

FINDINGS OF FACT FOR THE HORIZONS DEVELOPMENT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE No. 2015011021

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1 INTRODUCTION

1.1 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of these Findings of Fact (Findings) are designed to meet the current requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. In accordance with CEQA and the CEQA Guidelines, the City of Wildomar adopts these Findings of Fact as part of the certification of the Final EIR for the proposed project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City finds that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

The Findings of Fact are organized into the following sections:

- **Section 1, Introduction**, outlines the organization of this document and identifies the location and custodian of the record of proceedings.
- **Section 2, Environmental Setting and Project Description**, describes the location and characteristics of the site, project overview, project design standards, project objectives and benefits, and required permits and approvals for the project.
- **Section 3, CEQA Review and Public Participation**, describes the steps the City has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the EIR.
- **Section 4, No Environmental Impacts**, provides a summary of those environmental issue areas where no impacts will occur.
- **Section 5, Less Than Significant Environmental Impacts**, provides a summary of insignificant impacts and a finding adopting the EIR's conclusions of insignificance.
- **Section 6, Less Than Significant Environmental Impacts with Mitigation Incorporated**, includes a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures will avoid or substantially reduce the environmental effects to less than significant levels.
- **Section 7, Significant and Unavoidable Environmental Impacts**, summarizes potentially significant environmental effects for which implementation of feasible mitigation measures will not avoid or substantially reduce the environmental effects to less than significant levels.
- **Section 8, Feasibility of Project Alternatives**, provides a summary of the alternatives considered for the proposed project.
- **Section 9, Long-Term Implications**, provides a summary of the analysis of any potential long-term implications of the proposed project.

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- **Section 10, Findings on Changes to the EIR and Recirculation**, includes a brief overview of reasons for changes to the EIR and why it is not necessary to recirculate the EIR.
- **Section 11, Statement of Overriding Considerations**, provides a statement of the project benefits that outweigh the significant and unavoidable project impact.

1.2 STATUTORY REQUIREMENTS

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

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

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the proposed project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the proposed project lies with another agency (CEQA Guidelines Section 15091(a), (b)).

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

1.3 LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS

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

1.4 CERTIFICATION OF FINAL EIR

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

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

2 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 LOCAL AND REGIONAL SETTING

Regional Setting

The proposed project is in Wildomar, which is located in the southwestern portion of Riverside County. Figure 2.0-1 in the DEIR shows the regional location of the proposed project site. The city is generally bounded by the mountains of the Cleveland National Forest and rural residential uses to the west, the Cities of Lake Elsinore and Canyon Lake to the north and northwest, the City of Murrieta to the south and southeast, and rural residential uses to the east in the City of Menifee. Wildomar's topography is generally rolling, with steeper terrain on the west and east and valley areas in the central portion of the city. Interstate 15 (I-15) aligns northwest to southeast through the center of the city and is the main transportation arterial. Existing land uses in the city consist of a variety of primarily residential, commercial, office, and industrial uses, as well as recreational, open space, and institutional uses.

Project Location and Setting

The ±20-acre project site is located in southern Wildomar, bordered by Prielipp Road to the south, the future Bunny Trail Road to the north, and the future Elizabeth Lane to the east. Figure 2.0-2 in the DEIR show the vicinity of the proposed project site. The topography of the project site consists of gently rolling hills and undeveloped land. The site slopes gently in a northeast to southwest direction, with the elevations ranging from approximately 1,330 feet above mean sea level along the southwestern boundary to approximately 1,380 feet above mean sea level along the northern boundary. As seen on Figure 2.0-2 in the DEIR, the proposed project site is vacant, has a large and distinctive drainage feature that cuts across the site from the northwest to the southwest, and has a dirt road (Elizabeth Lane) along its eastern boundary.

Surrounding land uses include a mix of rural and suburban residential development and open space in all directions, in addition to a few commercial developments to the northeast, west, and southwest as shown in Figure 2.0-2 in the DEIR.

2.2 PROJECT DESCRIPTION

The proposed project includes several components, including a proposed plot plan, General Plan Amendment, zone change, a tentative tract map, and a conditional use permit. These components are described below.

