulting from the proposed changes does not vary substantially from the plan for structure placement in the Adopted IS/MND. The Modified Project will occur within the same project site boundary as analyzed in the Adopted IS/MND. Therefore, the impact analysis of soil stability presented in the IS/MND is still applicable. The Modified Project will continue to comply with all applicable regulations and conditions of approval to ensure that impacts are less than significant. No new mitigation measures are necessary, and no alternatives analyses are required.

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Greenhouse Gas Emissions

Greenhouse gas emissions under the Approved Project were analyzed in an Air Quality and Greenhouse Gas Impact Analysis Report dated February 13, 2013. Impacts for the Approved Project were determined to be less than significant. Nevertheless, the Approved Project voluntarily adopted one mitigation measure that would further reduce impacts to greenhouse gas emissions (Mitigation Measure GHG-1). Mitigation Measures AQ-1 and AQ-2, which would also reduce impacts to air quality and are discussed above, include requirements to reduce construction and operation related emissions, respectively. Since the requirements included in Mitigation Measures AQ-1 and AQ-2 would also reduce greenhouse gas emissions, the Approved Project also adopted GHG-1, requiring the implementation of Mitigation Measures AQ-1 and AQ-2. Mitigation Measure GHG-1 also required that the project applicant implement the measures contained in Table 5.7-5 of the Adopted IS/MND. This Table in the Adopted IS/MND shows the Approved Project's annual water-related greenhouse gas emissions.

The Modified Project's emissions and greenhouse gas emissions Impacts were calculated and analyzed in the MD Acoustics study (Appendix 2). Emissions from project construction and worker vehicles are estimated to be 90.69 metric tons of CO₂e per year amortized over a period of 30 years. (MD Acoustics 2022a). Total project emissions are expected to be 4,903.35 metric tons of CO₂e per year. These emissions do not exceed the SCAQMD threshold of 10,000 metric tons of CO₂e per year for industrial uses and therefore considered less than significant (MD Acoustics 2022a). The Modified Project was also analyzed for consistency with greenhouse gas emissions reducing plans, and was determined to be consistent with the Western Riverside Council of Government's Subregional Climate Action Plan as well as the CARB 2017 Scoping Plan.

Overall, impacts to greenhouse gas emissions from the Modified Project will be similar to those of Approved Project. While the Approved Project voluntarily adopted mitigation measures to reduce greenhouse gas emissions, both the Approved Project and the Modified Project have less than significant impacts with regard to greenhouse gas emissions. The following mitigation measure from the Approved Project, in which its impacts were analyzed in the Adopted IS/MND, will be incorporated into the Modified Project as a Condition of Approval (underline text shows revisions and ~~striketrough~~ text shows deletions):

- **COA-3.** Prior to building permit approval, the City of Wildomar Planning ~~Department~~ Division shall require that the Project applicant implement the measures contained in Table 5.7-5 (of the Adopted IS/MND), as well as ~~Mitigation Measures~~ Conditions of Approval COA-1 and COA-2, to reduce short-term and long-term emissions of GHGs associated with construction and operation of the proposed project.

Hazards and Hazardous Materials

The Adopted IS/MND concluded that the Approved Project may create an additional possible hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. During the construction phase, it was determined that there could be potential for accidental release of petroleum products in sufficient quantity to pose a hazard. To mitigate this impact, the Approved Project adopted Mitigation Measure HAZ-1 to require a Stormwater Pollution Prevention Plan (SWPPP) (see Appendix 1). Additionally, the Adopted IS/MND concluded that the medical use portion of the project had the potential

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to result in the accidental release of hazardous materials, necessitating the implementation of Mitigation Measures HAZ-2 and HAZ-3. These mitigation measures would require the preparation of a Hazardous Materials and Waste Management Plan and the inclusion of copies of Material Safety Data Sheets on-site during operation. Mitigation Measure HAZ-4 was also incorporated to control the accidental release of gas and included provisions for the storage of gas canisters containing hazardous or toxic substances. With the implementation of these mitigation measures, impacts related to the storage, use and disposal of hazardous materials and accidents involving the release of hazardous materials, were mitigated to less than significant.

