

ATTACHMENT A - EXHIBIT 1 - A

Appendix A - Initial Study-NOP-NOP Responses



Wildomar Walmart Project

(Planning Application No. 13-0086)

Initial Study

Prepared for:
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Prepared by:
Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

January 2014

INITIAL STUDY

for the

Wildomar Walmart Project

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1.0 INTRODUCTION

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1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study (IS) addresses the potential environmental impacts associated with construction and operation of the proposed Wildomar Walmart Project (Project). The Project will realize approximately 207,800 square feet of new retail/commercial uses within a 24.5-acre site, located within the City of Wildomar, in Riverside County. Specifically, the site is an irregularly-shaped parcel located near the Interstate 15 (I-15)/Bundy Canyon Road intersection. Bundy Canyon Road forms the site's northern boundary and Canyon Drive borders the site to the south. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively.

This IS was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Although this IS was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS fully represent the independent judgment and position of the City of Wildomar, acting as Lead Agency under CEQA. In accordance with the provisions of CEQA and the State and local CEQA Guidelines, as the Lead Agency, the City of Wildomar is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

This Initial Study is an informational document, providing the City of Wildomar decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from the Project.

1.2 DISPOSITION OF THIS DOCUMENT

This IS has been prepared to determine the appropriate scope and focus of environmental analysis for the Project. Based on the findings and conclusions of this IS, potential environmental impacts of the Project will be evaluated within an Environmental Impact Report (EIR). The IS and accompanying Notice of Preparation (NOP) for the EIR will be available for review at the City of Wildomar, located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Comments on this IS and the accompanying NOP should be submitted to the Planning Director of the City of Wildomar at the address above, or by email at mbassi@cityofwildomar.org, by February 10, 2014.

The public is encouraged to contact the City of Wildomar for information regarding the Project and related CEQA processes.

1.3 DOCUMENT ORGANIZATION

This IS includes the following sections:

Introduction: This Section (1.0) describes the CEQA context and IS format for the Project, and provides a summary of the findings of the IS.

Project Description: This Section (2.0) describes the Project and its objectives.

Environmental Evaluation: This Section (3.0) provides background information regarding the Project and Lead Agency, and presents responses to each question on the CEQA Initial Study Checklist regarding the possible environmental impacts of the Project. The potential environmental impacts are derived from Appendix G of the State CEQA Guidelines. Answers provided in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate.

Determination: This Section (4.0) summarizes the results of the Initial Study, and presents the determination regarding the appropriate environmental document for the Project.

Source information cited within this Initial Study is available through, or by contacting, the City of Wildomar Planning Department.

1.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS indicates that the Project may result in or cause potentially significant effects related to:

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas (GHG) Emissions impacts;
- Hydrology/Water Quality;
- Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, i.e., urban decay);
- Noise;
- Public Services and Utilities; and
- Transportation/Traffic.

Consistent with the conclusion and findings of this IS, an EIR will be prepared for the Project. At a minimum, the EIR will evaluate the Project's potential environmental impacts under the topical areas identified above. Additional issues or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project will also be evaluated and addressed in the EIR.

1.5 EFFECTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

While it has been determined that an EIR will be required, one of the additional purposes of an IS is to focus an “EIR on the effects determined to be significant, identifying the effects determined not to be significant, (and) explaining the reasons for determining that potentially significant effects would not be significant.” (State CEQA Guidelines, Section 15063(c)). Therefore, one of the key purposes of this IS is to focus the EIR’s analysis on impacts that are potentially significant as part of the Project, while eliminating potential impacts that are clearly less than significant. The following list identifies the environmental issues that, pursuant to the findings of this IS, have been determined to pose no potentially significant environmental impacts.

- Aesthetics;
- Agriculture and Forest Resources;
- Hazards and Hazardous Materials;
- Mineral Resources;
- Population and Housing; and
- Recreation.

These topics are not expected to be carried forward for further evaluation within the Draft EIR. However, as noted in the preceding Section 1.4, based on additional information or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project, additional issues may be evaluated and addressed in the EIR.

2.0 PROJECT DESCRIPTION

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2.1 OVERVIEW

The Project considered in this IS includes the proposed Wildomar Walmart, all outpad facilities proposed within the Project site, on- and off-site supporting improvements, and associated discretionary actions necessary to realize the development (Planning Application No. 13-0086). In summary, approval of the Project would result in up to 207,800 square feet of new retail/commercial uses on the 24.5-acre subject site.

2.2 PROJECT LOCATION

The Project site is located within the central portion of the City of Wildomar, within Riverside County. The site is an irregularly-shaped parcel located near the intersection of Interstate 15 (I-15)/Bundy Canyon Road. Specifically, Bundy Canyon Road forms the site's northern boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. A commercial parcel located at the southeasterly intersection of Bundy Canyon Road and I-15 is not a part of the Project. Canyon Drive borders the site to the south. Figure 2.2-1, "Project Location," provides an illustrated view of the site's context within the surrounding area.

2.3 EXISTING LAND USES

The Project site, pictured in Figure 2.3-1, is generally level and currently vacant. The site is essentially an open field containing non-native grasses, scrubs, and some ornamental vegetation associated with two previously-demolished residences.

Commercial uses are currently under construction immediately to the north of the Project site. A storage facility is located further to the north, across Bundy Canyon Road. To the east, across Monte Vista Drive, properties are currently vacant. A rural residential use is located to the south of the Project site, across Canyon Drive. I-15 forms the site's westerly boundary, beyond which are vacant land and residential uses.

2.4 PROJECT ELEMENTS

2.4.1 Development Concept

The Project is a comprehensively designed shopping center that includes a major retail anchor building and associated freestanding retail tenant. The architectural concept includes the uses of like forms, colors and materials to create consistency within the center. The perimeter of the site features enhanced setbacks with plantings clusters and themed landscaping treatments, which are echoed in parking lot plantings and pedestrian path planters. The area along the freeway includes dense landscaping to obscure views into the site from the motoring public. Pedestrian circulation connects the onsite uses, while minimizing conflicts between pedestrians and vehicles. Additionally, truck circulation has been designed to minimize conflicts with both pedestrians and cars.

The site is currently comprised of four (4) legal parcels. A tentative tract map is proposed to merge the parcels into two (2) legal parcels. The development plan for the Project site is presented in Table 2.4-1.



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 2.3-1
Existing Land Uses

**Table 2.4-1
Development Concept**

Parcel	Use	Size
1	Walmart	200,000 sq. ft./18.49 acres
	Detention Basins	1.64 acres
2	Outparcel	7,800 sq. ft./1.83 acres
	Infrastructure Dedications and Improvements	2.54 acres
<i>Total</i>		<i>207,800 sq. ft./24.5 acres</i>

These uses are further described in the following discussions. The design and orientation of the proposed uses within the Project site is illustrated at Figure 2.4-1, "Site Plan Concept."

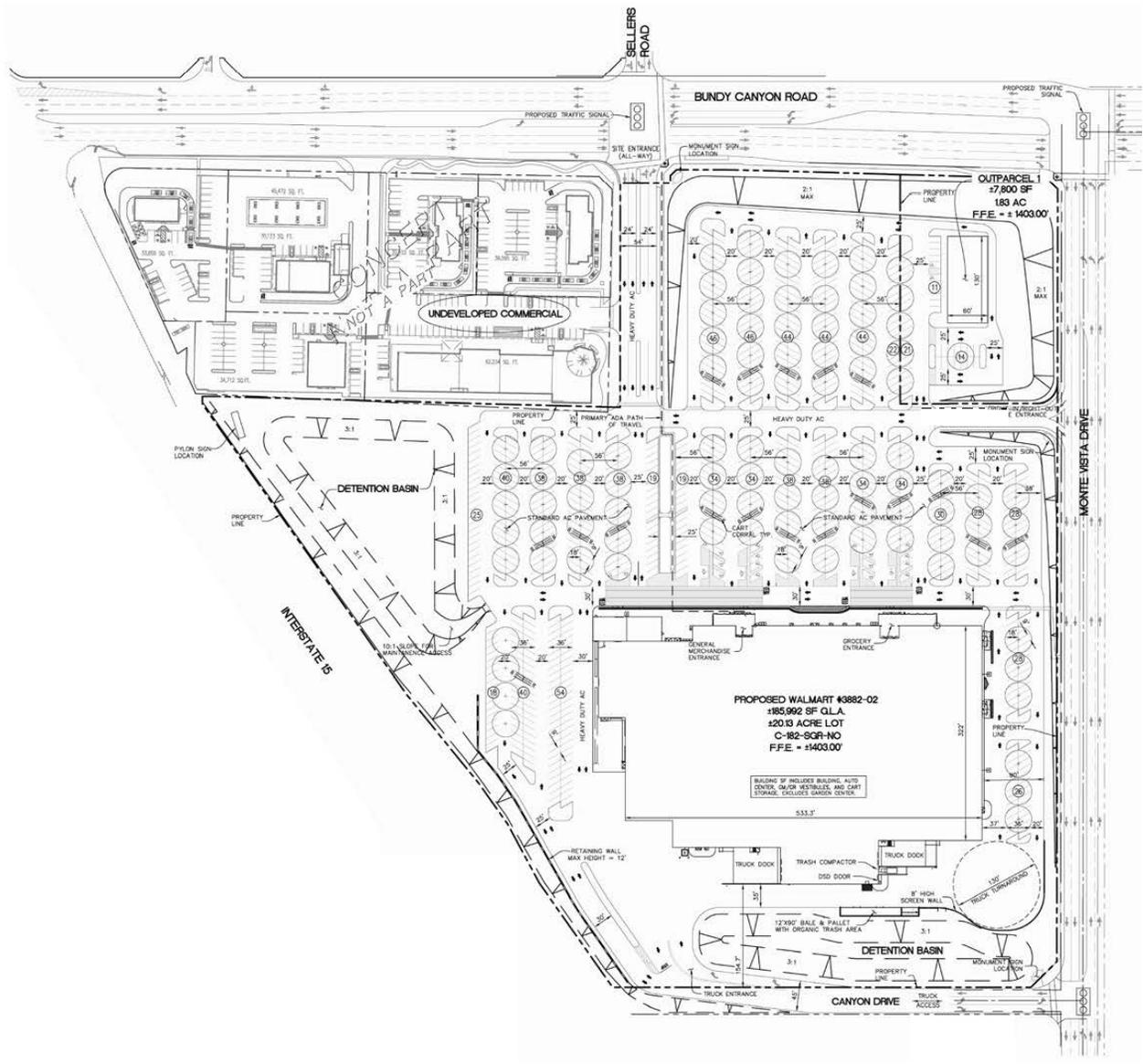
Walmart

The retail store will encompass a maximum of 200,000 square feet, with all appurtenant structures and facilities for the sale of general merchandise, groceries and liquor, including without limitation, a garden center, truck docks and loading facilities, outdoor sale facilities, outside container storage facilities, rooftop proprietary satellite communication facilities and parking facilities. The store may contain without limitation, a drive thru pharmacy, a medical clinic, a vision and hearing care center, a food service center, a photo studio, a photo finishing center, a banking center and other similar accessory uses. The store may, among other things, carry pool chemicals, petroleum products, pesticides, paint products, and ammunition. The store will operate 24 hours a day, seven days a week.