Plot Plan

The proposed plot plan would approve the site plan and buildings for the entire ±20-acre project site. The residential portion of the project includes 138 two-story townhomes on approximately 12 acres. The residential area also includes a recreation building and 350 parking spaces. Figure 2.0-6 in the DEIR is an illustrative site plan of the proposed

project that shows the proposed parking spaces. The townhomes will have a stucco finish, individual garages, and sloped roofs. The proposed project is anticipated to be developed in a single phase with a projected opening year of 2017.

The proposed senior living facility comprises a one- and two-story building with 86 units and 86 parking spaces on approximately 6 acres. The building will be similar in style to the townhomes.

In addition to the residential development, the project also includes the extension of Elizabeth Lane along the eastern boundary of the project site and a 2-acre open space area along the western boundary. Within the proposed project site is a 1.5-acre retention basin and a 1-acre open space area that preserves an existing drainage.

General Plan Amendment

The proposed project will amend the City of Wildomar General Plan by changing the land use designation from Business Park (BP) to Commercial Retail (CR) on 8.52 net acres (lots 2 and 3 at the southerly portion of the site) and to High Density Residential (HDR) on 11.69 gross acres (lot 1 at the northerly portion of the site). The proposed General Plan Amendment would allow the townhomes to be built on the HDR portion of the property and the senior living facility to be built on the CR portion.

Rezoning

The project proposed a change in the current zoning designation from R-R (Rural Residential) to C/1-C/P (General Commercial) on 8.52 acres (southerly portion) and from R-R (Rural Residential) to R-3 (General Residential) on 11.69 acres (northerly portion).

Tentative Tract Map

A tentative tract map (TTM 36672) will divide the property into three land parcels and allow the creation of airspace condominium parcels for the townhomes. Figure 2.0-3 in the DEIR illustrates the project's tentative tract map. The main entry for the senior living facility will be located off Prielipp Road, and the main entry for the townhomes will be located off Elizabeth Lane. Emergency vehicle access roads are provided for the assisting living facility and townhomes; both access roads will be located off Elizabeth Lane.

Proposed Grading

The proposed project requires grading along the public rights-of-way that will extend beyond the property ownership boundaries of the project and outside of the existing right-of-way for Bunny Trail and Elizabeth Lane. Figure 2.0-4 in the DEIR shows the grading plans for the proposed project. In addition to site grading, the grading plan indicates that approximately 34,497 cubic yards of material will be exported from the project site to accommodate the finished elevations.

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Roadways

The proposed project will construct improvements to the existing and future public roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane adjacent to the site. Elizabeth Lane, located along the project's eastern boundary, will be constructed at its ultimate half-section width as a collector (78-foot right-of-way) from the project's northern boundary to Prielipp Road. Bunny Trail is a future east–west-oriented roadway located along the project's northern boundary and will be constructed at its ultimate half-section width as a collector (60-foot right-of-way) between the project's western boundary and Elizabeth Lane. Prielipp Road is an east–west-oriented roadway located along the project's southern boundary and will be constructed at its ultimate half-section width as a secondary highway (100-foot right-of-way) between the project's western boundary and Elizabeth Lane. All improvements will be constructed to City of Wildomar Public Works' standards and typically include sidewalk, curb, gutter, streetlights, signage, and pavement.

Internal access will be provided by a private roadway for the townhomes and from driveways accessing the parking lot for the senior living facility as shown in the site plan (Figure 2.0-5 in the DEIR).

Utilities

Water and wastewater will be provided by the Elsinore Valley Municipal Water District (EVMWD). The project will connect to existing water and wastewater lines in Prielipp Road. Water and wastewater lines will be extended along the other roadways improved by the project as required by the EVMWD.

Existing stormwater flow will be collected at the northeast corner of the project site and conveyed to the existing outflow at the southwest corner of the project site. New stormwater runoff created by the project will be conveyed via street and pipe to two sand filter basins and one subsurface basin to treat for water quality purposes. All stormwater runoff will be conveyed to the existing culverts under Prielipp Road consistent with the requirements of the City and the Riverside County Flood Control and Water Conservation District.

