

CITY OF WILDOMAR

HORIZONS DEVELOPMENT PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2015011021



Lead Agency:

**CITY OF WILDOMAR
23873 CLINTON KEITH ROAD, SUITE 201
WILDOMAR, CA 92595**

DECEMBER 2015

CITY OF WILDOMAR
HORIZONS DEVELOPMENT PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2015011021

Lead Agency:

CITY OF WILDOMAR
23873 CLINTON KEITH ROAD, SUITE 201
WILDOMAR, CA 92595

DECEMBER 2015

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1.0 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Wildomar (City) is the lead agency for the environmental review of the proposed Horizons Development Project (proposed project; project). The City has the principal responsibility for approving the project. This Final EIR assesses the expected environmental impacts resulting from approval and implementation of the proposed project, as well as responds to comments received on the Draft EIR.

1.1 ORGANIZATION AND SCOPE OF THE FINAL EIR

This Final EIR is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and what the Final EIR is required to contain.

SECTION 2.0 – COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Section 2.0 provides a list of commenters, copies of written comments (coded for reference), and the responses to those comments made on the Draft EIR.

SECTION 3.0 – MINOR REVISIONS TO THE DRAFT EIR

Section 3.0 provides a list of minor edits made to the Draft EIR as a result of comments received and other staff-initiated changes.

1.2 BACKGROUND AND PURPOSE OF THE EIR

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the proposed Horizons Development Project that led to the preparation of this Final EIR.

Notice of Preparation

The Notice of Preparation (NOP) for the Draft EIR was submitted for public review on January 26, 2015, with the review period ending on February 24, 2015. A scoping meeting was held on February 9, 2015, to solicit input from interested agencies and the public. The City received several comment letters on the NOP and during the public scoping meeting. The NOP comments are provided in **Appendix 1.0** of the Draft EIR and summarized in Section 1.0, Introduction, of the Draft EIR.

Draft EIR

The Draft EIR was released for public and agency review on August 27, 2015, with the 45-day review period ending on October 12, 2015. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at City offices and on the City's website (www.cityofwildomar.org),

1.0 INTRODUCTION

Final EIR

The City received three comment letters from public agencies, interest groups, and the public regarding the Draft EIR. This document responds to the comments received by the City on the proposed project, as required by CEQA. This document also contains minor edits to the Draft EIR, which are included in Section 3.0, Minor Revisions to the Draft EIR. This document constitutes the Final EIR.

Certification of the Final EIR/Project Consideration

The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.3 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

2.1 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted written comments on the Draft EIR.

Letter	Agency, Organization, or Individual	Date
A	California Department of Fish and Wildlife	October 6, 2015
B	California Department of Transportation	October 9, 2015
C	Riverside County Fire Department	October 16, 2015

2.2 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

State CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines Section 15204).

State CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. State CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

State CEQA Guidelines Section 15088 also recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments.

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strikeout~~ for deleted text). The responses to comments were prepared by City staff and Michael Baker International.

Letter A



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



October 6, 2015

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

Subject: Draft Environmental Impact Report
Horizons Development Project
State Clearinghouse No. 2015011021

Dear Mr. Bassi:

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Horizons Development Project (project) [State Clearinghouse No. 2015011021]. The Department is responding to the DEIR 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 approximately 20-acre project site is located south of Bunny Trail and approximately 0.25-mile south of Clinton Keith Road, west of Elizabeth Lane, north of Prielipp Road, and approximately 650 feet east of Yamas Drive, within the City of Wildomar, County of Riverside, California; Assessor's Parcel Number (APN) 380-250-023.

The proposed project involves the construction of a mixed-use residential and assisted living development, and includes the following actions by the City of Wildomar (City; CEQA lead agency):

- A General Plan Amendment changing the existing land use designation from Business Park to Commercial Retail and High Density Residential,

Conserving California's Wildlife Since 1870

Letter A Continued

Draft Environmental Impact Report
Horizons Development Project
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- A Change of Zone changing the current zoning designation from Rural Residential to General Commercial and General Residential,
- A Tentative Tract Map (TTM 36672) dividing the property into three land parcels,
- A Plot Plan allowing development of 138 two-story townhomes, a recreational building, and 350 parking spaces in the multi-family residential portion of the project; a two story senior living facility with 86 units and 86 parking spaces; the extension of Elizabeth Lane along the eastern boundary of the project site, a 2-acre open space area along the western boundary, a 1.5-acre retention basin, and a 1-acre open space area that avoids an existing streambed, and
- A Conditional Use Permit allowing the 86-unit senior assisted living facility.

