

FINDINGS OF FACT

FOR THE

**CORNERSTONE COMMUNITY CHURCH
FINAL ENVIRONMENTAL IMPACT REPORT**

STATE CLEARINGHOUSE No. 2013111005

Prepared for:

CITY OF WILDOMAR
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1.0 INTRODUCTION

1.1 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of these Findings of Fact (Findings) are designed to meet the current requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Final Environmental Impact Report (EIR) for the Cornerstone Community Church (project; proposed project) identified significant environmental impacts that will result from implementation of the proposed project. However, the City of Wildomar (City) finds that the inclusion of certain mitigation measures as part of project approval will reduce all significant impacts to a less than significant level. As required by CEQA, the City, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the significant effects of the proposed project. In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings of Fact as part of the certification of the Final EIR for the proposed project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

The Findings of Fact are organized into the following sections:

- **Section 1, Introduction**, outlines the organization of this document and identifies the location and custodian of the record of proceedings.
- **Section 2, Environmental Setting and Project Description**, describes the location and characteristics of the site, project overview, project design standards, project objectives and benefits, and required permits and approvals for the project.
- **Section 3, CEQA Review and Public Participation**, describes the steps the City has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the EIR.
- **Section 4, No Environmental Impacts**, provides a summary of those environmental issue areas where no impacts will occur.
- **Section 5, Less Than Significant Environmental Impacts**, provides a summary of insignificant impacts and a finding adopting the EIR's conclusions of insignificance.
- **Section 6, Less Than Significant Environmental Impacts With Mitigation Incorporated**, provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures will avoid or substantially reduce the environmental effects to less than significant levels.
- **Section 7, Significant and Unavoidable Environmental Impacts**, provides a summary of potentially significant environmental effects for which implementation of feasible mitigation

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measures will not avoid or substantially reduce the environmental effects to less than significant levels.

- **Section 8, Feasibility of Project Alternatives**, provides a summary of the alternatives considered for the proposed project.
- **Section 9, Long-Term Implications**, provides a summary of the analysis of any potential long-term implications of the proposed project.
- **Section 10, Findings on Changes to the EIR and Recirculation**, provides a brief overview of reasons for changes to the EIR and why it is not necessary to recirculate the EIR.
- **Section 11, Findings on Mitigation Monitoring and Reporting Program**, provides a brief discussion of the project's compliance with the CEQA Guidelines regarding the adoption of a plan for monitoring and reporting compliance with mitigation measures.
- **Section 12, Statement of Overriding Considerations**, provides a statement of the project benefits that outweigh the significant and unavoidable project impact.

1.2 STATUTORY REQUIREMENTS

The California Environmental Quality Act (Public Resources Code Section 21081 et seq.), and particularly the CEQA Guidelines (14 California Code of Regulations, Section 15091 et seq.), require:

- (a) *No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
1. *Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
 2. *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
 3. *Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the proposed project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for

modifying the proposed project lies with another agency (CEQA Guidelines Section 15091(a), (b)).

For those significant effects that cannot be mitigated to a less than significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment (Public Resources Code Section 21081(b)). The CEQA Guidelines state in Section 15093: "If the specific economic, legal, social, technological, or other benefits...of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.' "

LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings of Fact, the record of proceedings for the proposed project consists of a number of documents and other evidence, including the Notice of Preparation and all other public notices issued by the City in conjunction with the proposed project; the Draft EIR, including all documents included and referenced in the appendices and in references in the Draft EIR; the Final EIR, including all documents included in the appendices and in references in the Final EIR; all written comments and public testimony presented during the public comment period on the Draft EIR; the MMRP; the findings and resolution adopted by the City relative to the certification of the Final EIR; the findings and resolutions adopted by the City in connection with the proposed project and all documents incorporated by reference therein; all final reports, studies, memoranda, maps, staff reports, City reports, and City information packets relating to the proposed project prepared by or at the direction of the City or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA or with respect to the City's actions on the proposed project; all documents submitted to the City by other public agencies or members of the public in connection with the proposed project; the minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the proposed project; any documentary or other evidence submitted to or by the City at such information sessions, public meetings, and public hearings; and any documents cited in these Findings. The documents and other materials that constitute the record of proceedings are located in the Planning Department at the City of Wildomar City Hall located at **23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595**, open Monday through Thursday, 8:00 am to 5:00 pm. The City Planning Department is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with Public Resources Code Section 21081.6(a)(2) and California Code of Regulations Title 14, Section 15091(e).

1.3 CERTIFICATION OF FINAL EIR

Pursuant to CEQA Guidelines Section 15090, the City further finds and certifies that:

- a) The Final EIR has been completed in compliance with CEQA.
- b) The Final EIR has been presented to the Wildomar City Council, which constitutes the decision-making body of the lead agency, and the Council has reviewed and considered the information contained in the Final EIR prior to approving the project.
- c) The Final EIR reflects the City's independent judgment and analysis.

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2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

Location

Specifically, within Wildomar, the proposed project is located on the east side of Monte Vista Drive approximately 3,200 feet south of Bundy Canyon Road and 3,000 feet north of Baxter Road and includes Assessor's Parcel Numbers 367-210-008, -018, -034, -035, -039, -041, -043, and 367-140-008. Access to the proposed project site is also provided along Via Carnaghi Lane, a dirt roadway extending from Monte Vista Drive north and east terminating at the church property. Via Carnaghi Lane provides access to three single-family homes located along the roadway. The proposed project site is developed with the Cornerstone Community Church buildings, landscaping, playing fields, access roads, and parking lots. The site slopes upward from Monte Vista Drive to the east.

2.2 PROJECT DESCRIPTION

PROJECT BACKGROUND

Cornerstone Community Church began as Public Use Permit 600 approved in 1988 as a single building. As shown in **Table 2.0-1**, the church has grown gradually and currently has six buildings totaling approximately 84,730 square feet on approximately 63.51 acres. In addition to the buildings, the church campus also contains three parking lots with space for up to 435 cars, a sports field accommodating both baseball and football, a quadrangle in the center of the church buildings, and landscaping throughout the site.

**TABLE 2.0-1
CORNERSTONE COMMUNITY CHURCH BUILDING CONSTRUCTION HISTORY**

Year	Permit	Building Size in Square Feet	Building
1988	Public Use Permit 600	3,840	Church
1994			Cornerstone Community Church acquires existing church
1996	Public Use Permit 778	9,285	Sanctuary (small church)
1999	Public Use Permit 778	19,626	Education building
2002	Public Use Permit 778	55,819	Main sanctuary
2014	Public Use Permit 778, Revised Permit, No. 5	42,597	Phase 1: 2-story 17,135-square-foot Preschool Building; 2,438-square-foot Maintenance Building Phase 2: 23,024-square-foot Administration Building

3.0 CEQA REVIEW AND PUBLIC PARTICIPATION

The City complied with the CEQA Guidelines during the preparation of the Draft EIR for the proposed project. The Draft EIR, dated June 2014, was prepared following input from the public, responsible agencies, and affected agencies through the Draft EIR scoping process. The “scoping” of the EIR was conducted using several of the tools available under CEQA. In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on October 28, 2013. Information requested and input provided during the 30-day NOP comment period regarding the scope of the environmental document are included in the EIR. The public review period for the NOP was from November 1, 2013, to December 2, 2013, and the public review period for the Notice of Availability/Draft EIR was from June 24, 2014, to August 7, 2014.

3.1 NOTICE OF PREPARATION

A Notice of Preparation was prepared per CEQA Guidelines Section 15082. Public outreach for the NOP included distribution using the methods described below.

Overnight and Certified Mail

The NOP was sent to 22 local agencies and the Office of Planning and Research, State Clearinghouse for distribution to two state agencies. During the public scoping/comment period, the NOP was made available for review at the following locations:

- **Wildomar City Hall** located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595
- **Wildomar Mission Trail Library** located at 34303 Mission Trail, Wildomar, CA 92595

3.2 NOTICE OF AVAILABILITY AND DRAFT ENVIRONMENTAL IMPACT REPORT

Upon completion of the Draft EIR, and in accordance with CEQA Guidelines Section 15087(a), the Notice of Availability (NOA) was prepared and published. Public outreach for the Draft EIR included distribution of the NOA using the following methods:

Newspaper Publications

The City published the NOA in the Press Enterprise on June 24, 2014.

Overnight and Certified Mail

The NOA and Draft EIR were sent to 32 interested agencies/organizations and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public review period, the EIR was made available for review at the following locations:

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- **Wildomar City Hall** located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595
- **Wildomar Mission Trail Library** located at 34303 Mission Trail, Wildomar, CA 92595

Online

The NOA and Draft EIR were available online at <http://www.cityofwildomar.org>.

4.0 NO ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will have no environmental impacts for specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

Aesthetics and Visual Resources (have a substantial adverse effect on a scenic vista, p. 3.1-5)

Biological and Natural Resources (conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, pp. 3.3-30 through -31)

Cultural and Paleontological Resources (impacts to historical resources, p. 3.5-11)

Noise (permanent increase in ambient noise levels, p. 3.8-30)

Public Services and Utilities (increased demand for school facilities, p. 3.9-14; increased demand for parks and recreation facilities, p. 3.9-30)

4.1 AESTHETICS AND VISUAL RESOURCES

Have a Substantial Adverse Effect on a Scenic Vista (p. 3.1-5)

While Interstate 15, directly to the west of the project site, is eligible to be designated as a state scenic highway, it has not yet been recognized as such. In addition, there is no other federal, state, or local designation recognizing the project site or any land adjacent to the project site as a scenic resource or vista.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts affecting a scenic vista.

4.2 BIOLOGICAL AND NATURAL RESOURCES

Conflict with any Local Policies or Ordinances Protecting Biological Resources, such as a Tree Preservation Policy or Ordinance (pp. 3.3-30 through -31)

The City has no tree preservation ordinance, therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, including the City of Wildomar General Plan.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

4.3 CULTURAL AND PALEONTOLOGICAL RESOURCES

Impacts to Historical Resources (p. 3.5-11)

The Phase I Cultural Resources Assessments performed for the proposed project did not identify any historic structures within the project site. Additionally, results of the records search conducted by staff at the Eastern Information Center indicated that the subject property had not been included in any previous cultural resources studies and that no sites of either prehistoric or historic origin had been recorded within its boundaries.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to historical resources.

4.4 NOISE

Result in a Permanent Increase in Ambient Noise Levels (p. 3.8-30)

To assess the off-site noise levels associated with the development of the proposed project, noise level contour boundaries for the 55, 60, 65, and 70 dBA Community Noise Equivalent Levels were developed to determine whether project traffic volumes would create noise level increases greater than 3 dBA on the study area roadway segments.

For the Year 2017 scenario, potential traffic noise level impacts will range from 0.0 to 0.4 dBA CNEL; therefore, the proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible (less than 3.0 dBA CNEL). The proposed project will not generate a substantial permanent increase in transportation-related ambient noise levels. As such, there will be no impacts to permanent ambient noise levels due to increased traffic noise.

Operation of heating, ventilation, and air conditioning (HVAC) equipment on the roof of the preschool building has the potential to generate noise affecting the adjacent home

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at 34520 Monte Vista Drive (APN 367-210-006). Parapet walls will screen the HVAC units from ground level. Screening the HVAC units will ensure that the noise at the property line is less than 65 dBA, consistent with General Plan Policy N 4.1.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in a permanent increase in ambient noise levels.