The project will incorporate two sand filter basins and one subsurface basin to treat for water quality purposes and mitigate for increased runoff. These facilities prevent off-site flows from commingling with untreated on-site flows.

All other utilities will be brought to the site from Prielipp Road and extended through the property and underground as required by the City of Wildomar.

Conditional Use Permit

The senior living facility requires a conditional use permit (CUP) to comply with Section 17.72.010.C of the Zoning Ordinance.

2.3 PROJECT OBJECTIVES

The proposed project includes the following basic objectives:

- Establish a mixed-use community for Wildomar with a balance of land uses including senior living, townhomes, and open space.
- Increase full- and part-time employment opportunities for Wildomar residents through development of a senior living community.
- Locate a senior living community within a convenient walking distance from existing and future hospital and medical office facilities and regional public transit stations.
- Create an appropriately sized senior living community that includes a mix of senior housing options and care levels.
- Include on-site recreation opportunities within the community for its residents.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of ranch, farmhouse, and Craftsman styles.

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS POTENTIALLY REQUIRED FROM OTHER PUBLIC AGENCIES

Actions by other public agencies associated with the project include, but are not limited to, the following:

- US Army Corps of Engineers (USACE): A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.
- California Department of Fish and Wildlife (CDFW): A 1602 Streambed Alteration Agreement may be required.
- State Water Resources Control Board (SWRCB): A Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.
- Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification may be required, as well as permitting associated with potential recycled water for irrigation use. Additionally, waste discharge requirements may be required to prevent waste and reclaimed water from being discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan.

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- Elsinore Valley Municipal Water District (EVMWD): Encroachment permit for water and wastewater.
- Riverside County Flood Control and Water Conservation District: Approval for connection to the regional storm drainage system.

3 CEQA REVIEW AND PUBLIC PARTICIPATION

The City complied with the CEQA Guidelines during the preparation of the Draft EIR for the proposed project. The Draft EIR, dated August 2015, was prepared following input from the public, responsible agencies, and affected agencies through the Draft EIR scoping process. The “scoping” of the EIR was conducted using several of the tools available under CEQA. In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on August 27, 2015. Information requested and input provided during the 30-day NOP comment period regarding the scope of the environmental document are included in the EIR. The public review period for the NOP was from January 26, 2015, to February 24, 2015, and the public review period for the Notice of Availability/Draft EIR was from August 27, 2015, to October 12, 2015.

3.1 NOTICE OF PREPARATION

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

Overnight and Certified Mail

The NOP was sent to 25 local agencies and the Office of Planning and Research, State Clearinghouse for distribution to two state agencies. During the public scoping/comment period, the NOP was made available for review at the following locations:

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

3.2 NOTICE OF AVAILABILITY AND DRAFT ENVIRONMENTAL IMPACT REPORT

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

Newspaper Publications

The City published the NOA in the Press Enterprise on August 27, 2015.

Overnight and Certified Mail

The NOA and Draft EIR were sent to 27 interested agencies/organizations and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public review period, the EIR was made available for review at the following locations:

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

Online

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

4 NO ENVIRONMENTAL IMPACTS

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

- Aesthetics and Visual Resources (impacts on a scenic vista, p. 3.1-6)
- Biological Resources (impacts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, 3.3-53)
- Hazards and Hazardous Materials (impacts that pose a risk to nearby schools or proposed school facilities, p. 3.7-11; located on a site included on a list of hazardous materials site pursuant to government code section 65962.5, p. 3.7-12)
- Population and Housing (impact housing displacement/replacement housing, p. 3.12-5; impact population displacement/replacement housing, p. 3.12-5)
- Land Use (physically divide an established community, p. 3.13-7)

4.1 AESTHETICS AND VISUAL RESOURCES

Have a Substantial Adverse Effect on a Scenic Vista (p. 3.1-6)

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

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not have a substantial adverse effect on a scenic vista.