Biological Resources and Impacts

Following review of the Biological Resources section of the IS, the Department identified a number of questions, comments and concerns, and requests that each of these be addressed prior to adoption of the Final EIR. The Department's questions, comments, and concerns include:

1. Impacts to Downstream Riparian Habitat. The ephemeral stream that traverses the site from north to south supports significant riparian habitat to the south of the project site. Please clarify whether the proposed changes to the drainage of the project site will result in a reduction in the amount of water discharged into the channel to the south of the project site. If the amount of water discharged into the channel to the south of the project site will be altered, please provide a thorough and detailed analysis of the impacts to the downstream riparian habitat. **A-1**
2. Mitigation for Streambed Impacts. Mitigation Measure 3.3.2 requires off-site replacement and/or restoration of riparian habitat within the Santa Margarita Watershed at a 1:1 ratio to mitigate for permanent impacts to the on-site streambed. Please note that, due to the net loss of streambed, the distance between the impact area and the restoration area, the uncertainty of success, and the temporal lag between impact and the restoration of full ecological function in the mitigation area, this will likely not be enough to be considered a biologically equivalent value. Depending on the distance from the project site, the extent of the restoration needs, and the nature of the proposed restoration, the Department will likely require a minimum of 0.57 acre of off-site riparian habitat restoration as mitigation for the permanent streambed impacts. **A-2**
3. Impacts to Riversidean Sage Scrub. The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and **A-3**

Letter A Continued

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regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009).

Page 55 of The Biological Resources Assessment states that no sensitive plant communities are present on the project site. However, it also identifies permanent impacts to 0.16 acre of Riversidian Sage Scrub, 0.02 acre of Riversidian Sage Scrub/Ruderal, and 1.49 acre of Ruderal/Riversidian Sage Scrub. Riversidian Sage Scrub has a ranking of G3 S3.1, and the Department considers it to be a sensitive natural community.

The Department considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and conservation in perpetuity should be addressed. The Department requests that the Final EIR be conditioned to require off-site restoration and conservation of at least 3 acres of Riversidian Sage Scrub, or acquisition and conservation in perpetuity of at least 6 acres of Riversidian Sage Scrub if avoidance of the on-site impacts is not possible.

4. Impacts to Nesting Birds. Mitigation Measure 3.3.1c requires pre-construction nesting surveys to occur if vegetation removal and/or construction occurs from February 15 through August 15. Please note that, while nesting activity typically peaks in the spring and summer months, some bird species nest in winter (e.g., raptors) and fall (e.g., mourning doves). Therefore, the Department recommends that pre-construction nesting bird surveys take place regardless of the time of year.

Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules

A-3
cont.

A-4

Letter A Continued

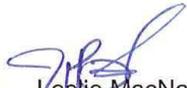
Draft Environmental Impact Report
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and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

**A-4
cont.**

The Department appreciates the opportunity to comment on the DEIR for the Horizons Development Project (SCH No. 2015011021), and requests that the City address the Department's comments and concerns prior to adoption of the final EIR. If you should have any questions pertaining to these comments, please contact Gabriele Quillman at (909) 980-3818 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

For 
Leslie MacNair
Regional Manager

cc: State Clearinghouse, Sacramento

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter A Leslie MacNair, California Department of Fish and Wildlife

Responses

- A-1 Impacts to Downstream Riparian Habitat. The commenter requests clarification on whether the proposed changes to the drainage of the project site will alter the amount of water discharged into the channel to the south of the project site. The commenter requests a thorough and detailed analysis of impacts to the downstream riparian habitat if the amount of water discharged to the south of the project site will be altered.

Draft EIR Section 3.8, Hydrology and Water Quality, describes that discharge from the site into the channel to the south will be metered to control additional peak flows resulting from project components. These metered discharges, which will replicate existing peak flows, will continue to support downstream riparian vegetation. Specifically, though the project could result in additional stormwater volumes associated with increased impervious surfaces proposed for the site (138 townhomes, a recreation area and leasing building, parking spaces, and a senior living facility), the project proposes two sand filter basins and one subsurface system to mitigate flows of increased stormwater runoff. The proposed sand filter basins and subsurface basin provide sufficient volume to mitigate for increased runoff (JLC 2014a).