All other thresholds under the Approved Project including the emission or handling of hazardous materials within a quarter mile of schools, being located on a list of hazardous materials sites, safety hazards from airports, interference with emergency response plans, and wildfire hazards were determined to have no impact.

Similar to the Approved Project, the Modified Project could also result in the routine transport, use and disposal of hazardous materials, including petroleum products, requiring the implementation of Mitigation Measure HAZ-1. The Modified Project may also store gas canisters containing hazardous or toxic substances, thereby, Mitigation Measure HAZ-4 is still applicable to the Modified Project. However, unlike the Approved Project, the Modified Project will not include medical office uses, and instead will consist of retail/service oriented commercial, office, showroom and industrial uses. Therefore, the Mitigation Measures HAZ-2 and HAZ-3, as shown in Appendix 1, are not applicable to the Modified Project. The other uses proposed under the Modified Project are similar to those of the Approved Project, and all other impacts related to hazards and hazardous materials are to be similar.

It should be noted since the adoption of the Adopted IS/MND, which determined that the project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ), according to the most recent California Department of Forestry and Fire Protection's adopted Fire Hazard Severity Zone Maps, the project site is within a VHFHSZ (CAL FIRE 2023). As with all projects in the City, regardless of whether they are located in a VHFHSZ, the Modified Project would be required to demonstrate to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code and the 2022 California Fire Code, prior to the issuance of building permits. The Modified Project, as with all projects in the City, shall also demonstrate compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182, prior to the issuance of a certificate of occupancy. Compliance with these regulations will ensure that wildfire impacts are less than significant under the Modified Project.

Hydrology and Water Quality

The Adopted IS/MND found that impacts related to groundwater supplies; flood hazard areas; failure of dams or levees; and inundation by seiches, tsunamis, and mudflows would either result in no impacts or less than significant impacts under the Approved Project. However, the IS/MND concluded that the Approved Project could result in the violation of water quality standards or waste discharge requirements, substantially alter the existing drainage pattern of the site resulting in erosion or flooding, exceed the capacity of existing stormwater drainage systems and contribute additional sources of polluted runoff, and degrade water quality.

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To mitigate these impacts, the Approved Project adopted Mitigation Measure HYD-1, requiring a SWPPP and a Water Quality Management Plan (see Appendix 1).

The Modified Project will include revisions to the site plan approved under the Approved Project but does not propose development of any land not considered under the Adopted IS/MND. The Modified Project would be constructed within the same project site boundaries as analyzed in the Adopted IS/MND. The Modified Project will conform to all regulatory requirements in addition to those specified Mitigation Measure HYD-1 from the Approved Project. Therefore, impacts to hydrology and water quality will remain less than significant with mitigation incorporated under the Modified Project and no additional analyses or mitigation is required.

Land Use and Planning

The Adopted IS/MND found that the Approved Project would not physically divide an existing community or conflict with any applicable land use plans, policies, or regulations, and impacts were determined to be less than significant.

Like the Approved Project, the uses under the Modified Project, industrial and commercial uses, are consistent with the site's General Plan land use designation, Business Park, and zoning, Industrial Park, and are therefore, consistent with the City's General Plan and local ordinances. Furthermore, the adoption of the Approved Project's Mitigation Measures BIO-2, requiring the payment of the Stephen's Kangaroo Rat Habitat Conservation Plan fee, and BIO-7, requiring compliance with the Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP), would ensure that the Modified Project is consistent with the MSHCP.

Impacts would remain not significant under the Modified Project and no additional mitigation or analyses are required.

Mineral Resources

The Adopted IS/MND determined that the Approved Project would not result in the loss of a known mineral resource of regional or local value, resulting in no impacts related to mineral resources. The Modified Project will be developed within the same footprint as the Approved Project and therefore the Modified Project will not result in any additional impacts. No mitigation or further analyses are required.