4.5 PUBLIC SERVICES AND UTILITIES

Increased Demand for School Facilities (p. 3.9-14)

The proposed project includes the construction of a preschool that is projected to enroll 180 students. The proposed project will not result in an increase in enrollment to the Lake Elsinore Unified School District.

Increased Demand for Parks and Recreation Facilities (p. 3.9-30)

The proposed project includes construction of additional facilities for an existing church and school. The proposed project will result in an additional 180 students at the existing school as well as an additional 36 staff members. These additional students and staff members will use the church and school facilities while on-site.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in an increased demand for school facilities or parks and recreation facilities.

5.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will result in less than significant environmental impacts without any mitigation measures for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Aesthetics and Visual Resources (substantially damage scenic resources or visual character of the area and surroundings, pp. 3.1-5 through -6; cumulative impacts to scenic resources, existing visual character, and light and glare, pp. 3.1-7 through -8)
- Air Quality (short-term construction emissions, pp. 3.2-14 through -19; long-term operational emissions, pp. 3.2-19 through -22; regional air quality management planning, pp. 3.2-22 through -23; substantial carbon monoxide pollutant concentrations, pp. 3.2-23 through -24; toxic air contaminants, p. 3.2-24; exposure of sensitive receptors to odorous emissions, pp. 3.2-24 through -25; contribution to nonattainment criteria pollutants, pp. 3.2-25 through -26)

- Biological and Natural Resources (impacts to the movement of native resident or migratory fish or wildlife species or within established migratory corridor, p. 3.3-30; cumulative impacts to biological resources, p. 3.3-32)
- Climate Change and Greenhouse Gases (generate greenhouse gas emissions that may have a significant impact on the environment, pp. 3.4-12 through -13; conflict with applicable plan adopted to reduce GHG emissions, pp. 3.4-13 through -18, result in the inefficient, wasteful or unnecessary consumption of energy, pp. 3.4-18 through -21)
- Cultural and Paleontological Resources (cumulative impacts to cultural and paleontological resources, p. 3.5-18)
- Geology and Soils (impacts associated with fault rupture, p. 3.6-11; exposure to seismic-related ground failure, including liquefaction and unstable soils, p. 3.6-13; cumulative soil stability and seismic impacts, pp. 3.6-17 through -18)
- Hydrology and Water Quality (alter drainage patterns/increase stormwater runoff, pp. 3.7-25 through -29; cumulative impacts to hydrology and water quality, p. 3.7-30)
- Noise (exposure to excessive groundborne vibration or noise, p. 3.8-30; contribution to cumulative noise levels, pp. 3.8-33 through -35)
- Public Services and Utilities (increased demand for fire protection and emergency medical services, pp. 3.9-5 through -6; significant risk or loss due to wildland fire, pp. 3.9-6 through -7; adequate fire flow, p. 3.9-7; cumulative demand for fire protection and emergency medical services, p. 3.9-8; increased demand for law enforcement services, p. 3.9-10; cumulative demand for law enforcement services, p. 3.9-11; cumulative school impacts, pp. 3.9-14 through -15; water supply demand and environmental effects, pp. 3.9-16 through -17; water supply infrastructure, p. 3.9-17; cumulative water supply impacts, pp. 3.9-18 through -19; water discharge requirements and conveyance and treatment standards, pp. 3.9-22 through -23; cumulative wastewater service impacts, p. 3.9-23; increased solid waste disposal, pp. 3.9-26 through -27; compliance with federal, state, and local statutes for solid waste, p. 3.9-27; cumulative solid waste impacts, p. 3.9-28; cumulative park and recreation demands, p. 3.9-31)
- Traffic and Circulation (roadway or traffic hazard, pp. 3.10-41 through -42; conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, p. 3.10-43)

5.1 AESTHETICS AND VISUAL RESOURCES

Substantially Damage Scenic Resources or Visual Character of the Area and Surroundings (pp. 3.1-5 through -6)

Construction of the proposed school building, administration building, maintenance building, and parking lots will alter the existing visual character of the area by potentially requiring the removal of some existing trees and naturally occurring vegetation and by creating new buildings that will be seen from Interstate 15, Monte Vista Drive, and some adjacent properties. However, the construction of these facilities will not require the

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removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource. The proposed school, administration building, and maintenance buildings will be architecturally consistent with the existing facilities currently in use by the church. Therefore, project implementation would result in less than significant impacts associated with substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare (pp. 3.1-7 through -8)

While the proposed project will result in a less than significant production of glare and nighttime light, as an expansion of an existing use, the proposed project will not represent a significant new source of glare or nighttime light. When considering the surrounding residences, Interstate 15, and the proposed project, any impact to the nighttime sky or to daytime glare will be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in a less than significant impact associated with the damage of scenic resources or visual character of the area and surroundings. Additionally, the project will result in a less than cumulatively considerable impact to scenic resources, the site's existing visual character, and light and glare.

5.2 AIR QUALITY

Short-Term Construction Emissions (pp. 3.2-14 through -19)

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM₁₀.

Long-Term Operational Emissions (pp. 3.2-19 through -22)

Operational activities associated with the proposed project will result in emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings. Implementation of the proposed project would result in less than significant impacts associated with long-term operational emissions.

Regional Air Quality Management Planning (pp. 3.2-22 through -23)

The project would not exceed the construction or operational standards and therefore would not violate air quality standards. Additionally, the proposed project is consistent

with the land use designation and development density presented in the City of Wildomar's General Plan and therefore would not exceed the population or job growth projections used by the South Coast Air Quality Management District (SCAQMD) to develop the Air Quality Management Plan. Therefore, the overall impact is less than significant.

Substantial Carbon Monoxide Pollutant Concentrations (pp. 3.2-23 through -24)

At buildout of the project, the highest number of average daily trips would be 28,900 for Bundy Canyon Road between Interstate 15 and Monte Vista Drive. This highest project-area average daily traffic is lower than the values studied in the 1992 CO Plan. Consequently at buildout of the project, none of the intersections in the vicinity of the proposed project site would have peak-hour traffic volumes exceeding those at the intersections modeled in the 2003 Air Quality Management Plan (AQMP) according to the traffic impact analysis, nor would there be any reason unique to project area meteorology to conclude that this intersection would yield higher carbon monoxide (CO) concentrations if modeled in detail. As a result, the South Coast Air Basin (SCAB) has been designated as attainment for carbon monoxide since 2007 and even very busy intersections do not result in exceedances of the CO standard. As such, potential impacts resulting from carbon monoxide pollutant concentrations would be less than significant.

Toxic Air Contaminants (p. 3.2-24)

Potential sensitive receptors in the project vicinity include existing adjacent land uses. As discussed in the analysis of localized significance thresholds (LSTs), for analysis purposes, potential impacts to sensitive receptors were analyzed accounting for a distance of 25 meters from the project boundary, as a conservative measure. Results of the LST analysis indicate that the proposed project will not exceed the SCAQMD localized significance thresholds (after mitigation), and a less than significant impact is expected during construction activity. Therefore, sensitive receptors would not be subject to a significant air quality impact during project construction.

The proposed project would not result in a significant CO "hot spot" as a result of project-related traffic during ongoing operations. Thus, a less than significant impact to sensitive receptors during operational activity is expected. There are no other potential sources of air toxics in the vicinity of the project. Therefore, toxic air contaminant impacts to sensitive receptors are considered to be less than significant.

Exposure of Sensitive Receptors to Odorous Emissions (pp. 3.2-24 through -25)

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease on completion of the respective phase of construction activity and are thus considered less than significant. It is

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expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant.

Contribution to Nonattainment Criteria Pollutants (pp. 3.2-25 though -26)

The proposed project would be consistent with the Air Quality Management Plan, which is intended to bring the SCAB into attainment for all criteria pollutants, since the project-specific evaluation of emissions presented in the preceding analysis demonstrates that the project would not result in exceedances of any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Furthermore, the project would comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects basin-wide, which would include all related projects. As such, cumulative impacts would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant and less than cumulatively considerable impacts associated with air quality standards.

5.3 BIOLOGICAL AND NATURAL RESOURCES

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (p. 3.3-30)

The Riversidean sage scrub habitat on the east side of the PSA may provide a wildlife movement corridor for migrations, foraging, and movement along the lower foothills of the Sedco Hills. As proposed, the project will avoid the majority of the Riversidean sage scrub community. The only planned development within the Riversidean sage scrub habitat is adjacent to the existing campus and includes an upper parking lot and a stormwater basin, totaling approximately 3.5 acres. This will leave approximately 42 acres of Riversidean sage scrub untouched in the project study area (PSA). Thus, interference with wildlife movement will be minimal, and this impact will be less than significant.

Cumulative Impacts to Biological Resources (p. 3.3-32)

The City, along with other jurisdictions in western Riverside County, participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat

Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures MM 3.3.2.a and MM 3.3.2b, ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measures MM 3.3.2c and MM 3.3.2d ensures that impacts to coastal California gnatcatchers and other nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's contribution to cumulative impacts to a less than cumulatively considerable level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with the movement of native resident or migratory fish or wildlife species or within an established migratory corridor. Additionally, the proposed project will result in a less than cumulatively considerable impact to biological resources.

5.4 CLIMATE CHANGE AND GREENHOUSE GASES

Generate Greenhouse Gas Emissions That May Have a Significant Impact on the Environment (pp. 3.4-12 through -13)

Project construction would result in the generation of approximately 538 metric tons (MT) of carbon dioxide equivalents (CO₂e) over the course of construction. Once construction is complete, the generation of these greenhouse gas (GHG) emissions would cease. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions. Additionally, the unmitigated long-term operations of the proposed project would produce 997.47 metric tons of CO₂e annually. The proposed project would not surpass the project threshold of 3,000 MT CO₂e annually. As a result, this impact is considered less than cumulatively considerable.

Conflict with Applicable Plan Adopted to Reduce GHG Emissions (pp. 3.4-13 through -18)

The proposed project is consistent with or otherwise not in conflict with the California Air Resources Board (CARB) Scoping Plan Recommended Actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are less than cumulatively considerable.

Result in the Inefficient, Wasteful, or Unnecessary Consumption of Energy (pp. 3.4-18 through -21)

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The proposed project will be constructed to meet the standards of the 2013 California Building Code that includes energy conservation measures in the form of insulation, fixture types, and windows. Compliance with the building code for all structures will ensure that the energy usage will be typical for a preschool, administrative office, and maintenance building. The parking lot lighting and sports field lighting will similarly be designed to be efficient in order to reduce the cost(s) of operating the facility. Overall, impacts associated with the potential for inefficient, wasteful, and unnecessary consumption of energy are considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts associated with greenhouse gas emissions, conflicts with an applicable plan adopted to reduce GHG emissions, and the inefficient consumption of energy.

5.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

Cumulative Impacts to Cultural and Paleontological Resources (p. 3.5-18)

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding development, mitigation proposed in this section, and existing federal and state laws, this impact is considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts to cultural and paleontological resources.

5.6 GEOLOGY AND SOILS

Impacts Associated with Fault Rupture (p. 3.6-11)

Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. There are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site. As a result, the potential for fault surface rupture on the site is very unlikely. Therefore, impacts would be less than significant.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils
(p. 3.6-13)

Due to the dense nature of the underlying bedrock, the potential for liquefaction to occur at the project site is very low. A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. As noted in the geotechnical feasibility study, the proposed project is underlain by very hard granitic bedrock, which is generally not susceptible to landslides. As such, the potential for liquefaction or landslide is considered less than significant.