- A-2 Mitigation for Streambed Impacts. The commenter summarizes mitigation measure MM 3.3.2 and notes that based on several factors, the mitigation ratio in mitigation measure MM 3.3.2 will likely not be enough to be considered a biologically equivalent value. The commenter notes that the department will likely require a minimum of 0.57 acre of off-site riparian habitat restoration as mitigation for permanent streambed impacts.

Attachment 3.3 of the Draft EIR includes the Determination of Biologically Equivalent or Superior Preservation [DBESP] for the project. MM 3.3.2 is based on the DBESP. The City has determined that the mitigation program as identified in the DBESP and presented MM 3.3.2 is biological equivalent or superior to the existing condition.

The mitigation standard for CEQA is to mitigate the impacts to less than significant and not to a biological equivalent value. The mitigation measure provided in the EIR states a minimum ratio and is not intended to provide a precise ratio pending the approval of the DBESP. In fact, a biologically equivalent or superior mitigation will be required in order for the DBESP to be approved. Additionally, mitigation will be negotiated during the permitting phase at which time the California Department of Fish and Wildlife (CDFW) can require additional mitigation to meet the standards associated with permit issuance.

- A-3 Impacts to Riversidean Sage Scrub. The commenter states that the Draft EIR identifies Riversidean Sage Scrub as being present on the project site, but fails to identify Riversidean Sage Scrub as a sensitive natural community. The commenter requests that the Final EIR be conditioned to require off-site restoration and conservation of at least 3 acres of sensitive vegetation communities, specifically Riversidean sage scrub or acquisition and conservation in perpetuity of at least 6 acres of Riversidean sage scrub if avoidance of on-site impacts is not possible.

This project falls within the scope of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and will comply with all conditions of the MSHCP. Since the project is not within a criteria cell, any impacts to this sensitive community are essentially

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

covered under the MSHCP. Mitigation for this vegetation community is only required if a project is within a cell criteria that calls for conservation of the Riversidean Sage Scrub.

Further, the level of sensitivity for Riversidean sage scrub is determined by the dominant vegetation type in the community. The Riversidean sage scrub communities observed and described in the BRA were determined by PCR not to meet the current criteria for sensitive vegetation communities as specified by CDFW guidelines. Riversidean sage scrub is from a vegetation classification that is not currently used by DFW.

- A-4 Impacts to Nesting Birds. The commenter recommends that preconstruction nesting bird surveys take place regardless of the time of year instead of only between February 15 through August 15, as required in mitigation measure MM 3.3.1c.

The following changes have been made to mitigation measure MM 3.3.1c on page 3.3-51 of the Draft EIR:

MM 3.3.1c

~~If clearing and/or construction activities will occur during the migratory bird nesting season (February 15 through August 15),~~
Preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days prior to construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purpose of determining the presence/absence of active nest sites within the proposed impact area and a 200-foot setback. If no active nests are found, no further mitigation is required. If construction is delayed or suspended for more than 14 days after the survey, the area shall be resurveyed.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th Floor
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October 9, 2015

File: 08-RIV-15-PM-12.598

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

Draft Environmental Impact Report for Horizons Development Project (PA 14-0040)

Dear Mr. Bassi,

The California Department of Transportation (Caltrans) has completed the review of the Draft Environmental Impact Report (DEIR) for the Horizons Development Project (Project). The Project is located in the City of Wildomar, north of Prielipp Road, east of vacant land and Yamas Dr, south of undeveloped land and Clinton Keith Road, and west of Elizabeth Lane and undeveloped land.

Upon review of the City of Wildomar's Cumulative Projects Matrix, future development is planned directly east and south of the project location; this includes the Villa Siena Apartments and the Lennar North Ranch, respectively. The project proposes an 11.69 acre high-density, multi-family residential development including 138 two-story townhomes, a recreation building, and 350 parking spaces, as well as a senior living facility containing a two-story building with 86 units and 86 parking spaces on approximately 4.5 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, which may include traditional mitigation measures, in addition to multimodal transportation access, traffic safety modifications, and travel demand management strategies. Although the project is under the jurisdiction of the City of Wildomar (City), due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We offer the following comments based on our review of the DEIR:

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and mobility"

Letter B Continued

Mr. Bassi
October 9, 2015
Page 2

Traffic Operations:

The scope of the Project suggests the potential for delays on I-15. Due to this, we request for further analyses in the Traffic Impact Analysis, which include:

- Ramp merge/diverge analysis at the northbound (NB) and southbound (SB) directions of the I-15 and Clinton Keith Road interchange in order to determine impacts of the development at these locations.
- Ramp intersection analysis at the I-15 NB and SB ramps and Clinton Keith Road.