Noise

The Adopted IS/MND conducted a preliminary acoustical analysis for the Approved Project dated July 2012. The Adopted IS/MND concluded that less than significant or no impacts related to excessive vibration and airport/airstrip noise would occur. However, impacts related to construction and operational noise were determined to be potentially significant requiring the implementation of Mitigation Measures NOI-1 through NOI-5 to mitigate impacts to less than significant.

Noise impacts under the Modified Project were analyzed by MD Acoustics in a study dated September 30, 2022 (see Appendix 3, *Wildomar Commerce Center Noise Impact Study*). Under the Modified Project, construction noise levels and vibration were determined to be less than significant with no mitigation required. However,

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the noise impact study recommends the following construction noise reduction measures: (bracketed text references mitigation measure from the Approved Project)

- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices. (NOI-1)
- The contractor should locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. (NOI-2)
- Idling equipment should be turned off when not in use. (NOI-1)
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. (NOI-1)

The noise impact study also determined that Modified Project's operational noise levels would not exceed the City's noise limits as outlined in Section 9.48.040, General sound level standards, of the Wildomar Municipal Code, nor would the Modified Project's maximum operational noise levels exceed the existing ambient noise levels at the project site, resulting in less than significant impacts. As a project design feature, the Modified Project will include an 8-foot tall Concrete Masonry Units (CMU) wall along the western edge of the property, as shown in Figure 5. Traffic noise as a result of the Modified Project, was also determined to be less than significant since the anticipated increases would remain within the "normally acceptable range" of the project's use type as specified in the General Plan (MD Acoustics 2022b).

To incorporate these recommendations and project design features, the following mitigation measures from the Adopted IS/MND, shall be revised and incorporated as follows (underline text shows revisions and ~~strikethrough~~ text shows deletions):

- **Mitigation Measure NOI-1:** To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment and to avoid rattling and banging, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Wildomar Building Department. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. The construction contractor shall also ensure all construction equipment is equipped with appropriate noise attenuating devices, and that idling equipment is turned off when not in use. Compliance with this measure shall be subject to periodic inspections by the City of Wildomar Building Department.
- ~~**Mitigation Measure NOI-4:** Noise control barriers with a height of 6 feet are required where grading will occur within 100 feet of any occupied residence.~~

~~It is important to note that the barriers' attenuation will be accomplished only if the minimum height is based from the pad or the roadway elevation, whichever is the greater of the two. If the barrier is being~~

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~~constructed at a position where the starting elevation is less than the pad or adjacent roadway, the barrier's ultimate height will need to be adjusted to fit the aforementioned criteria. Where applicable, the barriers shall wrap around the ends of the dwelling units to prevent flanking of noise into the site.~~

Noise and vibration impacts under the Modified Project will be less than significant with adherence to all applicable regulations, the incorporation of the project design feature, and the adoption of the modified Mitigation Measure NOI-1. As the Modified Project includes an 8-foot CMU wall as a project design feature, Mitigation Measure NOI-4 is no longer applicable; the remaining noise mitigation measures from the Approved Project (see Appendix 1) are still applicable to the Modified Project.

Population and Housing

The Adopted IS/MND determined that the Approved Project would not induce substantial unplanned population, nor would it result in the substantial displacement of a significant amount of people necessitating the construction of replacement housing. The Modified Project is expected to generate a similar number of employment opportunities as the Approved Project. It is anticipated that this employment will not lead to a significant relocation of workers due to the size of the existing labor pool in the area. Furthermore, due to the project site being vacant no displacement would occur under the Modified Project, as with the Approved Project.

Impacts under the Modified Project would remain less than significant, and no additional mitigation or analyses are required.