Cumulative Soil Stability and Seismic Impacts (pp. 3.6-17 through -18)

As discussed on page 3.6-1 of the Draft EIR, soils associated are primarily composed of Quaternary alluvium and granodiorite similar to other soils in the area. The proposed project will grade parts of the property to result in new parking areas. The resulting project site will be visually and topographically different from existing development surrounding the proposed project site. While some grading occurred for surrounding homes, much of the prior development occurred with minimal or building-pad-specific grading only. The site of the proposed parking lot will generally be higher than existing development. The proposed project will be graded to be similar to existing adjacent natural topography to avoid erosion. With compliance with existing codes and standards, including the California Building Code, and implementation of mitigation measures outlined in Impacts 3.6.1 through 3.6.6, the proposed project's contribution to cumulative impacts related to the area's geology would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with fault rupture and exposure to seismic-related ground failure, including liquefaction and unstable soils. Additionally, the proposed project will result in less than cumulatively considerable impacts associated with soil stability and seismic impacts.

5.7 HYDROLOGY AND WATER QUALITY

Alter Drainage Patterns/Increase Stormwater Runoff (pp. 3.7-25 through -29)

To determine the tributary flow rates to the proposed project boundaries from off-site areas, JLC Engineering determined a yield based on previous studies performed at the project site. Following the rational method hydrology summary, these yields for the 100-year flow rates are included in Table 3.7-13 in Section 3.7 of the DEIR.

The yield rates listed in Table 3.7-13 average 2.25 cubic feet per second per acre. A conservative value of 2.40 cubic feet per second per acre was used to determine the capacity of stormwater treatment facilities, resulting in a less than significant impact to existing drainage patterns and volumes.

Cumulative Impacts to Hydrology and Water Quality (p. 3.7-30)

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita Watershed, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watershed. However, the proposed project's storm drain system and implementation of a water quality management plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary hydrology study completed for the project, the proposed project does not increase the flow rate for the post-project conditions. As such, the project is rendered noncontributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with the alteration of drainage patterns and with the increase of stormwater runoff. Additionally, the proposed project will result in less than cumulatively considerable impacts associated with hydrology and water quality.

5.8 NOISE**Exposure to Excessive Groundborne Vibration or Noise (p. 3.8-30)**

Construction methods used for the proposed project will involve graders, excavators, and various-sized trucks as well as personal vehicles. Table 3.8-9 in Section 3.8 of the DEIR illustrates the peak particle velocity for various types of equipment, including vibratory rollers, large tractors, and loaded trucks. Use of a vibratory roller is likely for roadway construction. As noted in the table, a vibratory roller's velocity at 25 feet from the sources is 0.21 inches per second. Table 3.8-6 in Section 3.88 of the DEIR notes that the vibration would be strongly perceptible as an intermittent source. The Caltrans acceptable vibration standard ranges from 0.30 to 0.50 for older and newer residential structures, respectively. Further, the maximum velocity will be at 25 feet or closer to the equipment. Because there are no structures within 25 feet of any area being developed, or along Monte Vista Road for the alignment of the sewer line, the actual ground vibration will be less than the threshold. As the projected ground vibration is less than the acceptable standard, this impact is considered less than significant.

Contribution to Cumulative Noise Levels (pp. 3.8-33 through -35)

The installation of lighting at the sports field will allow the church to discontinue the portable generator-powered field lighting currently associated with evening games. The new lights will be wired into the power grid on the campus and will not generate any noise. As the church already uses the sports field in the evening using the generator-powered lights and has no plans to expand use of the facility after the new lights are installed, this impact is considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts with regard to excessive groundborne vibration or noise. Additionally, the proposed project will result in less than cumulatively considerable impact associated with the contribution to cumulative noise levels.

5.9 PUBLIC SERVICES AND UTILITIES

Increased Demand for Fire Protection and Emergency Medical Services (pp. 3.9-5 through -6)

The proposed project will result in an additional 126 people being present within the city on a daily basis. Considering the 2011 incident rate of one incident for every 12.69 people, the proposed project may be projected to generate 9.9 annual incidents. An additional 9.9 incidents would represent an increase of 0.004 percent in the number of incidents in Wildomar. Considering the projected 0.004 percent increase in the number of incidents in Wildomar and the proposed project's required compliance with Wildomar General Plan Policy S-5.1, any impact would be less than significant.

Significant Risk or Loss Due to Wildland Fire (pp. 3.9-6 through -7)

In consideration of the proposed project site's proximity to a fire station and the considerable urban development (e.g. buildings, pavement, parking lots, roadways) that currently surrounds the proposed project site, the categorization of the area as a very high fire hazard severity (VHFHS) zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be less than significant.

Adequate Fire Flow (p. 3.9-7)

The Riverside County Fire Department will further review and approve the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Monte Vista Road. Upon review and the necessary permit processing by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be less than significant.

Cumulative Demand for Fire Protection and Emergency Medical Services (p. 3.9-8)

FINDINGS OF FACT

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered less than cumulatively considerable.

Increased Demand for Law Enforcement Services (p. 3.9-10)

Because development associated with the proposed project is in an already developed area, the Riverside County Sheriff's Department (RCSD) will not be required to expand its service area to accommodate the proposed project upon completion. In consideration of the incremental population increase the proposed project represents and the location of the proposed project in an area that is currently receiving service from the RCSD, the potential impacts of the proposed project will be less than significant.

Cumulative Demand for Law Enforcement Services (p. 3.9-11)

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed in the discussion of Impact 3.9.2.1 in Section 3.9 of the DEIR, and the proposed project is consistent with the development potential for the area. This impact is considered less than cumulatively considerable.

Cumulative School Impacts (pp. 3.9-14 through -15)

Implementation of the proposed project will not result in population growth that would increase student enrollment in the Lake Elsinore Unified School District (LEUSD). In addition, the proposed project will be required to pay all applicable development impact fees, and any significant expansion of LEUSD school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered less than cumulatively considerable.

Water Supply Demand and Environmental Effects (pp. 3.9-16 through -17)

With estimated water consumption of 60 acre-feet annually, the proposed project will represent an increase in water consumption by the Elsinore Valley Municipal Water District (EVMWD) of 0.002 percent in years of low water consumption, 0.002 percent in years of high water consumption, and a 0.001 percent increase over the historic average water consumption of the EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project

will increase regional water consumption by less than 1 percent. This impact is less than significant.

Water Supply Infrastructure (p. 3.9-17)

The Elsinore Valley Municipal Water District has reviewed the proposed project and determined that the district can provide water to the proposed project. The amount of water provided to the project is considered a small increase in the amount currently provided to the area. The EVMWD will be able to supply the estimated increase in the amount of water required by the proposed project. Other than the connection of the proposed project to existing waterlines within Monte Vista Road, the Elsinore Valley Municipal Water District has indicated that no other improvements to the water treatment or delivery system are necessary. The impacts of the proposed project on the water treatment and delivery system are less than significant.

Cumulative Water Supply Impacts (pp. 3.9-18 through -19)

The proposed project does not involve any change to the current or planned land use of the project site allowing that the EVMWD demand assumptions allow for the increase in potable water demands that will result from the completion of the proposed project. Any impact will be less than significant.

Water Discharge Requirements and Conveyance and Treatment Standards (pp. 3.9-22 through -23)

Considering the EVMWD's generation factor to determine that the proposed project will result in a wastewater demand of 6,926 gallons per day, and the stated current treatment capacity of the Regional Water Reclamation Facility (WRF) to be 8 million gallons per day, the proposed project would result in an increase of less than 0.001 percent to the average wastewater flow of the Regional WRF. Any impact would be less than significant.

Cumulative Wastewater Service Impacts (p. 3.9-23)

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. No future phases of the project will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to cumulative wastewater infrastructure impacts, and this impact is considered less than cumulatively considerable.

Increased Solid Waste Disposal (pp. 3.9-26 through -27)

Based on solid waste generation rate assumptions provided by CalRecycle and information related to the El Sobrante Landfill, the proposed project would result in a less than 0.01 percent increase to the amount of daily solid waste delivered to this landfill, allowing any impact to be less than significant.

FINDINGS OF FACT

Compliance with Federal, State, and Local Statutes for Solid Waste (p. 3.9-27)

Wildomar Municipal Code Title 8, Chapter 8.20 regulates refuse disposal sites in Wildomar. Section 8.20.050 requires that each solid waste facility operator perform random load checks across load types of residential, commercial, and industrial to detect hazardous waste before such incoming waste is transferred to and/or disposed at the landfill. The goals of the ordinance and check program are to (1) prevent hazardous waste from being placed in a landfill not permitted to receive such waste, and (2) educate and discourage customers from bringing in such material. The code mandates the number of checks per day, depending on the daily tonnage. The load checks are random and an inspection form is required for each check. Chapter 8.104 mandates that solid waste be collected in the city and establishes the methodology and timing for collection. Through compliance with the source reduction and recycling element (SRRE) and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste. This impact is considered less than significant.

Cumulative Solid Waste Impacts (p. 3.9-28)

The proposed project, when considered with all existing, planned, proposed, approved and reasonably foreseeable development in the region, will not produce a significant amount of solid waste. Any impact would be less than cumulatively considerable.

Cumulative Park and Recreation Demands (p. 3.9-31)

The proposed project would not result in additional users of City parks and recreation facilities. The additional students and staff members that will be present at the project site as a result of the proposed project will use the existing and proposed facilities of the project site, which would allow any impact to be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts and less than cumulatively considerable impacts associated with public services, utilities, and service systems.

5.10 TRAFFIC AND CIRCULATION

Roadway or Traffic Hazard (pp. 3.10-41 through -42)

The proposed project includes new parking lots to accommodate the additional worshipers, new church buildings proposed as part of the project and the paving Via Carnaghi Lane for easier access to the new parking lots and church buildings. The improvements to Via Carnaghi Lane are similar to the existing roadway and consistent with City standards. The proposed project would not include any dangerous design features, curves, or intersections. As such, impacts would be less than significant.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities (p. 3.10-43)

The addition of population proposed by the project due to new employment has the potential to increase the demand for public transit. It is likely that existing Wildomar residents will need to travel to the project site and would potentially use existing transit services. While Wildomar is served by RTA Routes 7 and 8, the proposed project is not located along either route. As such, the proposed project would provide the opportunity for the Riverside Transit Authority to expand its service area along Bundy Canyon Road, Baxter Road, and Monte Vista Drive to better meet the needs of not only the proposed project area but those residing and working in proximity to it. Additionally, existing transit options would remain intact and not otherwise be affected by the project. Therefore, impacts related to existing alternative transportation would not result from the project, and the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation or the expansion of alternative transportation. Therefore, a less than significant impact would occur in terms of alternative transportation.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with roadway or traffic hazards and that conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

6.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar makes the following findings associated with significant, potentially significant, and cumulatively significant impacts that can be mitigated to a less than significant level through implementation of proposed mitigation measures, for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Aesthetics and Visual Resources (create a new source of light and glare, pp. 3.1-6 through -7)
- Biological and Natural Resources (impacts to special-status plant species, pp. 3.3-25 through -26; impacts to special-status wildlife species, pp. 3.3-26 through -28; impacts to sensitive biological communities, including riparian habitat, p. 3.3-29; impacts to jurisdictional wetlands, pp. 3.3-29 through -30); impacts associated with habitat conservation plans, p. 3.3-31)
- Cultural and Paleontological Resources (impacts to archaeological resources, pp. 3.5-11 through -13; impacts to paleontological resources, pp. 3.5-13 through -16; impacts to human remains, pp. 3.5-16 through -17)
- Geology and Soils (impacts associated with strong seismic ground shaking, pp. 3.6-11 through -12; erosion/loss of topsoil, pp. 3.6-13 through -15; unstable soils, pp. 3.6-15 through -16; expansive soils, pp. 3.6-16 through -17)