B-1

Multimodal Accessibility:

Caltrans is committed to ensuring that a multimodal transportation system serves the local development project. Planning facilities for pedestrians, cyclists, and transit riders will encourage more multimodal trips, reducing congestion, vehicles miles traveled, greenhouse gas emissions, and our State's effect on climate change. To assist the City in reducing vehicle trips associated with the proposed development, we offer the following comments:

- Referring to DEIR Section "3.11 Traffic and Circulation", page 2, the applicant states "field observations conducted in May 2013 indicate very little pedestrian bicycle activity". Given the projected active transportation activity expected with the development of the nearby cumulative projects, the applicant and City should expect and plan for the circulation and access of pedestrians and cyclists.
- We suggest the City consider striping Class II Bike Lanes along Prielipp Road from their current terminus to Inland Valley Drive to provide a continuous bicycle route from the Project to local trip generators, including the Inland Valley Medical Center, businesses and recreational facilities.
- We suggest that the City discuss with the Riverside Transit Agency (RTA) to consider expanding Route 23 bus frequency to the Project, given the intensity of development within a half mile of the current bus stop on the corner of Elizabeth Lane and Prielipp Road. Route modifications and additional routes may be necessary to provide adequate transit access. We also recommend the construction of a bus shelter.

B-2

B-3

B-4

Thank you for providing us the opportunity to review the Horizons Development Project and for your consideration of these and future comments. These recommendations are preliminary and

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and mobility"

Letter B Continued

Mr. Bassi
October 9, 2015
Page 3

Thank you for providing us the opportunity to review the Horizons Development Project and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this office so that updated recommendations for impact mitigation may be provided. If you have questions concerning these comments, or would like to meet to discuss our recommendations, please contact Dustin Foster (909) 806-3955 or myself at (909) 383-4557.

Sincerely,



MARK ROBERTS
Office Chief
Community and Regional/Interregional Planning IGR

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and mobility"

Letter B Mark Roberts, California Department of Transportation, District 8

Responses

- B-1 The commenter requests a ramp merge/diverge analysis and a ramp intersection analysis at the northbound and southbound directions of the Interstate 15 (I-15) and Clinton Keith Road interchange in order to determine impacts of the development at these locations.

Based on the recommendations in the Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) and the Caltrans recommendations in the letter dated February 4, 2015, in response to Notice of Preparation (NOP) for the project, the geographic area examined in the traffic study should include 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.

The project is anticipated to contribute less than 50 peak-hour trips to the ramp merge/diverge areas and the ramps at the northbound and southbound directions of the I-15 and Clinton Keith Road interchange. Page 4 of the "Horizons" Traffic Impact Analysis included as **Appendix 3.11** to the draft EIR concludes that the project's contribution to any impact at these locations is not considered significant enough to warrant impact analysis and is therefore considered less than significant.

- B-2 The commenter requests that the City expect and plan for the circulation and access of pedestrians and cyclists based on the projected active transportation activity expected with the development of cumulative projects.

Exhibit 3-5 (page 24) in the traffic study shows the existing pedestrian facilities in the study area. The project and cumulative developments planned are expected to improve the site-adjacent roadways to their ultimate half-section widths based on applicable City of Wildomar standards, including sidewalks or bike lanes, where applicable.

- B-3 The commenter suggests that the City consider striping Class II bike lanes along Prielipp Road from their current terminus to Inland Valley Drive to provide a continuous bicycle route from the project to local trip generators, including the Inland Valley Medical Center, businesses, and recreational facilities.

The site-adjacent roadway improvements, including improvements on Prielipp Road, will be made in compliance with applicable City of Wildomar standard cross sections or as directed by the City Engineer. The City currently has no plans to implement a Class II bicycle lane at the location suggested by the commenter. However, according to the City of Wildomar Public Works department, ultimate right-of-way width at Prielipp road is anticipated to be 100-feet, which is more than sufficient to accommodate a future bicycle lane. So while no plans currently exist to implement a Class II bicycle lane, the opportunity is available to construct one by future development. See also response B-2 above.