Public Services and Recreation

As determined in the Adopted IS/MND, impacts to public services and recreation under the Approved Project were less than significant. The Approved Project is not expected to result in activities that would create unusual fire or police protection needs nor is it expected to generate any new substantial population growth in the City. The Modified Project, as with the Approved Project, would be required to pay development impact fees for police and fire services as well as the Lake Elsinore School District school mitigation impact fee at the time of building permit issuance. Similar to the Approved Project, the Modified Project proposes commercial and industrial uses for the site, resulting in no additional population impacts beyond those discussed in the Adopted IS/MND.

Impacts under the Modified Project would remain less than significant, and no additional mitigation or analyses are required.

Transportation

The Adopted IS/MND conducted a study of the Approved Project's contribution to future traffic conditions in a Traffic Impact Analysis (TIA) Report dated July 2013. The TIA concluded that the Approved Project would be required to implement a series of improvements at affected roadways and intersections in order to meet the required level of service. These improvements were incorporated as Mitigation Measure TR-1 (see Appendix 1). The Approved Project was also required to pay the Western Riverside Council of Government's Transportation Uniform Mitigation Fee and the City's Development Impact Fee as a condition of approval.

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The Approved Project was determined to have less than significant impacts with respect to all other transportation impacts, including conflicts with an applicable congestion management program; changes to air traffic patterns resulting in safety risks; increases in hazards due to a design feature; inadequate emergency access; and conflicts with adopted policies, programs, and plans regarding transit, bicycle, or pedestrian facilities.

A Trip Generation Analysis was conducted for the Modified Project on January 18, 2023, which is included as Appendix 4, *Clinton Keith Corporate Center Trip Generation Analysis, City of Wildomar*. The Analysis concluded that the peak hour trip generation for both AM and PM peak hour will decrease by 350 trips and 287 trips, respectively, under the Modified Project when compared to the Approved Project. Daily trips under the Modified Project are also expected to decrease by 3,628 daily trips when compared to the Approved Project (TJW Engineering 2023a). The Analysis also notes that the Modified Project's revision to include more industrial square footage is likely to increase the utilization of truck routes and freeways including Interstate 15 and Interstate 215, while fewer trips will occur on local collector streets when compared to the Approved Project. The Modified Project will implement the additional proposed roadway improvements to Clinton Keith Road, Elizabeth Lane, and Bunny Trail, discussed in the project description of the Adopted IS/MND. The following mitigation measure from the Approved Project, in which its impacts were analyzed in the Adopted IS/MND, will be incorporated into the Modified Project as a Condition of Approval (underline text shows revisions and ~~striketrough~~ text shows deletions):

- **COA-4.** The direct traffic impacts generated by the proposed project can be ~~mitigated to a less than significant level~~ reduced, to meet the required level of service of the following recommended improvements are implemented, prior to the respective phase of development:

Onsite Recommendations

Roadways

- Construct partial width improvements on the southerly side of Clinton Keith Road at its ultimate cross-section as an urban arterial highway (152' right-of-way) adjacent to proposed project boundary line.
- Construct partial width improvements on the westerly side of Elizabeth Lane at its ultimate cross-section as a collector street (78' right-of-way) adjacent to proposed project boundary line.
- Construct partial width improvements on the easterly side of Yamas Drive at its ultimate cross-section as a collector street (78' right-of-way) adjacent to proposed project boundary line.

Intersections (proposed project's actual improvements necessary are shown in ***bold, italic, underline***. The items that are not bold, italic, underlined are already existing).

- Construct the intersection of proposed project driveway 1 (NS) and Clinton Keith Road (EW) to restrict movement to right-in and right-out only from the driveway with the following geometrics:

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- Northbound: ***One right-turn lane. Stop controlled.***
- Southbound: Not applicable.
- Eastbound: One through lane. ***One right-turn lane.***
- Westbound: One through lane.
- ***Install a traffic signal*** at the intersection of Elizabeth Lane (NS) and Clinton Keith Road (EW) to include the following geometrics:
 - Northbound: ***One left-turn lane.*** One shared through and right-turn lane.
 - Southbound: ***One left-turn lane.*** One shared through and right-turn lane.
 - Eastbound: One left-turn lane. One through lane. ***One right-turn lane.***
 - Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.
- Construct the intersection of Elizabeth Lane (NS) and proposed Project Driveway 2 (EW) with the following geometrics:
 - Northbound: One shared left-turn, through and right-turn lane.
 - Southbound: One shared left-turn, through and right-turn lane.
 - Eastbound: ***One shared left-turn, through and right-turn lane. Stop controlled.***
 - Westbound: One shared left-turn, through and right-turn lane. Stop controlled.
- Construct the intersection of Elizabeth Lane (NS) and proposed Project Driveway 3 (EW) with the following geometrics:
 - Northbound: One shared left-turn and through lane.
 - Southbound: One shared through and right-turn lane.
 - Eastbound: ***One shared left-turn and right-turn lane. Stop controlled.***
 - Westbound: Not applicable.
- Construct the intersection of Yamas Drive (NS) and Bunny Trail (EW) with the following geometrics:
 - Northbound: Not applicable.
 - Southbound: One right-turn lane.

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- Eastbound: ***One shared left-turn and right-turn lane. Stop controlled.***
- Westbound: Not applicable.
- Construct the intersection of Project Driveway 4 (NS) and Bunny Trail (EW) with the following geometrics:
 - Northbound: Not Applicable.
 - Southbound: ***One shared left-turn & right-turn lane. Stop controlled.***
 - Eastbound: One shared left-turn and through lane.
 - Westbound: One shared through and right-turn lane.
- Construct the intersection of Yamas Drive (NS) and proposed Project Driveway 5 (EW) with the following geometrics:
 - Northbound: ***One shared through and right-turn lane.***
 - Southbound: ***One shared left-turn and through lane.***
 - Eastbound: Not applicable.
 - Westbound: ***One shared left-turn and right-turn lane. Stop controlled.***
- Construct the intersection of Yamas Drive (NS) and Bunny Trail (EW) with the following geometrics:
 - Northbound: ***One shared through and right-turn lane.***
 - Southbound: ***One shared left-turn and through lane.***
 - Eastbound: Not applicable.
 - Westbound: ***One shared left-turn & right-turn lane. Stop controlled.***

Furthermore, as discussed in Appendix 5, *Clinton Keith Corporate Center VMT Screening, City of Wildomar*, the Modified Project is expected to generate less than 110 trips per day and is therefore screened from Vehicle Miles Traveled (VMT) analysis per the City's Threshold Policy Guidelines. As such, impacts to VMT are considered less than significant. Other transportation impacts under the Modified Project are expected to be similar to the Approved Project. The Modified Project will include two additional access points to/from Clinton Keith Road and one additional access point to/from Elizabeth Lane, though like the Approved Project, the Modified Project will be required to adhere to all City standards to ensure adequate emergency access, compliance with alternative transportation plans, and the minimization of roadway hazards.

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Utilities and Service Systems

As discussed in the Adopted IS/MND, the Approved Project will have less than significant impacts with respect to utilities and service systems. Like the Approved Project, the Modified Project would be required to comply with all applicable regulations and requirements including the Approved Project's conditions of approval to obtain approval from the Riverside County Department of Environmental Health before receiving water and wastewater from the Elsinore Valley Municipal Water District and to submit a recycling collection and loading area plan to the City and Riverside County Waste Management Division. All utility improvements will be required to be installed to meet the City and utility providers' standards. Additionally, offsite improvements will be reviewed by the City's Engineering Department to ensure all improvements meet the applicable city standard plans.

Impacts under the Modified Project would remain less than significant, and no additional mitigation or analyses are required.

Wildfire

The Adopted IS/MND did not analyze impacts to wildfire. As noted above, the project site is within a VHFHSZ as designated by the adopted CAL FIRE Fire Hazard Severity Zone Maps. As with all projects in the City, the Modified Project is required to comply with the applicable regulations for building standards and vegetation management as outlined in the 2022 California Building Code and the 2022 California Fire Code. Compliance with these regulations will ensure that wildfire impacts are less than significant under the Modified Project.