FINDINGS OF FACT

- Hydrology and Water Quality (violation of water quality standards, pp. 3.7-14 through -25)
- Noise (exposure to excessive noise levels, pp. 3.8-25 through -30)
- Traffic and Circulation (substantial increase in traffic volume – existing plus project, pp. 3.10-32 through -40; impacts associated with emergency access, pp. 3.10-42 through -43)

6.1 AESTHETICS AND VISUAL RESOURCES

Create a New Source of Substantial Light or Glare (pp. 3.1-6 through -7)

As discussed in Section 3.1 of the Draft EIR, a photometric plan for the lighting associated with the parking lots predicts that the maintenance building parking lot is anticipated to result in an illumination increase between 2.0 and 5.7 horizontal foot-candles along its southern boundary, which is directly adjacent to the northern boundary of a residential property, located at 34620 Via Carnaghi Lane. Additionally, the proposed upper parking lot is anticipated to result in an illumination increase of 3.2 horizontal foot-candles along its southwest boundary, which is adjacent to the eastern boundary of the same residential property.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to aesthetics and visual resources (impacts to light and glare). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.1.3 To prevent spillover lighting onto the residential property directly adjacent to and south of the maintenance building parking lot, the applicant shall install shielded, fully cutoff lighting at the southern boundary of the maintenance building parking lot and southwest boundary of the upper parking lot. The plan for the cut-off shielding shall be shown on the construction drawings and operational prior to use of the parking lot. The effectiveness of the cutoff shall be measured to ensure that lighting of the adjacent area does not exceed 0.6 horizontal foot-candles. Additional modification of the lighting standards may include movement away from the property line, lowering in height, change of the type of light bulb or any other physical method necessary to reach this standard.

Residual Impact

After the implementation of mitigation measure MM 3.1.3, the proposed project's impacts on aesthetics and visual resources would be less than significant.

6.2 BIOLOGICAL AND NATURAL RESOURCES

Impacts to Special-Status Plant Species (pp. 3.3-25 through -26)

Suitable habitat for Parry's spineflower, white rabbit-tobacco, and bottle liverwort occur within the PSA. Parry's spineflower is covered under the MSHCP; therefore, project compliance with the MSHCP will ensure that direct, indirect, and cumulative impacts to this species are less than significant. White rabbit-tobacco and bottle liverwort are not covered by the MSHCP.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to special-status plant species). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.3.1 Within two years of groundbreaking in undisturbed portions of the site, the applicant shall retain a qualified biologist to conduct focused surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 100 feet, where appropriate) the proposed impact area, including new construction access routes. These surveys shall be conducted in accordance with CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2009). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods, and/or during appropriate developmental periods that are necessary to identify the plant species of concern.

If any state- or federally listed CNPS List 1 or CNPS List 2 plant species are found in or adjacent to (within 100 feet) proposed impact areas during the surveys, these plant species shall be avoided to the greatest extent possible. Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure that construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.

If project-related impacts will result in the loss of greater than 10 percent of occupied habitat for a special-status species, then compensatory mitigation shall be required for all impacts that exceed the 10 percent threshold. For example, if 18 percent of occupied habitat will be impacted, then compensatory mitigation shall only be required for the 8 percent that exceeds the 10 percent threshold.

FINDINGS OF FACT

Compensatory mitigation for permanent impacts to special-status plant species shall include the preservation of occupied habitat at a 1:1 ratio (i.e., 1 acre preserved for each acre impacted). Compensation for temporary impacts shall include the preservation of occupied habitat at a 0.5:1 ratio. Preservation areas may include undisturbed areas of the site that will be preserved and managed in perpetuity, off-site mitigation lands, or a combination of both. The preserved habitat shall be of equal or greater habitat quality to the areas impacted in terms of soil features, extent of disturbance, vegetation structure, and contain extant populations of the same or greater size as the area impacted.

A report of special-status plants observed during focused surveys, as well as avoidance, minimization, and mitigation measures to be implemented, shall be prepared and submitted to the City of Wildomar Planning Department at the time of application for the City's review and approval.

Impacts to Special-Status Wildlife Species (pp. 3.3-26 through -28)

Suitable habitat for orangethroat whiptail, coast horned lizard, burrowing owl, loggerheaded shrike, coastal California gnatcatcher, northwestern San Diego pocket mouse, Stephen's kangaroo rat, and San Diego black-tailed jackrabbit exists within the PSA. All of these species are covered under the MSHCP. The MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans and mitigation measures listed below, fully mitigates impacts for these covered species.

Additionally, to ensure compliance with the requirements of the MSHCP, additional surveys are required for burrowing owl and coastal California gnatcatcher. Further, the PSA may also provide nesting and/or foraging habitat for migratory birds not identified in Table 3.3-1 in Section 3.2 of the DEIR. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act (MBTA). Vegetation clearing within undisturbed portions of the PSA, during the nesting season, could result in direct impacts to nesting birds should they be present. Furthermore, noise and other human activity may result in nest abandonment if nesting birds are present within 200 feet of a work site. Due to the presence of suitable habitat for these species, implementation of project-related activities may result in adverse impacts should they be present in areas proposed for disturbance.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to special-status wildlife species). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.3.2a Focused surveys shall be conducted within 12 months prior to construction activities. These surveys shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP (March 29, 2006). In addition, per MSHCP Species-Specific Objective 6, preconstruction

presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

MM 3.3.2b If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW’s Staff Report on Burrowing Owl Mitigation (2012).

MM 3.3.2c Prior to any construction occurring in Riversidean sage scrub (Figure 3.3-1) during the breeding season for the coastal California gnatcatcher (February 15 through August 30), a protocol-level survey shall be conducted by a USFWS-approved biologist. Surveys shall be conducted in accordance with the USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines dated February 28, 1997. Surveys in which the species is not detected are considered valid for one year and should be repeated within one year of work commencing.

If surveys document the absence of coastal California gnatcatcher, no additional avoidance or minimization measures are required. If surveys document the presence of this species, construction in Riversidean sage scrub shall be limited to the non-nesting season (September 1 through February 15).

MM 3.3.2d **Migratory Bird Surveys.** If clearing and/or construction activities will occur, within undisturbed portions of the project site, during the migratory bird nesting season (January 1 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days of construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of project activities, the applicant shall impose a limited operating period (LOP) for all active nest sites prior to commencement of any project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur and will be imposed within 100 feet of any active nest sites until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the CDFW.

Impacts to Sensitive Biological Communities, Including Riparian Habitat (p. 3.3-29)

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the Fish and Game Code (FGC), and Section 404 of the Clean Water Act (CWA). Four ephemeral drainages were identified by Principe and Associated in the southern portion of the PSA. One ephemeral drainage appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the PSA. As a result, project grading may result in the loss of riparian habitat from proposed vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the California Department of Fish and Wildlife (CDFW) may be required for the proposed project. This agreement would include measures to minimize impacts and restore riparian habitat.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to sensitive biological communities, including riparian habitat). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.3.3 The project applicant shall ensure that there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a USACE approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFW, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Impacts to Jurisdictional Wetlands (pp.3.3-29 through -30)

The southern portion of the PSA contains four ephemeral drainages. One ephemeral drainage appears to be located in the immediate vicinity of the proposed new parking lot in the eastern portion of the PSA. A jurisdictional delineation has not been conducted to date; therefore, the extent of US Army Corps of Engineers (USACE) jurisdiction over the ephemeral drainages is unknown. The on-site ephemeral drainages do appear to be hydrologically connected to Murrieta Creek, which is subject to USACE jurisdiction; as a result, the on-site drainages may meet the definition of waters of the United States. In order to ensure that project-related activities do not result in the loss of federally protected wetlands, mitigation measures shall be implemented.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to jurisdictional wetland). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.3.4a Within two years prior to groundbreaking, project applicants shall retain qualified biologists to determine if potentially jurisdictional waters are present. If potentially jurisdictional features are identified, the project applicant shall submit a preliminary jurisdictional determination to the USACE for verification. The verified delineation will be submitted to the City for its records.

MM 3.3.4b Project applicant shall ensure that the project would result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or a 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for each proposed project.

Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (p. 3.3-31)

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (Appendix 3.3 of the DEIR). As demonstrated in the analysis by Principe and Associates (2013a) (see DEIR Appendix 3.3), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures listed below will result in the project having no impact with regard to the MSHCP.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (conflicts associated with MSHCP). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

Implement mitigation measures MM 3.3.2a and MM 3.3.2b, MM 3.3.3, and MM 3.3.4a and MM 3.3.4b.

Residual Impact

After the implementation of mitigation measures MM 3.3.1, MM 3.3.2a through MM 3.3.2d, MM 3.3.3, and MM 3.3.4a and MM 3.3.4b, the proposed project's impacts on biological resources would be less than significant.

FINDINGS OF FACT

6.3 CULTURAL AND PALEONTOLOGICAL RESOURCES

Impacts to Archaeological Resources (pp. 3.5-11 through -13)

Because the project site is already developed, it is unlikely that any potential archaeological resources at the project site would currently be buried. As a result, the project site has not been investigated by a professional archaeologist. However, excavations could occur in association with development of the proposed project that could affect archaeological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown archaeological resources within project boundaries. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect archaeological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural resources (impacts to archaeological resources). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.5.2a If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated in the final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b.

This mitigation measure shall be incorporated in all construction contract documentation.

MM 3.5.2b At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining

provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit

MM 3.5.2c If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

MM 3.5.2d To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the project. Final copies of the report will be submitted to the City of Wildomar, the developer, the Eastern Information Center, and the Pechanga Tribe.

Impacts to Paleontological Resources (pp. 3.5-13 through -16)

Because the project site is already developed, it is unlikely that any potential paleontological resources at the project site would currently be buried. Therefore, the project site has not been investigated by a professional paleontologist. However, excavations could occur in association with development of the proposed project that

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could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural resources (impacts to paleontological resources). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.5.3a Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified paleontologist to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources, if present. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP). If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required.

If potential for discovery is deemed moderate to high, the project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

MM 3.5.3b A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of

grading or excavation in undisturbed formational sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

MM 3.5.3c Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

MM 3.5.3d Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

MM 3.5.3e A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Impacts to Human Remains (pp. 3.5-16 through -17)

Implementation of the proposed project could result in the inadvertent disturbance of undiscovered human remains.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural resources (impacts to human remains). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

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Mitigation Measures

- MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources 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 a 24 hours. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” within a reasonable time frame of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.
- MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe’s curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.
- MM 3.5.4c** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

Residual Impact

After the implementation of mitigation measures MM 3.5.2a through MM 3.5.2d, MM 3.5.3a through MM 3.5.3e, and MM 3.5.4a through MM 3.5.4c, the proposed project’s cultural resources impacts on archaeological resources, paleontological resources, and human remains would be less than significant.