- B-4 The commenter suggests that the City discuss expanding Route 23 bus frequency to the project site with RTA due to the intensity of development within a half mile of the current bus stop on the corner of Elizabeth Lane and Prielipp Road. The commenter also suggests the construction of a bus shelter.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Transit service is reviewed and updated by the Riverside Transit Authority (RTA) periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. While the City would support increased transit service in the project vicinity, the decision rests with RTA.



Letter C
RIVERSIDE COUNTY FIRE DEPARTMENT
IN COOPERATION WITH

THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

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October 16, 2015

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

Re: Project 14-WILD-EIR 0040
Horizons Development Project

Dear Mr. Bassi,

In reference to the above project, I would like to offer the following comment to the applicant. In Section 3.10, page 6, Public Services, Utilities, and Recreation under Impact 3.10.1.2, Adequate Fire Flow, the applicant makes reference to the Riverside County Fire Department establishing a minimum required fire flow of 1,000 gallons per minute for two hours at 20 psi. It should be noted that the fire flow referenced is a minimal required fire flow that applies to single family dwellings. The project proposes townhomes and a senior living facility, which are multi-family residential buildings and subject to different fire flow requirements. Depending on the size and type of construction for these buildings, the required fire flow could be up to 8,000 gallons per minute for 4 hours at 20 psi (2013 California Fire Code, Appendix B). This difference should be noted moving forward in the project.

C-1

The Fire Department has no further comments on this project. Should you have any further questions, please contact me at 951-955-5297.

Steve Payne

Assistant Fire Marshal

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter C Steve Payne, Riverside County Fire Department

Responses

C-1 The commenter notes that fire flow referenced in the Draft EIR applies to single-family dwellings and the required fire flow could be up to 8,000 gallons per minute for four hours at 20 pounds per square inch (psi) (the Draft EIR referenced a fire flow of 1,000 gallons per minute for two hours at 20 psi).

The following changes have been made to page 3.10-6 of the Draft EIR:

- The water system shall be capable of providing a fire flow of ~~1,000~~ up to 8,000 gallons per minute (gpm) for ~~2~~ 4 hours duration at a minimum of 20 pounds per square inch operating pressure from each fire hydrant, depending on the size and type of construction. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16 (California Waterworks Standards).

3.0 MINOR REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section includes minor edits to the Draft EIR. These modifications resulted from responses to comments received during the public review period as well as from staff-initiated changes.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

3.2 MINOR CHANGES AND EDITS TO THE DRAFT EIR

The following minor changes are made to clarify the Draft EIR based on comments received on the project and review of those comments by the City and by the technical experts responsible for the supporting studies.

SECTION 3.3, BIOLOGICAL RESOURCES

The following changes to text have been made on page 3.3-51 of the Draft EIR:

MM 3.3.1c ~~If clearing and/or construction activities will occur during the migratory bird nesting season (February 15 through August 15), p~~Preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days prior to construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purpose of determining the presence/absence of active nest sites within the proposed impact area and a 200-foot setback. If no active nests are found, no further mitigation is required. If construction is delayed or suspended for more than 14 days after the survey, the area shall be resurveyed.

SECTION 3.9, NOISE

The following changes to text have been made on page 3.8-28 of the Draft EIR:

Project construction is not expected to generate vibration levels exceeding the FTA maximum acceptable vibration standard of 80 (VdB). Further, impacts at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will occur only during the times that heavy construction equipment is operating proximate to the project site perimeter. As referenced in Section 3.9.3, Regulatory Framework, General Plan Policy N 12.3 requires a noise mitigation plan depicting the location of construction equipment and how the noise from this equipment will be mitigated during construction, be submitted. Moreover, construction at the project site will be restricted to daytime hours consistent with City requirements, thereby eliminating potential vibration impacts during the sensitive nighttime hours. Because the projected ground vibration is less than the acceptable standard, this impact is considered **less than significant**.

SECTION 3.10, PUBLIC SERVICES, UTILITIES, AND RECREATION

The following changes to text have been made on page 3.10-6 of the Draft EIR:

- The water system shall be capable of providing a fire flow of ~~1,000~~ up to 8,000 gallons per minute (gpm) for ~~2 4~~ hours duration at a minimum of 20 pounds per square inch

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

operating pressure from each fire hydrant, depending on the size and type of construction. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16 (California Waterworks Standards).