Truck doors, loading facilities, and areas dedicated to trash compaction, organic waste, recycling, and bale and pallet storage will also be provided at the rear of the building.

Outparcel

The outparcel is located in the northeastern portion of the site, at the intersection of Bundy Canyon Road and Monte Vista Drive. Preliminary plans indicate this parcel will be developed with a 7,800 square foot retail building with a drive through.



NOT TO SCALE

Source: Nasland Engineering

Figure 2.4-1
Site Plan Concept

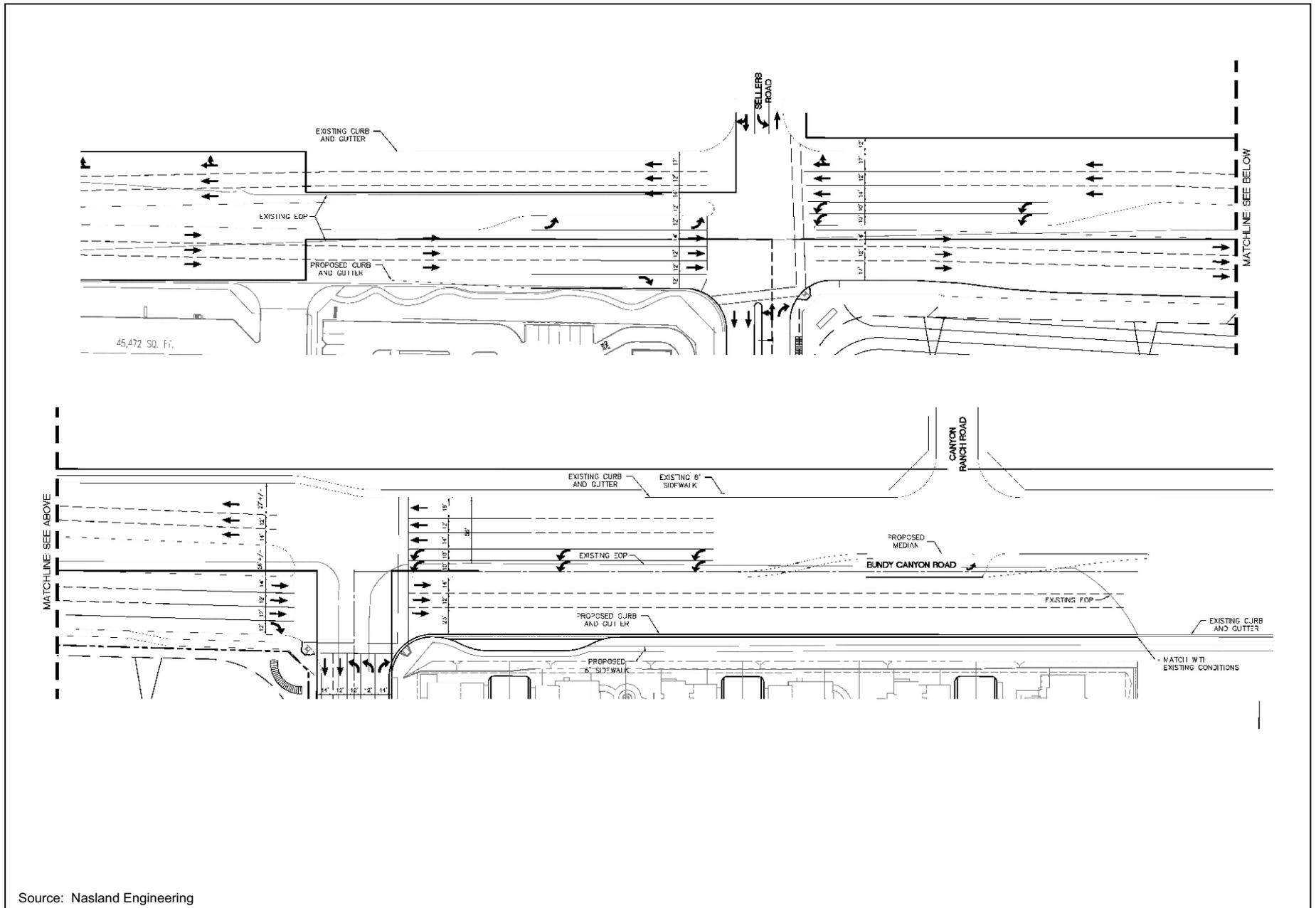
Detention/Infiltration Basins

Two (2) basins will be located onsite; one in the westerly portion of the site along the I-15, and the other in the southerly portion of the site, along Canyon Drive. The western infiltration basin will have a top surface area of 1.44 acres and a maximum depth of 9 feet. The southern detention basin will have a top surface area of 0.20 acre and a maximum depth of 6 feet. The basins will be used to control offsite discharges and prevent downstream capacity issues. All onsite runoff from buildings and parking areas will be conveyed through porous landscape detention areas (PLDs) before being routed to the detention/infiltration basins via a system of underground pipes and catch basins. From the basins, runoff will be routed underground to existing inlets located underneath I-15.

Infrastructure Dedications and Improvements

The Project includes the following offsite roadway dedications and improvements, including and utility extensions/connections to service the site.

- Bundy Canyon Road and Monte Vista Drive will be improved consistent with the roadway geometrics shown at Figures 2.4-2 and 2.4-3;
- Canyon Drive will be improved to provide one 15' lane in each direction;
- New traffic signals will be installed at the site's main driveway on Bundy Canyon Drive, as well as at the intersection of Bundy Canyon Road and Monte Vista Drive, and the intersection of Monte Vista Drive and Canyon Drive;
- New water and sewer lines will be extended to the site from existing lines located within Bundy Canyon Road, Monte Vista Drive, and Canyon Drive.
- New storm drainage inlets will be constructed along Bundy Canyon Road and Monte Vista Drive. Flows collected in these inlets will be routed underground to existing inlets located underneath I-15;
- Existing electrical lines along Bundy Canyon Road, Monte Vista Drive, and Canyon Drive will be relocated underground. All new electrical connections will also be underground.



Source: Nasland Engineering

2.4.2 Site Preparation

The Project site will be graded in preparation for building construction. It is estimated that site preparation activities will be completed within thirty (30) days of commencement. The preliminary Grading Plan estimates that approximately 57,000 cubic yards of fill material will be needed to realize development of the Project.

2.4.3 Access and Circulation

Primary access to the Project will be provided via a signalized driveway off Bundy Canyon Road. This driveway will also provide access to the commercial uses currently under construction adjacent to the Project site. Secondary access will be provided from Monte Vista Drive. Canyon Drive will provide truck and delivery access to the Walmart building. Final designs and specifications for driveways, traffic controls, and internal circulation improvements will be incorporated into the Project, consistent with the requirements of the City's Engineering Department.

2.4.4 Parking

Unless otherwise noted herein, or otherwise specified by the City, all parking areas, to include parking stalls, drive aisles, parking lot landscaping, and hardscaping will be designed and constructed pursuant to City requirements as outlined in the City of Wildomar Municipal Code.

2.4.5 Other Site Improvements and Amenities

Supporting site improvements to be implemented by the Project are described below.

2.4.5.1 Signage

Signage, including freestanding, building, directional and informational signage, will be provided onsite. Primary signage includes a pylon sign, to be located at the northwest corner of the Project site, adjacent to I-15. Monument signage will be provided at the Project driveways on Bundy Canyon Road and Monte Vista Drive, as well as the corner of Monte Vista Drive and Canyon Drive. The Project will submit a Master Sign Program for City approval.

2.4.5.2 Landscaping and Screening

The perimeter of the site features enhanced setbacks with plantings clusters and themed landscaping treatments. Trellis features will be located along the site's main entry drives. Landscaping used along the site periphery will also be used in parking lot plantings and pedestrian path planters to provide cohesion. Additionally, porous landscape detention (PLD) areas are located throughout the parking areas.

The area along the freeway, as well as the detention/infiltration basins, includes dense landscaping to obscure views into the site from passing motorists. An 8-foot high wall will be constructed along the rear of the Walmart building to screen views of the loading facilities and areas dedicated to trash compaction and recycling.

2.4.5.3 Lighting

The Project will include building-mounted, wall-mounted, and pole-mounted fixtures to properly illuminate Project entrances, walkways, and parking areas. All lighting will be provided consistent with Chapter 8.64 of the Wildomar Municipal Code that regulates light pollution. The ordinance is intended to protect the night sky in the vicinity of Mt. Palomar Observatory.

2.4.6 Infrastructure, Utilities, and Public Services

All public services, infrastructure systems, and utilities are currently available to service the Project site. No major new infrastructure or utilities improvements are proposed by the Project, nor are any required. The Project will implement necessary utilities improvements to include connections to existing services, and/or necessary realignment or modification of existing service lines. All connections to, and modification of, utilities necessary to serve the Project will be accomplished consistent with City and purveyor requirements.