6.4 GEOLOGY AND SOILS

Impacts Associated with Strong Seismic Ground Shaking (pp. 3.6-11 through -12)

The project site is located in an area that may be subject to strong seismic ground shaking associated with faults within the proximity to the project site.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (impacts associated with strong seismic ground shaking). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.6.2 Prior to the issuance of any grading or building permit, the project applicant shall submit an updated geotechnical study to the City of Wildomar for review and approval. The geotechnical study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level geotechnical study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Soil Erosion or Loss of Topsoil (pp. 3.6-13 through -15)

The site of the proposed preschool is an existing paved parking lot located at the westernmost boundary of the project site. Minimal grading will be required for the preschool construction; however, the existing asphalt will need to be removed and foundations constructed for the new building. In addition, landscaping and stormwater basin areas will also be excavated. Similarly, paving the lower parking lot will not require significant grading. Grading and excavation activities associated with the proposed project would expose soils to potential short-term erosion by wind and water. Some slope areas on the project site do not have exposed granodiorite bedrock and therefore could result in soil erosion.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (impacts associated with soil erosion or loss of topsoil). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

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Mitigation Measures

- MM 3.6.4a** A keyway should be constructed at the toe of all fill slopes that are proposed on natural grades of 5:1 (horizontal to vertical) or steeper. Keyways should be a minimum of 2 feet deep and 15 feet wide (equipment width) and tilted a minimum of 2 percent into the hillside. Keyways for transition slopes should tilt a minimum of 5 percent into the hillside. A series of level benches should be constructed into competent bedrock on natural grades of 5:1 (horizontal to vertical) or steeper prior to placing fill.
- MM 3.6.4b** All fill slopes should be constructed at slope ratios no steeper than 2:1 (horizontal to vertical). All cut slopes should be inspected by the project geologist or engineer to verify stability. Cut slopes exposing adverse structural features or significant amounts of soil may be considered unstable. Unstable cut slopes may require flattening or buttressing. Additionally, the final grading plan for cut/fill of parking lot needs to be accompanied by structural soils analysis as no subsurface soils analysis was completed as part of the technical study.

Unstable Soils (pp. 3.6-15 through -16)

The proposed project could 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. As discussed in Section 3.6 of the DEIR, Wildomar is located in a susceptible subsidence zone. Additionally, as discussed in the Existing Settings subsection in Section 3.6 of the DEIR, existing literature and mapping indicate that soils in Wildomar generally have low shrink-swell potential because they are generally sandy. However, soils developed on older alluvium have varying amounts of silt and clay. Soils with higher clay content and density could have more shrink-swell potential.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (unstable soils). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

- MM 3.6.5** All existing undocumented artificial fill, topsoil, Quaternary alluvium, and unsuitable upper intensely weathered Cretaceous granodiorite shall be over-excavated to underlying competent granodiorite within the areas of proposed structures, fill, or improvements. Anticipated removal depth ranges will be determined by the project engineer. Additionally, all slope wash and alluvium should be removed from the areas to be graded to

competent bedrock, cleared of oversized rock, and may then be reused as fill material. Further, all exposed removal and over excavation bottoms should be inspected by the project geologist or his representative prior to placement of any fill. Lastly, the project applicant shall ensure that vegetation is removed from areas that will be graded, with slope ratios no steeper than 2:1 (horizontal to vertical). All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. The upper parking lot will require grading and redistribution of materials amounting to approximately 24,500 cubic yards. The material will be used within the project site, resulting in balanced soil excavation and fill for the project.

Expansive Soils (pp. 3.6-16 through -17)

Soils tested on-site are classified to have very low expansion potential (Expansion Potential yield of 3). However, import soils or soils used near finish grade may have a different Expansion Index than what was tested.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (expansive soils). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.6.6a Slab on Grade. To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs are designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) be placed in accordance with the American Concrete Institute (ACI) guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures. Slab-on-grade reinforcement and thickness should be provided by the structural engineer based on structural considerations. Final expansion testing at completion of grading could cause a change in the slab-on-grade recommendations.

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MM 3.6.6b Exterior Slabs. All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness. Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards. Subgrade soils should be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.

Residual Impact

After the implementation of mitigation measures MM 3.6.2, MM 3.6.4a and MM 3.6.4b, MM 3.6.5, and MM 3.6.6a and MM 3.6.6b, the proposed project's impacts to geology and soils would be less than significant.

6.5 HYDROLOGY AND WATER QUALITY

Degrade Water Quality or Violate Water Quality Standards (pp. 3.7-14 through -25)

Potential development associated with the proposed project could result in erosion and water quality degradation of downstream surface water and groundwater resources. Compliance with the requirements of the State Water Resource Control Board's (SWRCB's) Construction General Permit during construction and implementation of best management practices during operations would minimize the potential for such degradation.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to hydrology and water quality (water quality). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and

paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.

Residual Impact

After the implementation of mitigation measure MM 3.7.1, the proposed project's impacts to hydrology and water would be less than significant.

6.6 NOISE

Exposure to Excessive Noise Levels (pp. 3.8-25 through -30)

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. At a distance of less than 50 feet from the project boundaries, it is expected that the nearby noise-sensitive residential receivers will likely experience a significant, temporary/periodic increase above the existing ambient noise due to project construction activities.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to noise (exposure to excessive noise levels). The following measures shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measures

MM 3.8.1a Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval.

- Construction equipment staging areas shall be located as far away as possible from nearby sensitive receptors.
- Construction equipment shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- Stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.
- All construction activity including staging and haul truck deliveries shall be limited to the hours of 6 a.m. to 6 p.m. between June and September, and the hours of 7 a.m. to 6 p.m. between October and May.

FINDINGS OF FACT

- Haul routes that do not pass noise-sensitive dwellings shall be preferred and utilized so long as such haul routes do not substantially increase vehicle miles traveled.
- Frame-mounted temporary noise curtains with a minimum STC rating of 20 shall be installed near the noise-sensitive residential receiver locations. The noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.
- Fifteen (15) days prior to commencement of construction, the construction supervisor shall provide written notification of planned activities to the City of Wildomar, to each of the property owners along Via Carnaghi Lane, and to the home at 34520 Monte Vista Drive.
- The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.
- Each of these measures shall be drafted in a noise control plan submitted to the City for review and approval prior to issuance of grading permits. The construction supervisor shall ensure compliance with the noise control plan. The City shall also conduct periodic inspections at its discretion to ensure compliance.

MM 3.8.1b The project applicant shall provide a “windows closed” condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.

MM 3.8.1c For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.

MM 3.8.1d All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

MM 3.8.1e The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along

the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.

Residual Impact

After the implementation of mitigation measures MM 3.8.1a through MM 3.8.1e, the proposed project’s noise impacts would be less than significant.

6.7 TRAFFIC AND CIRCULATION

Substantial Increase in Traffic Volume – Existing Plus Project (pp. 3.10-32 through -40)

Existing plus project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in Section 3.10 of the Draft EIR. The proposed project would result in an increase in traffic under the existing plus project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections) at the following intersections:

- I-15 Southbound Ramps/Baxter Road
- I-15 Northbound Ramps/Baxter Road
- Monte Vista Drive/Bundy Canyon Road
- Monte Vista Drive/Baxter Road

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to traffic and circulation (substantial increase in traffic volume – existing plus project). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.10.1 The project applicant shall be required to pay its pro rata share of the implementation of the following traffic improvements:

I-15 Southbound Ramps/Baxter Road (Intersection #2)

- Install a traffic signal.

I-15 Northbound Ramps/Baxter Road (Intersection #4)

- Install a traffic signal.

Monte Vista Drive/Bundy Canyon Road (Intersection #5)

FINDINGS OF FACT

- Install a traffic signal.

Monte Vista Drive/Baxter Road (Intersection #9)

- Install a traffic signal.

Emergency Access (pp. 3.10-42 through -43)

Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact to emergency access.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to traffic and circulation (emergency access). The following measure shall be implemented to reduce this impact to less than significant with mitigation incorporated:

Mitigation Measure

MM 3.10.3 The project applicant will prepare and implement a traffic management plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Monte Vista Drive to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.

Residual Impact

After the implementation of mitigation measures MM 3.10.1 and MM 3.10.3, the proposed project's traffic and circulation impacts would be less than significant.

7.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Based on the criteria set forth in the Draft EIR and the Final EIR, the City finds that the following environmental effects of the project are significant and unavoidable and cannot be reduced through mitigation measures to a less than significant level. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Noise (impacts associated with an increase in ambient noise levels, pp. 3.8-31 through -33)

7.1 NOISE

Result in a Temporary Increase in Ambient Noise Levels (pp. 3.8-31 through -33)

Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels, typically greater than 5 dBA over ambient noise levels. Grading activities typically represent one of the highest potential sources for noise impacts. As the proposed project area is already developed, it is possible that construction noise will result in a short-term increase in the ambient noise. Operation of the facility will also result in temporary impacts. Usage of the parking lots, particularly during late day events, has the potential to disturb residents along Via Carnaghi Lane. Use of lawnmowers, leaf blowers, string trimmers, and other landscape maintenance equipment can also generate substantial if temporary noise. Small parking lot sweeper noise levels (estimated based on published information for a TYMCO Standard Model 210 parking lot sweeper) can generate levels of 77.0 dBA Leq to a high of 81.0 dBA Lmax during operations.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project would result in significant and unavoidable impacts to noise (result in a temporary increase in ambient noise levels). Because the existing development is adjacent to the proposed construction, and some of the construction areas are physically above the sensitive receptors, the provision of a noise wall is infeasible as any noise barrier would be too short, or too expensive as construction of a very tall barrier to overcome the height difference. Similarly, temporary noise attenuation would also be ineffective because of topographic differences between the construction areas and the sensitive receptors. Finally, as in the case for the construction of Via Carnaghi Lane, driveways allowing access to the existing homes would need to remain open for vehicle access which would negate the mitigation of any noise barrier.

Mitigation Measures

- MM 3.8.1a** Prior to the issuance of grading permits, the project applicant shall submit a construction-related noise control plan to the City for review and approval. The plan shall:
- Depict the location of construction equipment staging areas.
 - Require that construction contractors equip construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards.

FINDINGS OF FACT

- Require that the construction contractor place stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.
- Describe other noise control measures that will be implemented during project-related construction activities.
- Specify that all construction activity, including staging and haul truck deliveries, is subject to the same hours specified for construction equipment (i.e., between the hours of 6 a.m. and 6 p.m. during the months of June through September, and between the hours of 7 a.m. and 6 p.m. during the months of October through May). Where alternative routes are available that would not substantially increase vehicle miles traveled, the plan shall denote haul routes that do not pass noise-sensitive land uses or residential dwellings. The construction-related noise control plan shall also incorporate any other restrictions imposed by City staff.
- Indicate the location of frame-mounted temporary noise curtains. The noise curtains shall be installed near the noise-sensitive residential receiver locations to shield the neighboring homes from construction noise. Noise control curtains shall provide a minimum STC (Sound Transmission Class) rating of 20. The temporary noise curtains shall be installed without any gaps or openings on the project boundary between the noise-sensitive receiver and the construction activities.

The construction supervisor shall provide written notification of planned activities to the City of Wildomar and to each of the property owners located along Via Carnaghi Lane and the home at 34520 Monte Vista Drive 15 days prior to commencement of each phase of construction.

The construction supervisor shall maintain a complaint log noting date, time, complainant's name, nature of the complaint, and any corrective action taken. A copy of the complaint log shall be provided to the City on a daily basis. The project manager shall publish and distribute to the potentially affected community, a phone number that is attended during active construction working hours for use by the disturbed public to register complaints.