4.2 ADDENDUM REQUIREMENTS

This section provides an analysis to determine whether the Modified Project meets any conditions that would require a subsequent MND.

- 1. Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The Modified Project would have similar environmental impacts to those discussed in the Adopted IS/MND for the Approved Project, as discussed above. The Modified Project would be located and operate within the same footprint as the Approved Project, and therefore, would not be anticipated to result in any additional impacts. Further, the Modified Project would continue to comply with all applicable federal, state, and local laws, as well as the applicable mitigation measures of the Adopted IS/MND, and it would be consistent with the City's General Plan. Therefore, no substantial changes are proposed that will require major revisions to the Adopted IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- 2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the**

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involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

There are no substantial changes in circumstances that would require major revisions to the Adopted IS/MND. As also noted above, the Modified Project would be located and operate within the same footprint of the Approved Project.

Additionally, the impacts of the Modified Project would be similar to those analyzed in the Adopted IS/MND, as described above. For example, emissions under the Modified Project would remain under the applicable air quality and greenhouse gas emissions thresholds, as shown in Appendix 2. The Modified Project is also expected to result in a greater reduction to existing traffic noise levels than the Approved Project (see Table 5.12-3 in the Adopted IS/MND and Table 6 in Appendix 3). Furthermore, the Modified Project is expected to result in less than half the number of daily trips that would have been generated under the Approved Project, including less trips at both AM and PM peak hours (see Appendix 4). Therefore, no major revisions to the Adopted IS/MND would be required due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

The Modified Project will result in minor revisions to the Approved Project's site plan and proposed uses. However, all project activities will occur in the same footprint as the Approved Project and the proposed uses of the site are consistent with the project site's General Plan designation and zoning. As discussed above, air quality, greenhouse gas, energy, noise, and transportation impacts under the Modified Project have been analyzed and determined to be less than significant or less than significant with no additional mitigation beyond that identified in the Adopted IS/MND required. Additionally, there is no new information of substantial importance (that was not known and could not have been known with exercise of reasonable diligence at the time that the Adopted IS/MND was certified) that identifies a new significant impact. The Modified Project would not result in significant effects not discussed or disclosed in the Certified EIR.

b. Significant effects previously examined will be substantially more severe than identified in the previous EIR.

The Modified Project would have similar significant impacts as those disclosed in the Adopted IS/MND. The Adopted IS/MND identified significant impacts for biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise and transportation, all of which can be mitigated to less than significant with the implementation of mitigation measures. While impacts as a result of air quality and greenhouse gas emissions were found to be less than significant in the Adopted IS/MND, mitigation measures were also provided.

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As the Modified Project proposes minor changes to the Approved Project and would occur within the same footprint as the Approve Project, most of the mitigation measures from the Adopted IS/MND would be applicable to the Modified Project (see analysis above) and would ensure that impacts remain less than significant. However, some mitigation measures under the Approved Project no longer apply to Modified Project. For example, Mitigation Measures HAZ-2 and HAZ-3, which would reduce impacts related to the Approved Project's medical uses, no longer apply since the Modified Project no longer includes medical uses. Mitigation Measure NOI-4 no longer applies as the Modified Project includes the implementation of a sound wall as part of its design features. Mitigation Measure NOI-1 has been revised to reflect the recommendations made in Appendix 3, and will continue to apply to the Modified Project. Mitigation Measures AQ-1, AQ-2, GHG-1, and TR-1, from the Approved Project, will be included as Conditions of Approval (COA-1 through COA-4) for the Modified Project.

As substantiated in the technical studies that have been prepared for the Modified Project, implementation of the Modified Project would not lead to new or greater impacts for air quality, greenhouse gas emissions, energy, noise or transportation, in addition to any other environmental topic, as discussed above, than those disclosed in the Adopted IS/MND. Therefore, no impacts of the Modified Project would be more severe than those analyzed in the Adopted IS/MND.