2.4.6.1 Public Services

The following public services are available to the Project:

- Fire Protection Services (Riverside County Fire Department/Cal Fire);

- Police Protection Services (Riverside County Sheriff's Department);
- Schools (Lake Elsinore Unified School District, K-12);
- Libraries (Mission Trail Community Library); and
- Parks (City of Wildomar).

2.4.6.2 Utilities/Infrastructure

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (Elsinore Valley Municipal Water District);
- Storm Drain/Storm Water Management (City of Wildomar);
- Electricity (Southern California Edison);
- Natural Gas (The Gas Company); and
- Telephone/Communications (Verizon; Time Warner; or other contract services);
- Solid Waste (Waste Management).

2.4.6.3 Energy Efficiency/Sustainability

Energy-saving and sustainable design features and operational programs incorporated in the Project are summarized below. Because a tenant is not currently under contract for the outpad parcel, the majority of the features and design elements and programs described in this Section are specific to the Project's proposed Walmart store. Notwithstanding, the Project in total would meet or surpass all requirements and performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards).

Lighting

- The entire store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied.

- All lighting in the store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15-20 percent reduction in energy load.
- All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat than fluorescent bulbs - heat which must be compensated for by the refrigeration equipment. LEDs also contain no mercury or lead. LED technology is up to 52 percent more energy efficient than fluorescent lights. Total estimated energy savings for LED lighting in the store's grocery section is approximately 59,000 kWh per year, enough energy to power five single family homes.
- The store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy use. This program would help the store save a substantial amount of energy. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

Heating Ventilation and Air Conditioning (HVAC) Systems

- The store would employ energy efficient heating (HVAC) systems surpassing industry baseline standards and California Title 24 requirements. In this regard, current designs for Walmart stores incorporate HVAC systems which are rated as among the industry's most energy efficient.

Dehumidification

- The building would include a dehumidifying system that allows Walmart to operate the store at a higher temperature, use less energy, and allow the air conditioning/refrigeration systems to operate more efficiently.

White Roofs

- The store would utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof's higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration

- Walmart uses non ozone-depleting R407a and R410a refrigerants for refrigeration equipment and air conditioning, respectively.
- Refrigeration equipment is typically roof-mounted proximate to refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, and minimizes the potential for refrigerant leaks and attendant demands for refrigerant recharging.

Heat Reclamation

- The proposed Walmart store would reclaim waste heat from on-site refrigeration equipment to supply approximately 70% of the hot water needs for the store.

Central Energy Management System

- Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the store's energy use, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy use for the entire store would be monitored and controlled in this manner.

Water Conservation

- Walmart would install high-efficiency urinals that use only one-eighth (1/8) gallon of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals.
- All restroom sinks would use sensor-activated one-half (1/2) gallon per minute high-efficiency faucets. These faucets reduce water use by approximately 75 percent when compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.
- Water efficient restroom toilets would be employed in the Walmart restrooms. The fixture uses 20 percent less water compared to mandated EPA Standards of 1.6 gallon per flush fixtures. The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.
- It is estimated that Walmart's water conservation measures could save up to 530,000 gallons of water annually at this store.

Material and Finishes

- The store would be built using cement mixes that include 15-20 percent fly ash, a waste product of coal-fired electrical generation, or 25-30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Walmart offsets the greenhouse gases emitted in the cement manufacturing process.

- The store would use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.
- The store would employ a plant-based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set). This release agent is nonpetroleum-based, non-toxic, and a biodegradable agent.
- For the store's exterior and interior field paint coatings, Walmart would use low volatile organic compound (VOC) paint.
- Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.
- Exposed concrete floors are used "to reduce surface applied flooring materials," eliminating the need for most chemical cleaners, wax strippers and propane-powered buffing.
- Construction of the store would use steel containing approximately 90-98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.
- All of the plastic baseboards and much of the plastic shelving employed in the store would be composed of recycled plastic.

Construction and Demolition (C&D) Recycling

- Walmart will create and implement a Construction and Demolition (C&D) program in order to capture and recycle as much of any metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as part of Project implementation. Walmart would work with Waste Management to fully research all available C&D recycling facilities in the area, and its C&D program would seek to include the widest possible range of materials recovery options.

2.5 DISCRETIONARY APPROVALS AND PERMITS

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- Certification of the EIR;
- Approval of a zone change from Rural Residential (RR) to Scenic Highway Commercial;
- Approval of a Tentative Parcel Map to merge the four (4) existing parcels into two (2);
- Plot Plan approval for Project design and architectural details;
- Approval of a Conditional Use Permit to allow alcohol sales for offsite consumption;
- Approval of a Master Sign Program.

Additionally, the Project will require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

2.5.1 Other Permits and Approvals

CEQA Section 15124 also provides that requirements or potential requirements for “Other Permits and Approvals” should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal will likely include the following.

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.
- Permitting may be required by/through the Santa Ana Regional Water Control Board and/or the San Diego Regional Water Control Board.
- Permitting (i.e., utility connection permits) may be required from utility providers.
- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

3.0 ENVIRONMENTAL EVALUATION

3.0 ENVIRONMENTAL EVALUATION

3.1 PROJECT TITLE

Wildomar Walmart Project

3.2 LEAD AGENCY NAME AND ADDRESS

The City of Wildomar

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Contact Person: Mr. Matthew Bassi, Planning Director

3.3 PROJECT APPLICANT

Walmart Real Estate Business Trust

2001 Southeast 10th Street

Bentonville, AR 72716

Contact Person: Mr. Matt Smith, Real Estate Manager

3.4 PROJECT LOCATION

The Project site is located within the central portion of the City of Wildomar, within Riverside County. The site is an irregularly-shaped parcel located near the I-15/Bundy Canyon Road intersection. Specifically, Bundy Canyon Road forms the site's northern boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. A commercial parcel located at the southeasterly intersection of Bundy Canyon Road and I-15 is not a part of the Project. Canyon Drive borders the site to the south. Please refer also to IS Section 2.0, Project Description, Figure 2.2-1, "Project Location" which provides an illustrated view of the site's context within the Project area.

3.5 GENERAL PLAN AND ZONING DESIGNATIONS

The City of Wildomar General Plan Land Use designation of the Project site is “Commercial Retail (CR).” Zoning for the site is “Rural Residential (RR)”. Uses proposed by the Project are permitted or conditionally permitted under the site’s current General Plan Land Use designation. However, to provide consistency, the Project requires a zone change to Scenic Highway Commercial (CPS).

3.6 EXPLANATION OF CHECKLIST CATEGORIES

CEQA suggests the format and content for environmental analyses, including topical checklists to assist in evaluation of a project’s potential environmental effects. The Checklist presented in this Section follows the Checklist format and presentation of information identified in the *CEQA Guidelines*, Appendix G.

Potential environmental effects of the Project are classified and described within the Checklist under the following general headings:

“No Impact” applies where the impact simply does not apply to projects such as the one involved. For example, if the project site is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as “No Impact.”

“Less-Than-Significant Impact” applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development that would only slightly increase the amount of surface water runoff generated at a project site would be considered to have a less-than-significant impact on surface water runoff.

“Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided that explains how

the measures reduce the impact to a less-than-significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduces all impacts to levels that are less-than-significant.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an environmental impact report (EIR) is required.

3.7 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS. Would the proposal:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a-b) *Less-Than-Significant Impact.* There are no State designated scenic highways in close proximity to the Project site. However, I-15, which borders the site to the west, is considered a State eligible scenic highway. The site is designated for commercial uses, and the Project proposes a zone change to “Scenic Highway Commercial” to provide consistency with the General Plan and allow for development of the Project. The General Plan contains policies that regulate development along designated and eligible scenic highways. These policies act to maintain the scenic quality of the corridor through the use of setbacks, and the regulation of landscaping, signage, and power lines. Compliance with these existing City regulations will ensure development of the site will not impact any surrounding views of any scenic resources or vistas. Based on the preceding discussion, the Project’s potential to result in impacts on scenic vistas or scenic resources, including historic buildings, is considered less-than-significant.
- c) *Less-Than-Significant Impact.* Transition of the site from its current vacant state to the commercial/retail uses proposed under the Project would tend to improve the visual character and quality of the site by improving undeveloped and underutilized areas with contemporary commercial structures and landscaping, consistent with the City General Plan.

Preliminary concepts for the Project reflect contemporary commercial architectural designs, which will conform to the City’s zoning and design standards, and are subject to City review and approval. At a minimum, the Project’s building and landscape design will conform to the General Plan goals and policies. The Project will further comply with any enhanced landscape design and architectural solutions that may be specified by City staff and incorporated as Project Conditions of Approval (COA).

Based on the preceding discussion, the potential for the Project to substantially degrade the existing visual character and quality of the site and its surroundings is considered less-than-significant.

- d) *Less-Than-Significant Impact.* The Project will create new sources of lighting, which may include building-mounted, wall-mounted, and pole-mounted fixtures to properly illuminate Project entrances, walkways, and parking areas. The Project will also provide interior lighting and sign illumination.

New sources of lighting are of particular concern in southwestern Riverside County because of the proximity of the Mt. Palomar Observatory, located in northern San Diego County. Chapter 8.64 Light Pollution of the Wildomar Municipal Code restricts the use of certain types of light fixtures which affect the night sky and may have a detrimental effect on astronomical observation and research.

All Project lighting will comply with City requirements to illuminate the site without causing undue light or glare, compromising views, or affecting astronomical observation and research. Compliance with these standards will minimize any potential light and glare impacts from Project lighting.

Sources: Wildomar General Plan; Chapter 8.64 Light Pollution, Wildomar Municipal Code; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a,b) *Less-Than-Significant Impact.* The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Nor is the Project site zoned for forest lands, timberlands, or timberland production. The Project will have no effect on farmlands, forest lands or timberlands. The City General Plan currently designates the subject site for commercial uses. No Williamson Act contracts are in place for the site. It is noted that a portion of the site is designated as Farmland of Local Importance. Despite this designation, the site is not under cultivation. Based on the previous discussion, the Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s).

c,d) *No Impact.* There are no lands within the City of Wildomar that qualify, or are zoned as, forest land or timberland. The Project will have no impact in this regard.

e) *No Impact.* There are no forestlands or farm land on the site. The Project does not involve other changes to the environment which could result in the conversion of farm land or forest land to other uses. Therefore, there is no potential for conversion of forest land to a non-forest use or conversion of farm land to a non-agricultural use.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Potentially Significant Impact.* The Project is located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management

District (SCAQMD). The SCAQMD is locally responsible for administration and implementation of the Air Quality Management Plan (AQMP). Development of the Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, the SCAQMD's implementation of the AQMP. These potential impacts will be addressed in the EIR, and mitigation measures will be developed to address any potentially significant impacts.