The construction supervisor shall ensure compliance with the noise control plan, and the City shall conduct periodic inspections at its discretion.

MM 3.8.1b

The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 30 for classrooms, libraries, and other noise-sensitive rooms in the preschool building.

MM 3.8.1c

For the preschool building, the project applicant shall ensure that exterior walls have a minimum STC rating of 46. Typical walls with this rating will have 2x4 studs or greater, 16-inch o.c. with R-13 insulation, a minimum 7/8-

inch exterior surface of cement plaster, and a minimum interior surface of 1/2-inch gypsum board. Interior wall finish shall be at least 1/2-inch-thick gypsum wallboard or plaster. Ceilings shall be finished with gypsum board or plaster that is at least 1/2 inch thick. The roof system should have minimum 1/2-inch plywood sheathing that is well sealed to form a continuous barrier with a minimum insulation of R-19.

MM 3.8.1d All window and door assemblies used throughout the preschool shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

MM 3.8.1e The project applicant shall prepare a final noise analysis prior to obtaining building permits for the preschool and submit the analysis to the City for review and approval. This analysis will finalize the noise requirements based on precise grading plans and actual building design specifications. If the noise analysis shows that the exterior noise levels at the preschool playground will exceed 70 dBA, the project applicant shall provide attenuation such as a noise barrier along the western property line, noise barrier or façade extensions along the southern face of the preschool building, or other measures recommended by the acoustical expert to ensure the outdoor play area noise level is below 70 dBA.

MM 3.8.4 Parking lot sweeping and landscape maintenance activities shall occur only between the hours of 7:00 a.m. and 10:00 p.m.

Residual Impact

While the City recognizes that the impacts are short in duration and will not present any long-term impacts on the project site or in the surrounding area, this impact remains significant and unavoidable.

8.0 FEASIBILITY OF PROJECT ALTERNATIVES

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore merit in-depth consideration, and which are infeasible. The alternatives analyzed in the Draft EIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more the project's significant effects. The EIR discussed several alternatives to the proposed project in order to present a reasonable range of alternatives. The alternatives evaluated included:

Alternative 1 – No Project Alternative, pp. 4.0-5 through -7

Alternative 2 – No Upper Parking Lot, pp. 4.0-7 through -10

Alternative 3 – No Maintenance Building Parking Lot, pp. 4.0-10 through -13

Alternative 4 – Relocated Preschool, pp. 4.0-14 through -16

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8.1 ALTERNATIVE 1 – NO PROJECT ALTERNATIVE

Alternative 1: No Project

CEQA Guidelines Section 15126.6(e) requires that a No Project alternative be evaluated in an EIR. The No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the proposed project versus what can reasonably be expected to occur on the properties should the proposed project not be approved. The analysis allows decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)).

Aesthetics and Visual Resources

Impacts to aesthetics were determined to be less than significant with mitigation incorporated. The no project alternative would eliminate the new maintenance building parking lot as well as construction of the upper and paving of the lower parking lots that would eliminate parking lot-related light impacts. While mitigation measure MM 3.1.3 would reduce the proposed project's impacts in this regard to less than significant, the elimination of the parking lots would result in no impact in terms of lighting on the home at 34620 Via Carnaghi Lane. This alternative would also eliminate the sports field lighting installation, but would allow the use of the generator-powered equipment to continue. Under the no project alternative, the existing nighttime use of the sports field would remain unchanged from the current condition. Overall, the impact to aesthetics from the no project alternative would be less than the impacts of the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. While these requirements would apply to any development project, the no project alternative would not result in any physical change to the property and therefore would not have any potential to disturb the soil or create air quality impacts. The impacts to air quality under this alternative are less than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the Western Riverside County Multiple Species Habitat Conservation Plan. However, as the no project alternative would not result in any change to the existing project area and would not require any mitigation or MSHCP compliance, the impact to biological and natural resources is less than that of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The no project alternative would not result in any changes to the project site and would therefore have less of an impact on climate change than the proposed project.

Cultural and Paleontological Resources

The construction of the upper parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the no project alternative would not result in any construction and would therefore have less of an impact on cultural resources.

Geology and Soils

Construction of the upper parking lot will result in grading and modification of the existing slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. These mitigation measures reduce the proposed impacts to a less than significant level. However, the no project alternative will not result in any grading and would therefore have less of an impact on geology and soils than the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface associated with the new upper parking lot and the paving of Via Carnaghi Lane. The project features address both quantity and quality of the stormwater runoff. Mitigation measure MM 3.7.1 requires compliance with the National Pollutant Discharge Elimination Permit (NPDES) and preparation of a stormwater pollution prevention plan. While this mitigation would be required of any construction project, the no project alternative would not disturb the soil and would therefore have less of an impact on hydrology and water quality.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure MM 3.8.1a, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive

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receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation.

Mitigation measures MM 3.8.1b through MM 3.8.1d address design of the proposed preschool to address noise from Interstate 15, and MM 3.8.1e requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR includes mitigation measures MM 3.8.4, which requires that parking lot sweeping and maintenance be limited to business hours, and MM 3.8.5, which requires that the parking lots be secured from unauthorized after-hours access.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The no project alternative would not result in any construction and would therefore have less of an impact than the proposed project. The no project alternative assumes that the lower parking lot and Via Carnaghi Lane would continue to be used for church surfaces. Although the unimproved nature of the roadway and parking lot, and the continued use of the generator-powered field lights, will contribute to noise in the area, overall the no project alternative would have less of an impact on noise than the proposed project.

Public Services and Utilities

The proposed project will connect to the Elsinore Valley Municipal Water District (EVMWD) sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the no project alternative would not allow for the abandonment of the on-site septic system. Generally, connection to a regional wastewater treatment facility is preferred to ensure that federal and state water quality standards continue to be met. As the no project alternative would not result in the connection to the EVMWD sewage collection and treatment system, the impact from this alternative on public services and utilities is greater than the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the Transportation Uniform Mitigation Fee (TUMF) at the time of building permit issuance.

The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project. The no project alternative would not result in any construction and would therefore have less of an impact on traffic.

Findings: Alternative 1, the No Project alternative, would result in lesser impacts. However, this alternative would not meet the any of the project objectives. Additionally, since the no project alternative would also not result in the connection to the EVMWD sewage collection and treatment system, the long-term impact on water quality may be greater than any of the other project alternatives. Accordingly, it is rejected because it does not meet project objectives.

8.2 ALTERNATIVE 2 – NO UPPER PARKING LOT

This alternative involves eliminating the upper parking lot, which eliminates most of the grading on the site as well as the drainage basin and the access road to the lower parking area. The elimination of the upper parking lot would remove 275 new parking spaces from the project, which may affect church operations. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The No Upper Parking Lot alternative would eliminate the grading associated with the parking lot. This would also eliminate the parking lot–related light impacts as well as mitigation measure MM 3.1.3. Because the elimination of this feature would result in less grading and land alteration, this alternative would have less aesthetic impact than the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of the maintenance building and lower parking lots as well as the paving of Via Carnaghi Lane. However, the upper parking lot constitutes the most significant grading and therefore the largest impact to air quality. While the air quality requirements would apply to any development on the site, the No Upper Parking Lot alternative would result in less land disturbance and therefore have less impacts to air quality than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds.

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These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The No Upper Parking Lot alternative reduces the total area of disturbance, however, and would therefore have less of an impact to biological and natural resources than the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The No Upper Parking Lot alternative would result in less construction, paving, and ground disturbance, and therefore would have less of an impact on climate change than the proposed project.

Cultural and Paleontological Resources

The construction of the upper parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the No Upper Parking Lot alternative would not disturb new undeveloped area on the site and would therefore have less of an impact on cultural resources.

Geology and Soils

Construction of the upper parking lot will result in grading and modification of the existing slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the No Upper Parking Lot alternative would eliminate the need for mitigation and would therefore have less of an impact on geology and soils than the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface associated with the new upper parking lot and the paving of Via Carnaghi Lane. The No Upper Parking Lot alternative would remove the new basin at the south end of the proposed parking lot. The Preliminary Hydrology and Hydraulic Study (DEIR Appendix 3.7) states that the

southern portion of Via Carnaghi Lane does not need a stormwater basin, and the northern portion of the lane can be conveyed to a sand filter adjacent to the roadway at the southeast end of the sports field (see Detail A of Figure 2.0-3C in the DEIR). As both the maintenance building and the lower parking lot will have pervious pavement surfaces and these areas are below the finished elevation of the drainage basin, the only purpose for the basin is the upper parking lot. This alternative would be required to comply with mitigation measure MM 3.7.1 that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). While this mitigation would be required of any construction project, the No Upper Parking Lot alternative would disturb less area and would therefore have less of an impact on hydrology and water quality.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure MM 3.8.1a, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation.

Mitigation measures MM 3.8.1b through MM 3.8.1d address design of the proposed preschool to address noise from Interstate 15, and MM 3.8.1e requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR includes mitigation measures MM 3.8.4, which requires that parking lot sweeping and maintenance be limited to business hours, and MM 3.8.5, which requires the parking lots be secured from unauthorized after-hours access. The No Upper Parking Lot alternative would eliminate the need for the access control and would reduce the amount of noise at the existing residence.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The No Upper Parking Lot alternative would reduce the amount of overall construction; however, most of the upper parking area is north and east of the closest sensitive receptor and unlikely to be the main source of noise. Although this alternative would result in less construction, the noise impacts from construction remain significant and unavoidable. Therefore, the impacts to noise from this alternative are similar to those of the proposed project.

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Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the No Upper Parking Lot alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The No Upper Parking Lot alternative would substantially reduce the amount of parking available on the project site. The reduction in parking has the potential to result in parking along Monte Vista Drive and Via Carnaghi Lane. The potential for spillover parking could result in additional congestion in the vicinity of the church. Although the provision of parking is not considered an environmental impact in the CEQA Guidelines, the No Upper Parking Lot alternative would have the physical impact of allowing overflow parking on streets and in areas not designed for parking. This impact to parking is considered greater than that of the proposed project.

The No Upper Parking Lot alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Findings: Alternative 2, No Upper Parking Lot, would result in eight lesser environmental impacts than the proposed project and three similar environmental impacts. Removing the upper parking lot from the project would substantially reduce grading on the site but would result in significantly less parking. This could result in overflow onto Via Carnaghi Lane and Monte Vista Drive. The resulting congestion could also result in more vehicle idling time as church members wait for others to leave in order to find parking. Operational changes to the church services, such as extending the time between services, might alleviate some of the congestion; however, this would be at the expense of reducing opportunities for fellowship and visitation between members.

8.3 ALTERNATIVE 3 – NO MAINTENANCE BUILDING PARKING LOT

This alternative involves eliminating the maintenance building parking lot that is adjacent to the northern property line of the residence at 34620 Via Carnaghi Lane. By eliminating the parking area, the noise associated with grading, paving, construction, and operation would no longer impact this residence. Further, the lighting associated with the parking lot would not have the potential to impact the home and yard area, although some security lighting associated with the existing building or new maintenance building would be anticipated. The elimination of the maintenance building parking lot would remove 45 new parking spaces from the project, which is unlikely to affect church operations. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The No Maintenance Building Parking Lot alternative would eliminate the grading associated with the parking lot. Like the upper parking lot, the maintenance building parking lot is higher than the adjacent home on Via Carnaghi Lane. The grade difference of approximately 5–10 feet places the parking lot above the adjacent structure and potentially affects aesthetics. By eliminating this parking area, the adjacent parcel would remain in its present condition. This alternative would have less aesthetic impact than the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of the upper and lower parking lots as well as the paving of Via Carnaghi Lane. Paving of the maintenance building parking lot constitutes a small amount of grading on the site and minimal impact to air quality. While the air quality requirements would apply to any development on the site, the No Maintenance Building Parking Lot alternative would result in less land disturbance and therefore have less impact to air quality than the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measures MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the City's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The No Maintenance Building Parking Lot alternative affects an area of the site that was previously disturbed and unlikely to contain habitat. As the elimination of the parking lot

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does not reduce the mitigation measures or result in reduced development area, impacts to biological and natural resources are considered similar to those of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The No Maintenance Building Parking Lot alternative would result in less construction, paving, and ground disturbance, and therefore would have less of an impact on climate change than the proposed project.