4.2 BIOLOGICAL RESOURCES

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (p. 3.3-53)

Section 12.08.050 of the City’s Municipal Code regulates tree removal and tree trimming within the City’s right-of-way. All tree removals within the public right of way require a permit issued by the Transportation Director. The public right-of-way fronting the project site is currently devoid of trees. As such, the project would not remove any trees in the public right-of-way. Therefore, no impacts are anticipated. .

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

4.3 HAZARDS AND HAZARDOUS MATERIALS

Pose a Risk to Nearby Schools or Proposed School Facilities (p. 3.7-11)

The project site is not located within one-quarter mile of an existing or proposed school. Thus, no impacts would occur in this regard.

Located on a Site Included on a List of Hazardous Materials Sites Pursuant to Government Code Section 65962.5 (p. 3.7-12)

A search of government hazardous materials databases determined that no reported hazardous materials sites are located on the project site (see Appendix 3.7 in the DEIR). Thus, no impacts would occur in this regard.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to nearby schools or proposed school facilities or be located on a site included on a list of hazardous materials sites pursuant to Government Code Section 65962.5.

4.4 POPULATION AND HOUSING

Housing Displacement/Replacement Housing (p. 3.12-5)

The project site is currently vacant and contains no housing and/or residents. The proposed project will result in the provision of 224 additional dwelling units, which will provide additional housing supply in Wildomar. Therefore, the proposed project would not displace substantial numbers of existing housing or necessitate the construction of replacement housing elsewhere, and thus would have no impact.

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Population Displacement/Replacement Housing (p. 3.12-6)

The project site is currently vacant and contains no housing and/or residents. The proposed project will result in the provision of 224 additional dwelling units, which will provide additional housing supply in the city. Therefore, the proposed project would not displace substantial numbers of existing people or necessitate the construction of replacement housing elsewhere. Thus, it would have no impact.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to housing displacement/replacement housing or population displacement/replacement housing

4.5 LAND USE

Physically Divide an Established Community (p. 3.13-7)

Division of an established community commonly occurs as a result of development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a community.

The project proposes to construct residential land uses, including a senior living facility which is a commercial land use, on an undeveloped site within the Wildomar city limits. The site is in a transitional area between commercial land uses to the west and residential land uses to the east. The location of future residential uses in this area is appropriate in that it would not introduce an incompatible land use to the area and there is no physical division of a community. There would be no impact.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to land use by physically dividing an established community.

5 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

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

- Aesthetics and Visual Resources (substantially damage scenic resources or visual character of the area and surroundings, p. 3.1-6; create a new source of substantial light or glare, p. 3.1-15; cumulative impacts to scenic resources, existing visual character, and light and glare, p. 3.1-17)
- Air Quality (violate air quality standard or contribute substantially to an air quality violation: long-term operational emissions, p. 3.2-16; impact regional air quality

management planning, p. 3.2-18; impact substantial carbon monoxide pollutant concentrations, p. 3.2-19; impact toxic air contaminants, p. 3.2-21; exposure of sensitive receptors to odorous emissions, p. 3.2-21; contribution to nonattainment criteria pollutants, p. 3.2-22)