- b-d) *Potentially Significant Impact.* Construction activities associated with the Project implementation are temporary sources of fugitive dust and construction vehicle emissions. Additionally, implementation of the Project would result in development that will generate vehicular trips and associated vehicular-source air pollutant emissions. Ongoing occupation and use of Project facilities would also result in energy consumption, primarily associated with heating and air conditioning, which will also generate air pollutant emissions. Construction-source and operational-source emissions resulting from the Project may contribute to existing and projected exceedances of criteria pollutants within the Basin, and could exceed the air quality standards and thresholds of significance established by the SCAQMD, as identified in the *CEQA Air Quality Handbook*. Air quality impacts of the Project, and mitigation measures addressing those impacts will be discussed in the EIR. The EIR will also evaluate potential impacts of increased air pollution levels on sensitive receptors (including hospitals, schools, daycare facilities, elderly housing and convalescent facilities), based on the preparation of a Project-specific Health Risk Assessment and Toxic Air Contaminant screening report. Mitigation measures, or alternatives to the Project that will reduce or avoid any potentially significant impacts will be provided in the EIR.
- e) *Potentially Significant Impact.* Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors include but are not limited to: diesel exhaust, asphalt/paving materials, glues, paint, and other architectural coatings. Construction-related odor impacts are mitigated by

established requirements for a material handling and procedure plan, which identifies odor sources, odor-generating materials and quantities permitted on site, and isolation/containment devices or mechanisms to prevent significant release of odors. Operations of the implemented commercial facilities are not anticipated to result in objectionable odors; however, the EIR will address potential construction and operational odor impacts, and mitigation measures will be developed to address any potentially significant impacts.

Source: Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
migratory wildlife corridors, or impede the use of wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Potentially Significant Impact.* The Project site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) area. More specifically, the site is located within the MSHCP burrowing owl survey area. A biological resources assessment will be prepared as an element of the Project EIR to identify and address potential impacts to species identified as a candidate, sensitive, or special status species. If necessary, mitigation will be presented to reduce significant impacts.
- b,c) *Potentially Significant Impact.* Historical photographs indicate a regional drainage naturally occurring on the Project site. For this reason, the Project’s potential to adversely affect any riparian habitat or other sensitive natural community will be evaluated as part of the biological resources assessment and summarized within the forthcoming EIR.
- d) *Potentially Significant Impact.* Due to the vacant nature of the site, and the aforementioned onsite drainage, the Project’s potential to interfere substantially with the movement of any resident or migratory fish or wildlife species or with

established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites will be evaluated as part of the biological resources assessment and summarized within the forthcoming EIR.

e,f) *Less-Than-Significant Impact*. There are no local ordinances protecting biological resources within the City. The Project will adhere to all applicable General Plan policies, specifically compliance with the MSHCP. The Project’s potential to conflict with any local policies or ordinances protecting biological resources is considered less-than-significant.

Sources: Wildomar General Plan; *Phase I Environmental Site Assessment Report Wildomar, California* (C2REM) July 2005; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a-c) *Potentially Significant Impact.* The Project EIR will present the results of the Cultural Resources Investigation to be performed for the Project site, which will include a reconnaissance survey by a qualified archaeologist and associated historic records searches, which address the potential for the Project to result in impacts to historic, archaeological, prehistoric and paleontological (fossil) resources, including those that may be present onsite within a buried context.

- d) *Less-Than-Significant Impact.* The likelihood of encountering human remains in the course of Project development is minimal. However, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law, following the provisions of State *CEQA Guidelines* Section 15064.5. Based on compliance with these existing regulations, the Project’s potential to disturb human remains is considered less-than-significant.

Source: Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a, i) *Less-Than-Significant Impact*. There are no known active or potentially active faults traversing the Project site. The site is not located within an Alquist-Priolo Zone or an earthquake hazard zone, as mapped by the City. On this basis, the potential for

the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault is considered less-than-significant.

- a, ii) *Less-Than-Significant Impact.* The Project site is located in a region known to be seismically active and strong seismic ground-shaking is anticipated during an earthquake. The nearest known fault is the Elsinore fault, located approximately 2.2 miles from the Project site. This fault could generate an earthquake of a magnitude that could damage the improvements that are developed within the site. The probability of an earthquake affecting the area depends on the magnitude of the earthquake and the distance from the site to the epicenter. The California Building Code requires construction methods that minimize the effects of earthquakes on structures. As part of the City's standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the Building & Safety Official; and comply with the requirements of the approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these requirements reduces potential strong seismic ground-shaking impacts to levels that are less-than-significant.
- a, iii) *Potentially Significant Impact.* Liquefaction and seismically-induced settlement or ground failure are generally associated with strong seismic shaking in areas where groundwater tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong groundshaking event, saturated, cohesionless soils may acquire a degree of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like. Should such conditions, or other adverse/unstable soils or subsurface conditions exist at the Project site, they would be considered potentially significant impacts. On this basis, potential liquefaction hazards, or other potentially unstable or adverse soils or subsurface conditions are

preliminarily identified as potentially significant, and will be further addressed in the Project EIR. Mitigation measures will be proposed for those impacts determined to be potentially significant.

- a, iv) *No Impact*. The Project site is relatively flat with a gentle slope to the south. For this reason, the site is not internally susceptible to landslides. Adjacent properties also present little topographic relief. The Project will not create any dangerous conditions related to cut/fill slopes. As such, the potential for landslides or mudflows does not exist in the Project vicinity.

- b) *Less-Than-Significant Impact*. Construction activities associated with the proposed Project will temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP) in compliance with the NPDES General Permit for storm water discharges from construction activities. The proposal involves construction of conventional commercial/retail facilities and supporting site improvements within an essentially level area of the City. The Project does not propose to significantly alter existing topography. Based on the preceding, potential impacts associated with erosion or changes in topography, including loss of topsoil are considered less-than-significant.

- c-d) *Potentially Significant Impact*. Should adverse/unstable soils or subsurface conditions exist at the Project site, they would be considered potentially significant impacts. On this basis, and pending review and analysis of the Project preliminary geotechnical assessment, potential liquefaction hazards, or other potentially unstable or adverse soils or subsurface conditions are preliminarily identified as potentially significant, and will be further addressed in the Project EIR. Mitigation measures will be proposed for those impacts determined to be potentially significant.

- e) *No Impact.* The proposed development will connect to adjacent sewer services. No septic tanks or other alternative wastewater disposal systems are proposed. Thus, there is no potential for adverse impacts due to soils limitations relative to septic tanks or alternative waste water disposal systems.

Source: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a,b) *Potentially Significant Impact.* The Project’s contribution to greenhouse gases emissions may be potentially significant, and will be evaluated as part of the EIR Air Quality Analysis. Potential impacts, together with any necessary mitigation measures, will be presented in the Project EIR.

Source: Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a,b) *Less-Than-Significant Impact.* During the normal course of construction activities, there will be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project is required to meet all City Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials.

The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Mandated compliance with existing regulations, as identified above, also reduces the potential for risk of accidental explosion or release of hazardous substances. Impacts in this regard are considered less-than-significant.

c) *Less-Than-Significant Impact.* The site is not located within one-quarter mile of an existing or proposed school. Schools nearest the site include Cornerstone Christian School, located approximately 0.35 mile to the south, and Elsinore High School, located approximately one-half mile to the west of the site. The Project proposes conventional commercial/retail uses, and does not include elements or aspects that will create or otherwise result in hazardous emissions, and does not propose or require substantive handling of hazardous or acutely hazardous materials, substances, or waste. Pre-packaged materials such as paint, solvents,

glues, fertilizers, either sold by the Project retail uses or used during construction and maintenance are subject to extensive local, State, and federal regulations, and are not considered sources of potentially significant hazardous materials or hazardous emissions.

- d) *Less-Than-Significant Impact.* The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Additionally, soil sampling conducted as part of the Phase I Environmental Site Assessment analyzed soils for potential contamination from herbicides, pesticides, metals, and volatile fuel hydrocarbons. All constituents detected at the property were below established USEPA Preliminary Remediation Goals for the Project site's end use as a commercial facility. The site is not considered a hazardous materials site; nor would development of the site create a significant hazard to the public or environment in this regard.
- e,f) *Less-Than-Significant Impact.* The Project site is located approximately 1.5 miles easterly of Skylark Field, a private airport in the City of Lake Elsinore. The Project site is located outside of the Influence Area of this airport, as shown at Figure C-6, "Airport Influence Areas" of the Wildomar General Plan. No other private or public airports are located in the immediate Project vicinity.

Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. As such, the Project's potential to result in aircraft-related safety hazards for future occupants of the site is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

- g) *Less-Than-Significant Impact.* The Project does not propose or require designs or activities that would interfere with any identified emergency response or

emergency evacuation plan. Emergency procedures or design features required by County, State and Federal guidelines will be implemented during construction and during operation of the Project. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through City-mandated construction traffic management plans. Ongoing coordination with the local fire and police departments during construction will ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

- h) *No Impact.* The Project site is located in an area that has been largely urbanized, and there are no wildlands adjacent to the Project area. On this basis, there is no potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires. It may be noted that the Project site and surrounding areas are currently provided fire protection and emergency response services by the Riverside County Fire Department/Cal Fire. Development fees and taxes paid by the Project act to offset its incremental demands for fire protection services.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a, c-f) *Potentially Significant Impact.* Impervious surfaces created by the development proposed by the Project will result in decreased natural absorption rates and a potentially increased volume of surface runoff. Additionally, runoff from the Project area may include oils from paved areas and other chemicals which may contribute to degradation of offsite surface waters. Although the Project will be developed and operated in compliance with all applicable City and Regional Water Quality Control Board regulations and water quality standards, an analysis of potential impacts in regard to stormwater management and stormwater discharge quality will be included in the Project EIR. Mitigation measures will be incorporated to address any potentially significant impacts.

b) *Less-Than-Significant Impact.* The Project would not contribute to groundwater depletion, nor discernibly interfere with groundwater recharge. Water is provided throughout the City by the Elsinore Valley Municipal Water District (EVMWD). Groundwater which may be consumed by the Project and the City as a whole is recharged pursuant to the District’s policies and programs. The Project will not affect designated recharge areas.

Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the Project will not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. Based on the preceding discussions, the Project’s potential impacts to groundwater availability, quality, or recharge capabilities, are considered less-than-significant.

- g,h) *No Impact*. The Project does not propose the construction of housing. As shown at Figure S-9, “100- and 500-Year Flood Hazard Zones” of the Wildomar General Plan Safety Element, the site is not located within a 100-year flood hazard zone. As such, no placement of structures in a 100-year flood hazard zone would occur as a result of Project implementation and no impact would occur relative to the placement housing or other structures within a mapped 100-year flood hazard area.
- i) *Less-Than-Significant Impact*. As shown at Figure S-10, “Dam Inundation Zones” of the General Plan Safety Element, the site is located outside any identified potential inundation areas. As such, the potential for people or structures to be subjected to substantial risk of loss, injury or death involving flooding as a result of the failure of a levee or dam is considered less-than-significant.
- j) *No Impact*. The nearest body of water to the Project site is Lake Elsinore, located over 3 miles northwesterly of the site. At this distance, the site is not considered susceptible to seiche-related hazards. The Project site is located approximately 25 miles inland of coastal waters, and approximately 1,400 feet above mean sea level. As such, the site is not subject to tsunami hazards. No slopes of significance have been identified on or near the Project site, and the Project site has not historically been affected by mudflows. Impacts related to tsunami, seiche, or mudflow will not affect the Project.

Sources: Wildomar General Plan; *Phase I Environmental Site Assessment Wildomar, California* (C2 REM) July 2005; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a) *Potentially Significant Impact.* The Project may result in off-site impacts (e.g., air quality, noise, traffic) that could disrupt or otherwise adversely affect these neighboring land uses. These potential off-site impacts will be addressed under their respective topical headings within the EIR.

It is further noted that the Land Use Section of the EIR will comprehensively analyze the potential for the Project to create urban decay that may be substantial enough to result in physical changes in the market area (i.e., physical deterioration of existing retail centers/districts).

b) *Potentially Significant Impact.* The City of Wildomar General Plan Land Use designation of the Project site is “Commercial Retail (CR).” Zoning for the site is “Rural Residential (RR).” The uses proposed by the Project are consistent with the existing General Plan designation. In order to provide consistency with the site’s

General Plan designation, and allow for the proposed commercial uses, the Project will require a zone change from Rural Residential to Scenic Highway Commercial. In order to provide context for the Project under existing and proposed conditions, the EIR will include a detailed analysis of the Projects' potential impacts in this regard.

- c) *Less-Than-Significant Impact.* As previously noted, the Project will be implemented consistent with the requirements of the MSHCP. The Project's potential to conflict with any applicable habitat or natural communities conservation plan is considered less-than-significant.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a,b) *No Impact.* No known mineral resources that would be of value to the region or State exist on the Project site; nor would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a

local general plan, specific plan or other land use plan. The Project will have no impact in this regard.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-d) *Potentially Significant Impact.* Construction of the Project will temporarily increase localized noise levels, and occupation of Project facilities will establish long-term stationary operational noise sources. These noise sources could adversely affect any nearby sensitive receptors. Further, Project traffic, including delivery truck operations, may increase noise levels along affected roadways, with potentially adverse effects at receiving land uses. A Project-specific Noise Impact Study will be prepared to examine noise associated with implementation and operations of the Project. Project-related noise impacts will be discussed in the EIR. Mitigation measures will be proposed for impacts determined to be potentially significant.

e,f) *Less-Than-Significant Impact.* As noted previously, the Project site is located approximately 1.5 miles easterly of Skylark Field, a small private airport in the City of Lake Elsinore. The Wildomar General Plan does not present noise contours for this facility; however, the Project site is located outside of the Influence Area of this airport, as shown at Figure C-6, "Airport Influence Areas." No other private or public airports are located in the immediate Project vicinity. Given the distance to the airport, intervening land uses, and relatively small scale of aviation operations of Skylark Field, the Project's potential to expose future occupants of the Project site to excessive aircraft-related noise is considered less-than-significant. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project does not propose new residential development and would not directly contribute to population growth within the City. Employment generated by the Project may contribute to nominal population growth; however, Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities. Significant population growth is not anticipated to occur as a direct result of Project implementation. The Project is proposed at this location in order to service customers from existing demand in the service area. Further, the Project site is located within an urbanized area that is already served by roadways, utilities, and other infrastructure. Therefore, any additional infrastructure improvements are unlikely to encourage further population growth. As such, the Project’s potential to induce substantial growth directly or indirectly is considered less-than-significant.

b,c) *No Impact*. The Project will be implemented on a site designated for commercial uses. The Project does not involve or propose the displacement of any onsite or offsite housing stock. No impacts relating to displacement of housing will result from the Project.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of the new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a,b) *Potentially Significant Impact.* New development proposed by the Project would result in increased demands for fire and police protection services. The Riverside County Sheriff's Department currently provides police protection services to the Project site. Fire suppression and emergency response services are provided by the Riverside County Fire Department/Cal Fire. The EIR will address the Project's potential incremental demands on police and fire protection services, and evaluate whether those demands would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Mitigation measures will be proposed for impacts determined to be potentially significant.
- c,d) *Less-Than-Significant Impact.* Employment opportunities created by the Project may result in increased secondary impacts to school and park facilities. The Lake Elsinore Unified School District (LEUSD) provides educational facilities and services to the City of Wildomar. Increased student population could result from requests for Intra-District Transfers from employees of the Project wanting to enroll their children in schools closer to their place of employment. Yet any impacts from such school transfers would be minimal. Secondary impacts to park facilities from commercial development would be the occasional use of a proximate park during a lunch or dinner break. The Project will pay required school impact fees, and will not contribute substantially to the resident population base using school and/or park facilities. The potential for these secondary effects to result in substantial adverse physical impacts associated with new or physically altered governmental facilities, or the need for new or physically altered governmental facilities is considered less-than-significant.
- e) *Less-Than-Significant Impact.* Development of the Project would require established public agency oversight including, but not limited to, plan check and permitting

actions by the City Planning and Public Works Departments, and Police and Fire Departments. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees. Similar to the previous discussion above, secondary impacts to library facilities from commercial development would be the occasional use of a proximate library during a lunch or dinner break. The potential for the Project to result in substantial adverse physical impacts associated with new or physically altered governmental facilities, or the need for new or physically altered governmental facilities is considered less-than-significant.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. Further, Project-related employment demands are expected to be largely filled by existing residents

of either the City of Wildomar or neighboring communities. As such, the Project's potential to result in increased demands on neighborhood or regional parks or other recreational facilities is considered less-than-significant.

- b) *No Impact.* The construction of recreational facilities is not included in the Project proposal, nor will the Project require the construction or expansion of recreational facilities. Neither Project construction nor operations are anticipated to negatively impact any surrounding recreational facilities. As such, the Project will have no impact in this regard.

Sources: Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a,b,d) *Potentially Significant Impact.* The Project has the potential to increase vehicular traffic along area roads. A comprehensive Traffic Impact Analysis (TIA) will be prepared to examine trip generation and distribution associated with the Project’s construction and operations. Mitigation measures addressing any potentially significant Project-related traffic impacts will be identified in the EIR.

- c) *Less-Than-Significant Impact.* The Project does not propose elements or aspects that would affect air traffic patterns. As noted previously within discussions of safety hazards and noise, the Project is located outside any identified airport influence areas. Additionally, the single-story, commercial use is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. As such, the potential for the Project to result in a change in air traffic patterns that could result in substantial safety risks is considered less-than-significant.

- e) *Potentially Significant Impact.* The Project does not propose elements or aspects that would obstruct or restrict emergency access to or through the area.

Notwithstanding, emergency access will be evaluated as part of the TIA to be prepared for the Project. Any potentially significant impacts will be discussed further in the Project EIR. In conjunction with the review and approval of building permits, the City will review all plans to assure compliance with all applicable emergency access and safety requirements.

- f) *Less-Than-Significant Impact.* The Project does not present elements or aspects that would conflict with adopted alternative transportation policies. On a long-term basis, the Project may result in increased demand for public transportation as increased retail opportunities become available onsite; however, existing transit service is available within the Project area. Affected transit agencies routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, will be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City’s standard development review process. Based on the preceding discussions, the potential for the Project to conflict with adopted policies supporting alternative transportation is considered less-than-significant.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* Wastewater generated by the Project will be collected for treatment by the Elsinore Valley Municipal Water District (EVMWD), a permittee of the Santa Ana and San Diego Regional Water Quality Control Boards (SARWQCB/SDRWQCB).

Project-generated wastewater would be typical of commercial/retail sources, and would not require treatment beyond that provided by existing and programmed EVMWD facilities. Moreover, the Project will be developed and operated in compliance with the City regulations and standards of the SARWQCB/SDRWQCB.

Wastewater treatment demands of the Project can be accommodated within the scope of existing/programmed EVMWD facilities and would not cause or result in exceedance of wastewater treatment requirements of the SARWQCB/SDRWQCB. Based on the preceding, the potential for the Project to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board is considered less-than-significant.

- b) *Less-Than-Significant Impact.* Water supply and wastewater treatment are provided to the Project site by the EVMWD. The Project proponent will be required to pay water and sewer connection fees established by EVMWD to support the maintenance and planned improvement of existing infrastructure. Project improvements will include the construction of water laterals necessary to connect the Project to the existing water distribution and sewer lines. This construction will occur on the Project site, or within dedicated public easements/right of way.