Cultural and Paleontological Resources

The construction of the maintenance building parking lot and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the No Maintenance Building Parking Lot alternative would not reduce impacts to previously undisturbed area on the property and would therefore have similar impacts on cultural resources to the proposed project.

Geology and Soils

Construction of the maintenance building parking lot will not result in substantial grading or modification of any slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope associated with the upper parking lot, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the No Maintenance Building Parking Lot alternative does reduce the need for the mitigation and would therefore have less impact on geology and soils to the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface. The site plans show that the maintenance building parking lot will have pervious surface material designed to address stormwater runoff. Elimination of the parking lot would not affect the project's need to provide a stormwater basin or to ensure water quality. The remainder of the development associated with the proposed project and with the No Maintenance Building Parking Lot alternative would be required to comply with mitigation measure MM 3.7.1 that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). The No Maintenance Building Parking Lot alternative would result in similar impacts to hydrology and water quality as the proposed project.

Noise

The proposed project will create noise during construction and operation of the new facilities. With mitigation measure MM 3.8.1a, the DEIR requires that a construction noise control plan be prepared that will keep staging of equipment away from sensitive receptors. However, the construction cannot be fully mitigated, and this impact remains significant and unavoidable after mitigation. The maintenance building parking lot is close to the existing residence at 34620 Via Carnaghi Lane and would result in impacts during construction and operation. The No Maintenance Building Parking Lot alternative would eliminate the grading and paving of this parking lot and reduce the noise impact to the existing home. The upper and lower parking lots would still be constructed and would therefore have similar noise characteristics to the proposed project. The upper parking lot is farther away from the home and other than the access driveway leading to the lower parking lot, is unlikely to result in impacts during operation. The lower parking lot is approximately 8–10 feet below the house, and the grade difference will help attenuate noise from operation of the parking lot.

Mitigation measures MM 3.8.1b through MM 3.8.1d address design of the proposed preschool to address noise from Interstate 15, and MM 3.8.1e requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards. Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR requires mitigation measure MM 3.8.4, which requires that parking lot sweeping and maintenance be limited to business hours, and MM 3.8.5, which requires that the parking lots be secured from unauthorized after-hours access. The No Maintenance Building Parking Lot alternative would not eliminate the need for the access control but would reduce the amount of noise at the existing residence.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The No Maintenance Building Parking Lot alternative would reduce the amount of overall construction. Although this alternative would result in less construction, the noise impacts from construction remain significant and unavoidable, and therefore the impacts to noise from this alternative are similar to those of the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the No Maintenance Building Parking Lot alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter

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roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at the time of building permit. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The No Maintenance Building Parking Lot alternative would reduce the amount of parking available on the project site. The reduction in parking has the potential to result in parking along Monte Vista Drive and Via Carnaghi Lane. The potential for spillover parking could result in additional congestion in the vicinity of the church. However, the effect on parking would be minimal due to the size of the proposed maintenance building parking lot. Although the provision of parking is not considered an environmental impact in the CEQA Guidelines, the No Maintenance Building Parking Lot alternative would have the physical impact of allowing overflow parking onto streets and in areas not designed for parking. The maintenance building parking lot has 45 spaces and eliminating it from the overall parking plan would result in impacts to parking similar to those of the proposed project.

The No Maintenance Building Parking Lot alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Findings: Alternative 3, No Maintenance Building Parking Lot, would result in four lesser environmental impacts and seven similar environmental impacts than the proposed project. Removal of the maintenance building parking lot would likely have little effect on parking, as the lot is small. However, the lot does create impacts for the adjacent residence during construction and operation. While the operational impacts can be addressed, the construction impacts will remain significant and unavoidable. The No Maintenance Building Parking Lot alternative meets all of the project objectives and is the least disruptive to the proposed project site plan and design. This alternative is considered the environmentally superior alternative.

8.4 ALTERNATIVE 4 – RELOCATED PRESCHOOL

This alternative involves relocating the preschool farther east away from Interstate 15 and the noise contours associated with the highway. As noted in DEIR Section 3.8, Noise, the parking and drop-off area of the building exceeds the desired noise level of 65 dBA. While this is normal for a parking area, the DEIR includes a mitigation measure that requires a post-construction analysis to ensure that the outdoor play area is adequately shielded by topography and the preschool building to provide an acceptable noise level. Mitigation measure MM 3.8.1e requires a subsequent noise study and the installation of a block sound wall along the western property line if the noise threshold cannot be met. This alternative would eliminate the need for the mitigation measure by placing the preschool at the north end of the existing east parking lot. The alternative assumes that all of the other proposed project features remain in place.

Aesthetics and Visual Resources

The Relocated Preschool alternative would allow the existing parking lot to remain and would result in construction that is shielded from view by the main church buildings. The relocation would remove the planned landscaping and water quality basins in the parking lot closest to Monte Vista Drive and would eliminate the need to reconfigure the existing entry and exit driveways. As all other aspects of the project would remain, including the construction of the upper parking lot and the sports field lighting, the Relocated Preschool alternative has similar impacts to the proposed project.

Air Quality

The proposed project must comply with air quality district and City of Wildomar regulations for grading and construction to ensure that impacts will be less than significant. There will be grading associated with the paving of upper and lower parking lots as well as the paving of Via Carnaghi Lane. As all of the proposed project features would be constructed, and both the current location and the relocated preschool location would occur in an existing parking lot, the impact to air quality is similar to the proposed project.

Biological and Natural Resources

The proposed project has several mitigation measures designed to ensure that biological impacts are less than significant. These include mitigation measure MM 3.3.1 that requires a survey for white rabbit-tobacco and/or bottle liverwort after the soils are disturbed, as well as mitigation measures MM 3.3.2a through 3.3.2d that require preconstruction surveys for burrowing owl, California gnatcatcher, and migratory birds. These mitigation measures would apply to any development in Wildomar as a result of the city's participation in the MSHCP. All of these measures would continue to apply even though the remaining areas are already disturbed or paved with the current use. The Relocated Preschool alternative would not affect any of the proposed mitigation; therefore, impacts to biological and natural resources are considered similar to those of the proposed project.

Climate Change and Greenhouse Gases

While the proposed project does not result in significant impacts to climate change through the generation of greenhouse gases, the construction of the preschool, maintenance building, and administration office as well as the additional paving will have an incremental impact on climate change. The Relocated Preschool alternative would not result in less construction, paving, and ground disturbance, and therefore would have a similar impact on climate change as the proposed project.

Cultural and Paleontological Resources

The construction of the parking lots and excavation necessary for the preschool, maintenance and administration buildings, or utilities such as water and sewer lines

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have the potential to impact cultural resources. The DEIR includes mitigation measures MM 3.5.2a through MM 3.5.2d to address the inadvertent discovery of cultural resources, MM 3.5.3a through MM 3.5.3e that require on-site monitoring during excavation, and MM 3.5.4a through MM 3.5.4c that direct how the accidental discovery of human remains during excavation will be addressed. While these measures will reduce impacts from construction to a less than significant level, the Relocated Preschool alternative would not reduce impacts to previously undisturbed area on the property and would therefore have similar impacts on cultural resources as the proposed project.

Geology and Soils

Construction of the preschool does not require grading or modification of any slope. Mitigation measures MM 3.6.4a and MM 3.6.4b address the design of the slope associated with the upper parking lot, and MM 3.6.5 requires the removal of undocumented fill from any foundation areas. While these mitigation measures reduce the proposed impacts to a less than significant level, the Relocated Preschool alternative does reduce the need for the mitigation and would therefore have similar impacts on geology and soils as the proposed project.

Hydrology and Water Quality

The proposed project includes site improvements designed to accommodate the stormwater anticipated from the increase in impervious surface. The site plans show that the preschool will have a water quality basin constructed in the existing parking lot to address stormwater runoff quality. If the preschool is relocated to the existing east parking lot, similar water quality basins would likely be installed. The Relocated Preschool alternative does not affect the project's need to provide a stormwater basin or to ensure water quality. The remainder of the development associated with the proposed project and with the Relocated Preschool alternative would be required to comply with mitigation measure MM 3.7.1 that requires compliance with the NPDES and preparation of a stormwater pollution prevention plan (SWPPP). The Relocated Preschool alternative would result in similar impacts to hydrology and water quality as the proposed project.

Noise

This alternative is intended to move the preschool outside of the 70 dBA noise contour associated with Interstate 15. The Relocated Preschool alternative moves the building 750 feet east and behind the existing church building. This location would eliminate the need for mitigation measures MM 3.8.1b through MM 3.8.1d that address design of the proposed preschool to address noise. This location would also eliminate the need for mitigation measure MM 3.8.1e, which requires a post-construction analysis to ensure that the outdoor play area is below acceptable noise standards.

Operation of the parking lots has the potential to create noise that will affect the existing residence at 34620 Via Carnaghi Lane. As the lower parking lot is already in use as overflow parking for the church, it is possible that noise from the parking lot already affects the existing residence. With improvement of the parking lot, there will be maintenance that could also affect the adjacent home. Therefore, the Draft EIR requires mitigation measure MM 3.8.4 mandating that parking lot sweeping and maintenance be limited to business hours and MM 3.8.5 that requires the parking lots to be secured from unauthorized after-hours access. The Relocated Preschool alternative would not eliminate the need for the access and would not change the noise impacts associated with the improvement and operation of the lower parking lot.

Noise from construction cannot be mitigated to a less than significant level, and it is likely that noise from operation of the church facility could affect the adjacent homes. The Relocated Preschool alternative would not reduce the amount of overall construction. As this alternative would not result in less construction, the noise impacts from construction remain significant and unavoidable. However, because the alternative does eliminate the need for mitigation associated with the preschool, the Relocated Preschool alternative's impact on noise is considered less than the proposed project.

Public Services and Utilities

The proposed project will connect to the EVMWD sanitary sewer through an approximately 1,900-foot-long sewer line in Monte Vista Drive. The new connection will allow the abandonment of the on-site septic system. The Relocated Preschool alternative retains this new connection to the EVMWD sewage collection and treatment system. The location of the preschool approximately 750 feet east of its current proposed location will require the extension of water and sewer lines to serve the building. This will involve trenching through the existing driveways and parking areas and is likely to substantially increase both cost and disruption of church operations during construction. The impacts of trenching and repaving would be confined to the project site and would be addressed by the sections of the Draft EIR addressing erosion control and compliance with both the NPDES and the SWPPP (see mitigation measure MM 3.7.1). While the proposed project will result in a less than significant increase in the demand for other services such as water, police, and fire, the Relocated Preschool alternative would allow for the same connectivity to the EVMWD sewage collection and treatment system and would therefore have similar impacts to public services and utilities as the proposed project.