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

All impacts under the Approved Project were mitigated to less than significant with mitigation incorporated. The Modified Project would not have any new substantial impacts when compared to the Approved Project and would therefore not require the implementation of any new mitigation measures. The Approved Project voluntarily adopted three mitigation measures that would further reduce impacts to air quality and greenhouse gas emissions, despite air quality and greenhouse gas emission impacts being less than significant. However, both the Modified Project and Approved Project would not result in significant impacts to air quality and greenhouse gas emissions and the Modified Project would incorporate these mitigation measures as conditions of approval. As discussed above, most of the mitigation measures discussed in the Adopted IS/MND would continue to be applicable to the Modified Project to reduce potential environmental impacts to less than significant. Therefore, the Modified Project would not result in new significant environmental impacts; thus, there is no need for new mitigation measures.

d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

As discussed above, the Modified Project would result in similar impacts to those of the Approved Project. As stated previously, no new or more severe impacts would occur as a result of the Modified Project; therefore, there are no new mitigation measures required for the Modified Project. Additionally, all of the previous mitigation measures discussed in the Adopted IS/MND would continue to be applicable to the

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Modified Project, to reduce potential environmental impacts to less than significant, with the exception of Mitigation Measures HAZ-2 and HAZ-3 since these would only apply to medical office uses, and Mitigation Measure NOI-4 as the implementation of a sound wall is part of the Modified Project's design features. Mitigation Measure NOI-1 has been revised to reflect the recommendations made in Appendix 3. Mitigation Measures AQ-1, AQ-2, GHG-1, and TR-1, from the Approved Project, will be included as Conditions of Approval (COA-1 through COA-4) for the Modified Project.

4.3 CONCLUSION

Preparation of an Addendum to an IS/MND is appropriate when none of the conditions specified in CEQA Guidelines Section 15162 are present and some changes or additions to the previously Adopted IS/MND are necessary.

As demonstrated in this Addendum, the Modified Project does not meet the criteria for preparing a supplemental or subsequent IS/MND. Under the Modified Project, the project site would be developed with slightly different uses than those proposed under the Approved Project, including more industrial uses and the elimination of the fast-food and medical office uses. The Modified Project also revises the Approved Project's site plan resulting in less total building square footage than Approved Project. These changes have been analyzed in this addendum where it has been determined that the Modified Project would not result in an increase in severity of any previously identified environmental impacts from the Adopted IS/MND.

All other conditions surrounding the construction and operation of the Modified Project would be largely similar to the Approved Project, including the implementation of the roadway improvements under the Approved Project. While the Modified Project will result in slightly different conditions with respect to traffic, air pollution, greenhouse gas emissions, and noise, no impact under the Modified Project will be greater than the Approved Project. No further analysis is required.

The Modified Project will require revisions to the current Mitigation Monitoring and Reporting Plan, which was adopted by the City with the Adopted IS/MND and which remains in effect. This includes the elimination of several Mitigation Measures that no longer apply to the Modified Project, including Mitigation Measures HAZ-2 and HAZ-3 and Mitigation Measure NOI-4. Mitigation Measure NOI-1 has been revised to reflect the recommendations made in Appendix 3. Mitigation Measures AQ-1, AQ-2, GHG-1, and TR-1, from the Approved Project, will be included as Conditions of Approval (COA-1 through COA-4) for the Modified Project. No new mitigation measures would be required for the Modified Project.

4.4 REFERENCES

- California Department of Forestry and Fire Protection (CAL FIRE). 2023, February 3 (Accessed). Fire Hazard Severity Zones Map. <https://egis.fire.ca.gov/FHSZ/>
- MD Acoustics, LLC. 2022a, September 20. Wildomar Commerce Center Air Quality, Greenhouse Gas, Health Risk, and Energy Impact Study City of Wildomar, CA. (Appendix 2).

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TJW Engineering Inc. 2023a, January 18. Clinton Keith Corporate Center Trip Generation Analysis, City of
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