No additional or non-standard treatment is required to specifically meet the Project's water demands. The Project will pay applicable water and sewer connection and service fees, which act to fund City and EVMWD improvement plans, operations, and maintenance. The EVMWD, as a regional wastewater treatment provider, will determine when and in what manner treatment facilities will be constructed and/or upgraded to meet increasing demands of areawide development, including the incremental demands of the Project.

The Project's potential to require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is considered less-than-significant.

- c) *Potentially Significant Impact.* Project construction activities have the potential to result in short-term impacts to the area drainage system. In order to minimize potential impacts of construction stormwater discharges and to existing facilities, and reduce the potential for these discharges to require substantive new drainage facilities, the Project is required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activity. Pursuant to these regulations, the developer is required to file a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB), and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for Project construction activities. The SWPPP incorporates design and operational Best Management Practices (BMPs) addressing erosion control, sediment control, tracking control, and other stormwater pollution control measures.

Operations of the Project also have the potential to result in long-term impacts to the area drainage system. Project-related stormwater pollutant sources would include vehicles/parking lots, landscape areas and landscape maintenance, temporary waste and debris, facility maintenance activities, and other miscellaneous activities that could potentially result in stormwater pollutant discharges. Typical stormwater pollutant constituents include oil, grease, vehicle fluids and other pollutants coming from parked vehicles on the site; soil, mulch, plant materials, fertilizers, and pesticides from landscaped areas; and other debris and trash. The Project would be mandated to develop and implement a Water Quality Management Plan (WQMP) addressing potential operational pollutant sources, their control, and measures to prevent their entrance to the municipal stormwater management system.

The Draft EIR will evaluate the potential for Project to require or result in the construction of new storm water drainage facilities or expansion of existing facilities. Mitigation will be developed to address any potentially significant impacts.

- d) *Potentially Significant Impact.* As previously stated, domestic water is provided to the Project site by the EVMWD. EVMWD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir (Canyon Lake), and imported water. Approximately one-half of the District's water supply is imported. Water supply and availability are recognized as general issues of concern. On this basis, the Project's potential impacts to water supplies and potential effects on the availability of water are initially identified as potentially significant, and will be further addressed in the Project EIR. Mitigation measures will be proposed for those impacts determined to be potentially significant.

- e) *Potentially Significant Impact.* Wastewater service will be provided to the Project site by EVMWD. The District currently has 310 miles of sewer pipeline, which collects and conveys wastewater generated within its service area to one of three tertiary level treatment facilities. As previously noted, the Project will pay applicable sewer connection and service fees, which act to fund City and EVMWD improvement plans, operations, and maintenance. Notwithstanding, the EIR will determine the Project's wastewater generation, and evaluate the Project's potential to exceed current or anticipated wastewater treatment capacities or require the construction of new water or wastewater treatment facilities or expansion of existing facilities.

- f) *Potentially Significant Impact.* Solid waste collection services are currently provided to the site by Waste Management. Three (3) landfills serve most of western Riverside County: El Sobrante, Badlands, and Lamb Canyon. The Draft EIR will evaluate the potential for Project uses to generate waste exceeding the capacity of existing landfills; or to conflict with federal, state, and local statutes and regulations related to solid waste.

- g) *Less-Than-Significant Impact.* All solid waste generated by the Project will be collected and disposed of as part of the City's commercial/retail waste stream. In this latter regard, the City oversees waste collection and recycling by sanitation service providers who collect refuse, green waste, bulky items and recycled

materials. Development proposed by the Project would be operated in compliance with applicable City General Plan goals and policies, and City Zoning regulations. Moreover, the Project involves the development of conventional commercial/retail uses, and as such, does not propose uses or activities that would conflict with local, State and federal solid waste management regulations. Based on the preceding, the potential for the Project to conflict with or obstruct federal, state, and local statutes and regulations related to solid waste is considered less-than-significant.

Sources: Wildomar General Plan; Preliminary Plans for the Wildomar Walmart Project, October 2013.

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

Substantiation:

- a) *Potentially Significant Impact.* As discussed at Checklist Items IV and V, respectively, certain biological resources may be adversely affected by the Project. Additionally, as yet unknown cultural resources may exist within the Project area. The EIR will propose mitigation to reduce or avoid any potentially significant impacts to any identified biological and/or cultural resources.
- b) *Potentially Significant Impact.* The Project has the potential to result in cumulatively considerable impacts. As discussed in the previous environmental evaluation, implementation of the Project may result in potentially significant impacts under the environmental topics of:
- Air Quality;
 - Biological Resources;
 - Cultural Resources;
 - Geology and Soils;
 - Greenhouse Gas (GHG) Emissions impacts;
 - Hydrology/Water Quality;
 - Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, e.g., blight);
 - Noise;
 - Public Services and Utilities; and
 - Transportation/Traffic.

To a certain extent, impacts of the Project, together with other known or anticipated projects in the area, may have a cumulative effect under all of the aforementioned environmental considerations. The Project EIR will identify the Project's contribution to, and context within, potentially significant cumulative environmental effects influencing the vicinity and region.

- c) *Potentially Significant Impact.* As indicated by this IS evaluation, the Project may cause or result in certain potentially significant environmental effects, resulting

in potentially adverse effects to human beings. While adverse environmental effects that could affect human beings could, to some degree, be substantiated under all CEQA issue areas, Project impacts that could directly affect human beings include:

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas (GHG) Emissions impacts;
- Hydrology/Water Quality;
- Land Use and Planning (including consideration of potential economic impacts that could result in physical land use impacts, e.g., blight);
- Noise;
- Public Services and Utilities; and
- Transportation/Traffic.

The Project EIR will address these environmental topics and present mitigation measures for any potentially significant impacts.

4.0 DETERMINATION

4.0 DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	<input type="checkbox"/>

City of Wildomar:

Signature   Date January 6, 2014

Printed Signature: Ross S. Geller, Applied Planning, Inc. and Matthew Bassi, City of Wildomar



South Coast Air Quality Management District

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February 14, 2014

Matthew C. Bassi, Planning Director
City of Wildomar
23873 Clinton Keith Road, Ste 201
Wildomar, CA 92595

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Notice of Preparation of a CEQA Document for the Wildomar Walmart Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: www.aqmd.gov/ceqa/hdbk.html. SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore,

when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at imacmillan@aqmd.gov or call me at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources



State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



February 6, 2014 .

Mr. Matthew Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Subject: Notice of Preparation for the Wildomar Walmart Project
Draft Environmental Impact Report
State Clearinghouse No. 2014011014

Dear Mr. Bassi:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) for the Wildomar Walmart Project (Project) [State Clearinghouse No. 2014011014]. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The Project is located within the City of Wildomar, east of Interstate 15, south of Bundy Canyon Road, west of Monte Vista Drive, and north of an existing residential dwelling. The Wildomar Walmart Project proposes construction and operation of approximately 207,800 square feet of new retail/commercial uses on the 24.5-acre project site. The Project includes the proposed Wildomar Walmart and on- and off-site supporting improvements.

Biological Resources and Impacts

The CEQA document should contain sufficient, specific, and current biological information on the existing habitat and species at the Project site; measures to minimize and avoid sensitive biological resources; and mitigation measures to offset the loss of native flora and fauna and State waters. The CEQA document should not defer impact

analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement.

If state or federal endangered or threatened species have the potential to occur on the Project site, species specific surveys should be conducted using methods approved by the Department or the presence of the species throughout the project site should be assumed. The CEQA document should include recent survey data (CEQA Guidelines Section 15125(a)). The CEQA document should also address species of special concern and federal critical habitat. To assist with review, an accompanying map showing the areas of impact should be included in the subsequent CEQA document. Additional maps detailing the location of endangered, threatened, or special of special concern should also be included in the subsequent CEQA document.

Natural Community Conservation Program (NCCP) and California Endangered Species Act (CESA)

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the CESA, and administers the Natural Community Conservation Plan Program (NCCP Program). Within the Inland Deserts Region, the Department issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: <http://www.rctlma.org/mshcp/>.

The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement. The City of Wildomar is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP.

Lake and Streambed Alteration Program

The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which

may include associated riparian resources) of a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of an LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <http://www.dfg.ca.gov/habcon/1600/forms.html>.

Although the proposed Project is within the MSHCP, a Notification of Lake or Streambed Alteration may be required by the Department, should the site contain jurisdictional areas, and the Project proposes impacts to these areas. Additionally, the Department's criteria for determining the presence of jurisdictional waters are more comprehensive than the MSHCP criteria in Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools).

The following information will be required for the processing of a Notification of Lake or Streambed Alteration and the Department recommends incorporating this information into the CEQA document to avoid subsequent documentation and project delays. Please note that failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue an LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project:

- 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- 2) Discussion of avoidance and minimization measures to reduce project impacts; and,
- 3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. Please refer to section 15370 of the CEQA Guidelines for the definition of mitigation.

Department Recommendations

The Department has the following concerns about the Project, and requests that these concerns be addressed in the CEQA document:

1. The CEQA document should quantify impacts to habitats and species as per the informational requirements of CEQA. An accompanying map showing the areas of impact should also be included.
2. The CEQA document should include recent biological surveys for fauna and flora (CEQA Guidelines Section 15125(a)). The Department recommends that the Lead Agency contact the Department's California Natural Diversity Database (CNDDDB) in Sacramento, (916) 327-5960, to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the California Fish and Game Code. If state or federal threatened or endangered species may occur within the project area, species specific surveys, conducted at the appropriate time of year and time of day, should be included with the CEQA document. Acceptable species specific surveys have been developed by the Department, and by the U.S. Fish and Wildlife Service, and are accessible through each agencies websites. Assessments for rare plants and rare plant natural communities should follow the Department's 2009 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. If the Department's 2009 guidelines were not used, surveys conducted after the issuance of the 2009 guidance should be updated following the 2009 guidelines. The guidance document is available here:
http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols_for_surveying_and_evaluating_impacts.pdf
3. The CEQA document should provide an analysis of habitat conservation plans and natural community conservation plans, including the MSHCP. The CEQA document should include a discussion of how the project will affect reserve assembly; how the Project will affect the goals and objectives of the NCCP; the applicable policies and procedures that pertain to the Project; a discussion of survey requirements; and a list of proposed mitigation measures pursuant to the NCCP. A copy of any documents discussing the Project's consistency with the NCCP (e.g., Determination of Biologically Equivalent or Superior Preservation) should be included with the CEQA document.
4. The analysis in the CEQA document should satisfy the requirements of the Department's Lake and Streambed Alteration Program and CESA (if deemed necessary).