Traffic and Circulation

The proposed project will result in an incremental increase to traffic on area roadways. The DEIR evaluates the intersections of Monte Vista Drive and both Bundy Canyon and Baxter roads as well as the freeway on/off-ramps at both Baxter Road and Bundy Canyon Road. Section 3.10, Traffic and Circulation, of the DEIR includes mitigation measure MM 3.10.1 that requires the project to pay its proportionate share of improvements at these locations. The project will also be required to pay the TUMF at

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the time of building permit issuance. The Traffic Impact Analysis for the project shows that these intersections would be impacted with or without the proposed project.

The Relocated Preschool alternative results in the same project components and is unlikely to affect the current traffic analysis. While the location of the preschool to the eastern portion of the site could result in more a.m. and p.m. traffic on Via Carnaghi Lane, this could be managed by the access control currently in place at the end of the roadway. Closing the gate during school drop-off and delivery times would ensure that traffic patterns would remain unchanged. It is also likely that the patterns would remain unchanged for parents with children in grades other than preschool. The Relocated Preschool alternative would not affect the construction of traffic-generating features of the proposed project and would therefore have similar impacts to traffic and circulation as the proposed project.

Findings: Alternative 4, Relocated Preschool, would result in ten similar environmental impacts and one lesser environmental impact than the proposed project. Relocating the preschool farther east would eliminate the noise impacts associated with Interstate 15 for the portion of the preschool designed for pickup/drop-off and parking. However, this alternative would require the extension of infrastructure farther east, which would increase both cost and disruption of the church. Placing the preschool farther from the main campus may also make it more difficult in terms of security and administration of the facilities.

9.0 Long-Term Implications

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined in CEQA Guidelines Section 15126.2(d) as follows:

...the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also...the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

The Draft EIR evaluated whether the proposed project will induce project-specific growth.

9.1 GROWTH INDUCEMENT POTENTIAL

Construction of a preschool, parking lots, administrative office building, and roadway associated with the proposed project would increase the intensity of the use on the project site. The preschool is anticipated to result in the need for 30 new teachers and

assistants, and result in up to 180 new students. The future office use is expected to reduce overcrowding in the existing buildings by relocating approximately 20 existing staff to the new building, but may also result in 15 new employees working at the site. The maintenance building, parking lots, field lighting, and other improvements are intended to support the facility and would not generate additional growth.

In addition to the on-site improvements described in Section 2.0, Project Description, of the DEIR, two off-site improvements will also be part of the first phase of the project. In order to provide wastewater services to the entire property, an approximately 1,900-foot-long 8-inch PVC sewer line will be extended from the project north along Monte Vista Drive to an existing manhole near Canyon Drive (Figure 2.0-7 in the Draft EIR). The new gravity sewer line will be owned and operated by the Elsinore Valley Municipal Water District (EVMWD) and is designed to accommodate development between the proposed project and Canyon Drive. Table 5.0-1 in the Draft EIR shows the land use designation and zoning of the land north of the proposed project site on Monte Vista Drive that could connect to the new sewer line.

The proposed project site is at the “top” of the line, allowing gravity flow of wastewater to Canyon Drive. According to the city engineer, properties to the south of the proposed project, including those along Via Carnaghi Lane, would need to extend a sewer line south to Baxter Road or install a sewer lift station to reach the new line proposed as part of this project. The extension of services to the existing homes on Via Carnaghi Lane is not part of this proposal. The EVMWD Board Memorandum of December 13, 2012, states that the proposed sewer line is sized to meet the needs of the proposed project and the existing church facility as well as the additional future development as shown in DEIR Table 5.0-1 (see DEIR Appendix 3.9).

Paving of Via Carnaghi Lane

The existing Via Carnaghi Lane is an unimproved dirt surface serving five single-family homes and a business. The roadway is unsuited for the additional traffic anticipated by the proposed project and will be improved with two travel lanes as a condition of approval of the proposed project. The existing homes along Via Carnaghi Lane are on property that is designated Business Park and could therefore support a higher intensity of use. While the paving of the roadway would allow for future development, City procedures would require a site plan approval before any new nonresidential land uses could occur along the roadway. The City would also require additional environmental review to ensure that the area could support the intensification of land use. No application for new land uses has been filed with the City.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts related to growth inducement.

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9.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Public Resources Code Section 21100(b)(2), a part of CEQA, requires that certain EIRs must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as follows:

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 highway 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. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Nonrenewable Resources

Development consistent with the proposed project would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Nonrenewable and limited resources that would likely be consumed as part of project site development would include, but are not limited to, oil, natural gas, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar conventional building materials.

The new buildings will require utility services, as well as raw material resources for construction. The proposed project represents an incremental expansion and improvement to the existing Cornerstone church and school. The addition of paving for the existing and new parking lots, and construction materials associated with the preschool and maintenance and future office buildings, is consistent with other construction planned in the city. No special construction materials or resources are anticipated to be needed as part of the project.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively considerable impacts related to irreversible environmental changes.

10.0 FINDINGS ON CHANGES TO THE EIR AND RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification. Such new information includes (i) significant changes to the project; (ii) significant changes in the environmental setting; or (iii) significant additional data or other information. Section 15088.5 further provides that “new information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.”

No new or substantial changes to the Draft EIR were proposed as a result of the public comment process. The Final EIR responds to comments and makes changes, clarifications, or additions to the Draft EIR in order to help clarify the project and its impacts in response to public or agency comments. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, recirculation of the EIR is not required.

11.0 FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

Pursuant to CEQA and CEQA Guidelines Sections 15091(d) and 15097, the lead agency (in the case of the proposed project, the City of Wildomar) for a proposed project must adopt a program for monitoring or reporting mitigation measures identified in the EIR, if the lead agency makes findings of significant impacts during the process of certifying the EIR. The primary purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the mitigation measures identified in the EIR are implemented, thereby reducing or avoiding identified environmental impacts. Due to the specialized nature of some of the mitigation measures identified in the EIR, the City may delegate responsibilities to environmental monitors or other professionals, as warranted.

MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the MMRP is to ensure the effective implementation of the mitigation measures imposed by the City for the proposed project. In addition, the MMRP provides a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs. The MMRP includes the following:

- A brief description of each impact expected to occur from the proposed project
- Mitigation measure(s) associated with each impact
- Responsible monitoring party
- Responsible implementing party
- Implementation phase (i.e., preconstruction, construction, prior to occupancy, post-occupancy)
- Completion date and initials of reviewing party

As the lead agency for the proposed project, the City will be required to comply with all applicable plans, permits, and conditions of approval for the proposed project, in addition to implementation of the MMRP. The mitigation measures presented in the MMRP will be implemented as indicated to avoid or minimize environmental impacts as a result of the proposed project.

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The Draft EIR was released for public and agency review on June 24, 2014, with the 45-day review period ending on August 7, 2014. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review on the City's website, at Wildomar City Hall, 23873 Clinton Keith Rd., Suite 201, Wildomar, CA 92595 and Wildomar Mission Trail Library, 34303 Mission Trail, Wildomar, CA 92595.

12.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Draft EIR includes thresholds of significance that are used to establish normally acceptable standards for project impacts in the City of Wildomar. In many instances, the project meets the standards without the need for modification. In some cases, mitigation measures have been required that modify the project to reduce impacts to below the normally accepted thresholds. In one instance, impacts cannot be reduced to a level below the normally accepted thresholds. While there are many reasons why it might not be possible to reduce an impact to less than the threshold, the reasons are usually in two categories: the issue is much larger than the City of Wildomar's jurisdiction or capability to resolve; or there are no feasible mitigation measures or the measures that are identified cannot be guaranteed to reduce the impact to less than significant. When an impact is above the normally accepted threshold and cannot be mitigated, the impact is identified as significant and unavoidable in the Draft EIR. The CEQA Guidelines allow the City to approve a project with significant and unavoidable impacts provided specific findings are made.

As such, pursuant to CEQA Section 21081(b) and CEQA Guidelines Section 15093, the City of Wildomar has balanced the benefits of the proposed project against the following unavoidable adverse impacts relating to noise associated with the proposed project, despite the adoption of all feasible mitigation measures. The City of Wildomar has also examined alternatives to the proposed project, none of which meets both the project objectives and is preferable to the proposed project.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The EIR identified the following significant impact that cannot be mitigated to a less than significant level even though the City of Wildomar finds that all feasible mitigation measures have been identified and incorporated into the proposed project:

Noise (Increase in Ambient Noise Levels)

Based on the information and analysis set forth in the Draft EIR, the Final EIR, and the record of proceedings, implementation of the proposed project would result in a significant impact by temporarily increasing ambient noise levels during project construction. The City has adopted all feasible mitigation measures to reduce these

impacts, however, the mitigation measures do not reduce impacts to less than significant levels. As such, this impact remains significant and unavoidable.

Project Benefits

The City of Wildomar has balanced the proposed project's benefits against the proposed project's significant and unavoidable impacts. The City of Wildomar finds that each of the following benefits supports overriding the significant impacts identified in the EIR.

- Expansion of the existing school capabilities to accommodate increased enrollment by adding a preschool building on the same site to take advantage of existing infrastructure and avoids the need to build a new structure off site.
- The expansion allows for a single vehicle trip to the school for families that have both a preschool age and older child attending the school.
- Expand and improve parking opportunities at the church not only to compensate for the loss of parking associated with construction of the preschool and but to ease on-site congestion between services.
- Paving of the existing dirt parking lot will reduce dust and erosion.
- Paving of Via Carnighi Lane will reduce dust associated with vehicle travel on the existing dirt road and will eliminate erosion from existing cross-drainage of stormwater across the roadway.
- Paving of Via Carnighi Lane will improve all-weather access to both the church and the existing homes along the roadway.
- The project will eliminate the use of portable generator-powered field lighting by installing more efficient and quiet permanent field lighting.
- Installation of a sewer line and transitioning the entire project from on-site septic to a treated system operated by the Elsinore Valley Municipal Water District is a project benefit.
- Preschool opportunities locally for the children of Wildomar has economic benefits (increase in jobs and reducing vehicle miles travelled for parents that work locally) and quality of life benefits (local childcare as oppose to traveling further, reduction of stress in the family).

The project provides significant permanent benefits while the significant and unavoidable noise impact is only temporary. The City of Wildomar finds that the proposed project's benefits outweigh the proposed project's significant and unavoidable impacts; those impacts therefore are considered acceptable in light of the proposed project's benefits.

Conclusion

CEQA requires the City to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its significant and unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” and the proposed project approved. In this instance, the City of Wildomar needs to demonstrate the necessity for the expansion of Cornerstone Community Church. The implementation of the proposed project would result in the creation of new jobs, bringing economic growth to the City of Wildomar, as well as educational and recreational facilities.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Wildomar has determined that the identified significant and unavoidable impacts may be considered “acceptable” due to the specific considerations listed above that outweigh the significant and unavoidable impacts that would result from implementation of the proposed project. Accordingly, the City of Wildomar adopts the Statement of Overriding Considerations, recognizing that the significant and unavoidable noise impacts would result from implementation of the proposed project. Having (1) adopted all feasible mitigation measures, (2) rejected alternatives to the proposed project, and (3) recognized all unavoidable significant impacts, the City of Wildomar hereby finds that each of the separate benefits of the proposed project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the proposed project and outweighs and overrides its significant and unavoidable impacts, and thereby justifies the expansion of Cornerstone Community Church.