In summary, the Department requests that the CEQA document include current information regarding biological resources and adequately address whether the project will be processed through the MSHCP. If you should have any questions pertaining to these comments, please contact Kimberly Freeburn-Marquez at (909) 945-3484.

Notice of Preparation-DEIR
Wildomar Walmart Project
SCH No. 2014011014
Page 5 of 5

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Brandt". The signature is stylized and cursive.

Jeff Brandt
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento



Scott A. Mann
Mayor

Wallace W. Edgerton
Deputy Mayor

John V. Denver
Councilmember

Thomas Fuhrman
Councilmember

Greg August
Councilmember

February 3, 2014

Matthew Bassi
Planning Director
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

RE: Notice of Preparation for Wildomar Wal-mart

Dear Mr. Bassi:

Thank you for the opportunity for the City of Menifee to review the Notice of Preparation for the City of Wildomar Wal-mart (Planning Application No. 13-0086) Environmental Impact Report. Menifee's Community Development Department has reviewed the information provided and requests that the Environmental Impact Report (EIR) address the following impacts:

1. Traffic impacts to Bundy Canyon Road and the Bundy Canyon Road/I-15 Interchange. The EIR should include a discussion on the necessity and timing of improvements on Bundy Canyon Road and the interchange and how it relates to the timing of construction for the Wal-mart project.
2. Wal-mart has also proposed and obtained approval to construct a super store north of Scott Road, west of Interstate 215 and west of Haun Road in the City of Menifee. This proposed store location is approximately 5.5 miles to the east of the proposed Wal-mart in the City of Wildomar. In addition, there is an existing Wal-mart superstore at Railroad Canyon Road in the City of Lake Elsinore which is approximately 3 miles to the north of the new proposed store location. The EIR should contain a market analysis to ensure that the surrounding community can support the proposed stores and impacts to existing commercial uses within the vicinity.

Thank you again for the opportunity to provide comments. Please forward any hearing notice regarding this project to my attention.

Sincerely,

Lisa Gordon
Acting Planning Manager
Community Development Department

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
PLANNING (MS 1221)
464 WEST 4th STREET, 6th Floor
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-6890
TTY (909) 383-6300
www.dot.ca.gov/dist8



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JAN 15 2014
CITY OF WILDOMAR

January 13, 2014

Matthew Bassi
Planning Director
City of Wildomar
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

City of Wildomar Wal-Mart (Planning Application Number 13-0086) Environmental Impact Report (EIR) Notice of Preparation (NOP). APN 367-100-033/034 & 035, 037(Riv 15 PM 16.37)

Mr. Bassi,

We have completed our initial review for the above mentioned proposal to construct a new 200,000 square foot Wal-Mart located in the southern portion of the site. The construction of a new 7,800 square foot out-pad use located in the northerly portion of the site on approximately 2.54 acres.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Wildomar due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We recommend the following to be provided:

Traffic Study

- A Traffic Impact Study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities and to propose appropriate mitigation measures. The study should be based on Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS)* which is located at the following website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

- The data used in the TIS should not be more than 2 years old.

"Caltrans improves mobility across California"

- The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + cumulative, and existing + project + cumulative + ambient growth.
- Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.
- The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".
- Clearly indicate LOS with and without improvements.
- It is recommended that the Synchro Analysis includes all intersections from the Project site to the proposed study areas. A PHF of 0.92 in urban areas is recommended to be used in the Synchro Analysis.
- All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- Proposed improvements should be exhibited in preliminary drawings that indicate the LOS with improvements.
- **Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.**

Mr. Bassi
January 13, 2014
Page 3

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Daniel Kopulsky".

DANIEL KOPULSKY
Office Chief
Community and Regional Planning

Board of Directors
Phil Williams, President
Andy Morris, Vice President
Judy Guglielmana, Treasurer
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Harvey R. Ryan, Director



General Manager
John D. Vega
District Secretary
Terese Quintanar
Legal Counsel
Best Best & Krieger

Our Mission...

EVMWD will provide reliable, cost-effective, high quality water and wastewater services that are dedicated to the people we serve.

January 23, 2014

Attn: Matt Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

**Subject: Planning Review No. 13-0086
Wal-Mart Development
WO# 2013-062**

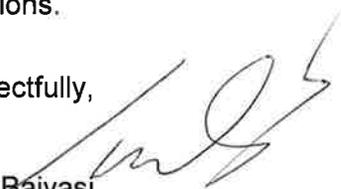
Attached please see our 9/12/13 planning review comments for the subject project. The following items were identified in the Initial Study dated January 2014:

Page 2-11 item 2.4.6 states "No major new infrastructure or utility improvements are proposed by the project, nor any are required. As per above attached letter, upsizing of the existing water line may be required pending fire flow requirement by the Fire Department. Please make the needed changes (page 2-11 and item b page 3-37).

Also, the above letter conditions the Developer to install purple piping for irrigation with recycled water, when available. Though this requirement does not represent a significant impact, Section XVII should include this utility component. Please make the needed changes accordingly.

Please feel free to call Imad Baiyasi at (951) 674-3146, Ext. 8786, should you have any questions.

Respectfully,



Imad Baiyasi
Development Services Manager

IB/cb

cc: File

FA\ENGIN2_Developer Projects\2013\13-062 - WalMart (City of Wildomar)\1. Pre-Planning\09-12-13 - Conditions of Approval - 13-062.docx

Board of Directors
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W. Ben Wicke, Director
Harvey R. Ryan, Director



General Manager
John D. Vega
District Secretary
Terese Quintanar
Legal Counsel
Best Best & Krieger

Our Mission...

EVMWD will provide reliable, cost-effective, high quality water and wastewater services that are dedicated to the people we serve.

September 12, 2013

Attn: Matt Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

**Subject: Planning Review No. 13-0086
Wal-Mart Development
WO# 2013-062**

On August 9, 2013, the District received the above Application. The project consists of Wal-Mart project on 21.96 acres. We have the following comments:

Conditions of Approval:

- The water supply system shall be connected to the 1746 pressure zone. The existing 10 inch ACP water line fronting the property on Bundy Canyon Road shall be upsized as required to meet fire flow demands as established by the Fire Department.
- The development needs to plan and install purple piping for irrigation with Recycled Water, when available.
- Individual water meters shall be used per each separate business or commercial establishment
- On-site water and sewer shall be privately owned and maintained
- The Developer will be required to contact EVMWD and adhere to the Districts Development process, and pay all applicable fees.

Please feel free to call Imad Baiyasi at (951) 674-3146, Ext. 8786, should you have any questions.

Respectfully,

Imad Baiyasi
Development Services Manager

IB/cb

cc: Paul S. Carver – EVMWD, Director of Engineering

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NOP comments

Paul L. Colmer
33431 Chelsea Ln.
Wildomar, Ca.
Tues., Jan 21, 2014

Planning Director Matthew Bassi
Wildomar City Hall
Wildomar, Ca.

Dear Mr. Bassi:

I expected to attend the January 27, 2014 meeting regarding WalMart's application to build a Super Center at the intersection of Interstate 15 and Bundy Canyon, Wildomar, Ca. A close neighbor friend and his wife both have afternoon appointments for tests at Loma Linda Medical Center, Loma Linda, Ca. and need transportation. In case I can not get back to Wildomar for the start of the 6 PM meeting I hope that my prior Aug 6, 2013 letter and my enclosed additional points can be taken into consideration.

Thank you from a 17 year Wildomar resident and a concerned citizen.



Paul Colmer

TRAFFIC:

(1) Bundy simply can not handle any additional traffic with out improvements and major widening.

(2) Monte Vista access to Bundy Canyon and also Baxter Road.

Monte Vista due to the Cornerstone Church and the Church school is already a problem and might be more of a problem if any other corner obstructions exist after construction at that intersection.

Regarding Baxter Road, it is now a two lane road with a two lane bridge over Interstate 15. Any additional traffic at that location would bring about more congestion.

Can the freeway off and on ramps at both Bundy Canyon and Baxter Road handle additional traffic without causing freeway backups that one can now see at near by ramps at rush hours?

(3) What can be done to solve the already access problems from Cherry Street, Sellers Road, Canyon Ranch, Walnut Creek and Oak Canyon onto Bundy Canyon. Even now in rush hour traffic, long waits can be experienced when attempting turns onto Bundy Canyon.

(4) Another problem now is with students from near by homes having to walk along Bundy Canyon to Lake Elsinore High School without complete sidewalks, which is a hazard in its self.

(5) Will any consideration be taken regarding the additional traffic generated when construction is completed of the pending housing tract that is being considered in the area of "The Farm"?

INCOME FOR THE CITY:

(1) Yes, WalMart will bring in quite a bit of income to the city, but it is well known that small businesses can not compete with the Super Center once it is opened; therefore, will WalMart's tax base exceed that of all of the other small businesses tax base that will be lost?

(2) What effect will the Super Center have on the newly opened Shell AM/PM Mini Mart just opened?

CITY SERVICES:

(1) What plan in place regarding sewage services treatment for a Super Center and can the present system handle the addition?

(2) Who will be responsible to supply the additional water and water lines?

(3) Is the proposed area able to handle any water runoff that might occur during a heavy rain storm?

EMPTY BUILDINGS:

WalMart is well known to leave empty buildings when they want to upgrade. In years to come, what will be done with the vacant building when they move

POLLUTION:

Noise will be evident from all of the additional traffic. Large trucks loading and unloading in the early morning hours, as well as coming and leaving the area.

The lighting will encroach upon near by housing tracts., thus civil suits filed?

LAWENFORCEMENT:

Additional costs will be needed for police calls at the new store. This will include shoplifting, traffic accidents, drug and alcohol possession, auto burglaries and unlawful use of credit cards. Also the parking lots will be a gathering place for undesirables!

NATIVE AMERICAN HERITAGE COMMISSION

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Fax (916) 373-5471
Web Site www.nahc.ca.gov
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JAN 21 2014

January 15, 2014

CITY OF WILDOMAR

Mr. Matthew Bassi, Planner

City of Wildomar

23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

RE: SCH#2014011014 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **"Wildomar Walmart Project;"** located in the City of Wildomar; Riverside County, California

Dear Mr. Bassi:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Riverside County California
January 15, 2014**

Pala Band of Mission Indians
Historic Preservation Office/Shasta Gaughen
35008 Pala Temecula Road, PMB Luiseno
Pala , CA 92059 Cupeno
PMB 50
(760) 891-3515
sgaughen@palatribe.com
(760) 742-3189 Fax

Pauma & Yuima Reservation
Randall Majel, Chairperson
P.O. Box 369 Luiseno
Pauma Valley CA 92061
paumareservation@aol.com
(760) 742-1289
(760) 742-3422 Fax

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resources Manager
P.O. Box 1477 Luiseno
Temecula , CA 92593
(951) 770-8100
pmacarro@pechanga-nsn.
gov
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Rincon Band of Mission Indians
Vincent Whipple, Tribal Historic Preationv. Officer
1 West Tribal Road Luiseno
Valley Center, CA 92082
jmurphy@rincontribe.org
(760) 297-2635
(760) 297-2639 Fax

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 391820 Cahuilla
Anza , CA 92539
(951) 659-2700
(951) 659-2228 Fax

Morongo Band of Mission Indians
William Madrigal, Jr., Cultural Resources Manager
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1866 - cell
wmadrigal@morongo-nsn.
gov
(951) 572-6004 Fax

Rincon Band of Mission Indians
Bo Mazzetti, Chairperson
1 West Tribal Road Luiseno
Valley Center, CA 92082
bomazzetti@aol.com
(760) 749-1051
(760) 749-8901 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2014011014; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Wildomar Walmart Project; located in the City of Wildomar; Riverside County, California.

**Native American Contacts
Riverside County California
January 15, 2014**

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula , CA 92593
(951) 770-6100
hlaibach@pechanga-nsn.
gov
(951) 695-1778 FAX

SOBOBA BAND OF LUISENO INDIANS
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto , CA 92581
jontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137
(951) 654-4198-FAX

William J. Pink
48310 Pechanga Road Luiseno
Temecula , CA 92592
wjpink@hotmail.com
(909) 936-1216
Prefers e-mail contact

Cahuilla Band of Indians
Luther Salgado, Chairperson
PO Box 391760 Cahuilla
Anza , CA 92539
Chairman@cahuilla.net
760-763-5549
760-763-2631 - Tribal EPA

Pechanga Cultural Resources Department
Anna Hoover, Cultural Analyst
P.O. Box 2183 Luiseño
Temecula , CA 92593
ahoover@pechanga-nsn.gov
951-770-8104
(951) 694-0446 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2014011014; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Wildomar Walmart Project; located in the City of Wildomar; Riverside County, California.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

January 9, 2014

To: Reviewing Agencies

Re: Wildomar Walmart Project
SCH# 2014011014

RECEIVED
JAN 13 2014
CITY OF WILDOMAR

Attached for your review and comment is the Notice of Preparation (NOP) for the Wildomar Walmart Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Matthew Bassi
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014011014
Project Title Wildomar Walmart Project
Lead Agency Wildomar, City of

Type NOP Notice of Preparation
Description The project proposes construction of ~207,800 sf of commercial/retail uses within the ~24.5 acre project site. The project includes an ~200,000 sf Walmart Store and a 7,800 sf commercial outpad use. Onsite detention/infiltration basins and various infrastructure dedications and improvements are also proposed.

Lead Agency Contact

Name Matthew Bassi
Agency City of Wildomar
Phone 951 677-7751 **Fax**
email
Address 23873 Clinton Keith Road, Suite 201
City Wildomar **State** CA **Zip** 92595

Project Location

County Riverside
City Wildomar
Region
Cross Streets Bundy Canyon Road, Monte Vista Drive
Lat / Long
Parcel No. 367-100-033, 034, 035, 037
Township **Range** **Section** **Base**

Proximity to:

Highways I-15
Airports Skylark Field
Railways Metrolink
Waterways Skylark Field
Schools 5 ES, 2 HS, 3 Private,
Land Use Vacant, Undeveloped/Z: Rural Residential (RR)/GP: Commercial Retail (CR)

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Traffic/Circulation; Water Quality; Water Supply; Landuse

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 6; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 9

Date Received 01/09/2014 **Start of Review** 01/09/2014 **End of Review** 02/07/2014

From: [Anna Hoover](#)
To: [Matthew Bassi](#)
Cc: [Andrea Fernandez](#); [Ebru Ozdil](#); [Michele Fahley](#)
Subject: Pechanga Tribe Comments on the Notice of Preparation for the Wildomar Wal-mart Project
Date: Thursday, February 13, 2014 6:01:31 PM

Mr. Bassi,

These comments are written on behalf of the Pechanga Band of Luiseño Indians (“Tribe”), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the “Project”). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe concurs, per the recommendation in the Initial Study, that an archaeological study and cultural resources evaluation should be completed for this Project. We request that the study be completed with consultation and participation from the Pechanga Tribe. The proposed Project is on land that is within the traditional territory of the Pechanga Band. The Tribe is not opposed to this Project; however, we are opposed to any direct, indirect and cumulative impacts this Project may have to traditional tribal cultural resources. Our concerns are based on the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items that could be displaced and destroyed by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe requests to be involved and participate with the City in assuring that an adequate environmental assessment is completed, and in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the sensitivity of the Project area, it is the position of the Pechanga Tribe that professional Pechanga tribal monitors be required to be present during all ground-disturbing activities conducted in connection with the Project, including any archaeological surveys, excavations, brushing, grubbing, trenching and mass grading.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5- 10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a “most likely descendant,” who shall be consulted as to the appropriate disposition of the remains. Given the Project’s location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project. It is the position of the Pechanga Tribe that human remains must never be moved or other impacted, but rather, they should remain in their original resting place, undisturbed.

The Tribe requests to fully participate in the environmental review process, including meeting, if necessary, with the City once additional available documentation is available to provide further comment on the Project’s impacts to cultural resources and potential mitigation for such impacts.

We look forward to working with the City of Wildomar and its consultants in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahover@pechanga-nsn.gov should you have any comments or questions.

Anna M. Hoover
Cultural Analyst
Pechanga Band of Luiseno Mission Indians
P.O. Box 2183
Temecula, CA 92593

951-770-8104 (O)
951-694-0446 (F)
951-767-6139 (C)
ahover@pechanga-nsn.gov



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY
Transportation Department



Juan C. Perez, P.E., T.E.
Director of Transportation

February 10, 2014

Mr. Matthew C. Bassi, Planning Director
City of Wildomar
23837 Clinton Keith Road
Suite 201
Wildomar, CA 92595

RE: City of Wilomar Wal-Mart (Planning Application No. 13-0086) Environmental Impact Report (EIR)
Notice of Preparation (NOP)

Dear Mr. Bassi:

Thank you for sending the Riverside County Transportation Department the City of Wilomar Wal-Mart (Planning Application No. 13-0086) Environmental Impact Report (EIR) Notice of Preparation (NOP).

The proposed project could lead to increases in traffic volumes in the area. The Transportation Department requests that the traffic study for the proposed development address potential impacts and mitigation measures on any County roadways in the area included in the County General Plan. Necessary improvements to mitigate project impacts shall be identified, and responsibility for the needed improvements shall be designated. The Riverside County Traffic Study Guidelines should be followed for analysis of facilities within Riverside County.

If a modeling process is to be used for the traffic analysis, model inputs and assumptions shall be thoroughly documented.

The cumulative analysis shall include all approved and pending development projects within the County of Riverside that are located within one mile of the proposed development. Please contact Kevin Tsang in the Transportation Department for information regarding cumulative projects in Riverside County (ktsang@rctlma.org).

Thank you again for the opportunity to review the NOP. We look forward to receiving the EIR and the traffic analysis for the development. The County contact person is Russell Williams and can be reached at (951) 955-2016.

Sincerely,



Russell Williams
Environmental Manager

cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Assistant Director of Transportation
Mojahed Salama, Deputy Director of Transportation



Jeremy Goldman
Local Public Affairs
24487 Prielipp Drive
Wildomar, CA 92595

February 10, 2014

Matthew C. Bassi, Planning Director
City of Wildomar, Planning Department
23837 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Re: Wildomar Walmart Project (Planning Application No. 13-0086)

Southern California Edison (SCE) appreciates the opportunity to provide comments on the Notice of Preparation of an Environmental Impact Report for the Wildomar Walmart Project. The proposed project includes the construction of a 200,000 square foot Walmart and 7,800 square foot out-pad. Approximately 2.54 acres of the site will be used for infrastructure dedications and improvements. The project the site is an irregularly-shaped parcel located near the Interstate 15 (I-15)/Bundy Canyon Road intersection. Bundy Canyon Road forms the site's northern boundary and Canyon Drive borders the site to the south. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively.

Electric service in this area is provided by SCE. SCE's electrical system consists of a network of facilities (electrical distribution, transmission, and generation systems). We appreciate the notice for development, which will assist us in planning for future electrical needs for the area. At this time, the project is within SCE's projected load growth for this area. However, the project developer will be responsible for the costs of any new distribution and/or line extension work, and any relocation of facilities required to accommodate the distribution line and/or service extensions required by SCE to serve the project.

SCE's rights-of-way and fee-owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. Any proposed use will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE's right-of-way constraints and rights. Please forward five (5) sets of project plans, including a PDF copy, depicting SCE's facilities and its associated land rights to the location below.

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue
G.O.3 – Second Floor
Rosemead, CA 91770

If you have any questions regarding this letter, please do not hesitate to contact me at Jeremy.Goldman@sce.com or (951) 249-8466.

Regards,

A handwritten signature in blue ink that reads "Jeremy A. Goldman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jeremy A. Goldman
Local Public Affairs Region Manager
Southern California Edison Company