- Biological and Natural Resources (impacts to the movement of native resident or migratory fish or wildlife species or within established migratory corridor, p. 3.5-53)
- Climate Change and Greenhouse Gases (generate greenhouse gas emissions that may have a significant impact on the environment, p. 3.4-13; conflict with applicable plan adopted to reduce GHG emissions, p. 3.4-15)
- Geology and Soils (impacts associated with fault rupture, p. 3.6-12)
- Hazards and Hazardous Materials (use, storage, and transport of hazardous materials, p. 3.7-9; hazards associated with emergency response, p. 3.7-12; hazards associated with wildland fires, p. 3.7-12)
- Hydrology and Water Quality (alter drainage patterns/increase stormwater runoff, p. 3.8-15; cumulative impacts to hydrology and water quality, p. 3.8-16)
- Noise (exposure to excessive groundborne vibration or noise, p. 3.9-27; result in a permanent increase in ambient noise levels, p. 3.9-28; result in a temporary increase in ambient noise levels, p. 3.9-32; contribution to cumulative noise levels, p. 3.9-33)
- Public Services, Utilities, and Recreation (increased demand for fire protection and emergency medical services, p. 3.10-5; adequate fire flow, p. 3.10-6; cumulative demand for fire protection and emergency medical services, p. 3.10-7; increased demand for law enforcement services, p. 3.10-9; cumulative demand for law enforcement services, p. 3.10-10; increased demand for school facilities, p. 3.10-13; cumulative schools impacts, p. 3.10-14; water supply demand and environmental effects, 3.10-15; water supply infrastructure, p. 3.10-16; cumulative water supply impacts, p. 3.10-17; waste discharge requirements and conveyance and treatment standards, p. 3.10-21; cumulative wastewater service impacts, p. 3.10-22; increased solid waste disposal, p. 3.10-25; compliance with federal, state, and local statutes for solid waste , p. 3.10-25; cumulative solid waste impacts, p. 3.10-26; increased demand for parks and recreation facilities, p. 3.10-28; cumulative park and recreation demands, p. 3.10-29)
- Traffic and Circulation (substantial increase in traffic volume – existing plus project, p. 3.11-28; roadway or traffic hazard, p. 3.11-39; conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, p. 3.11-42)

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- Population and Housing (induce substantial population growth, p. 3.12-4; cumulative growth inducement, p. 3.12-6)
- Land Use (potential conflicts with applicable land use plans and policies, p. 3.13-7; cumulative land use impacts, p. 3.13-9)

5.1 AESTHETICS AND VISUAL RESOURCES

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

Development of the project site will create short-term aesthetic impacts during project construction, which includes removal of vegetation, baring of the soil during grading, and recontouring the project site. Final construction of the proposed townhomes, senior units, and parking lots will alter the existing visual character of the area by adding buildings, lights, and activity on what is currently a vacant site. Both the construction and the finished buildings will be visible from Prielipp Road, Elizabeth Lane, and Bunny Trail.

Development of the project will convert vacant land to a residential land use, permanently changing the visual character of the site from a rural to an urban environment. The change in land use is consistent with recent development, including apartments to the southeast and west, as well as consistent with the emerging development pattern for the area, which is trending from rural to suburban and mixed-use developments. Impacts to the visual character are considered less than significant.

Create a New Source of Substantial Light or Glare (p. 3.1-15)

The development of the project would create additional sources of light and glare, both during construction and after project completion. Glare during project construction might occur from sun reflection on construction vehicles. Lighting associated with project construction is anticipated to be from security lighting for the construction site, as construction activity is prohibited after dark. However, these aesthetic impacts are anticipated to be less than significant because they are similar to existing conditions surrounding the project site.

Completion and operation of the project would introduce new light sources in the vicinity during the day and night. The windows of the structures may create glare during the day. The lighting for buildings, nearby streets, and outdoor parking lots would be a potential source of light and glare to residences and commercial uses in the project vicinity at night. In addition, the City has street standards that require the installation of streetlights that will be similar to others in the area.

A source of glare during the nighttime hours is artificial light. Sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from commercial uses, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting.

Light pollution is regulated by Wildomar Municipal Code Chapter 8.64, which provides regulations for outdoor lighting with which all new development must comply, including the proposed project. The project's light fixtures located along the perimeter would be provided with house-side shields to eliminate light pollution onto streets and neighboring properties. In addition, the project proposes landscaped buffers along the Prielipp Road, Elizabeth Lane, and Bunny Trail frontages, which would help block any daytime glare created by sun reflecting off vehicle windshields or building windows.

Conformance with Municipal Code Chapter 8.64 is enforced when building permit(s) are applied for. Adherence to the City's light pollution ordinance, which establishes the types of fixtures and size of bulbs for lighting fixtures and requires installation of shielded and full cutoff lighting to prevent light from being emitted above the horizontal plane, ensures impacts related to light and glare would be less than significant.

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare (p. 3.1-17)

As determined in the discussion of direct project impacts in subsection 3.1.3 of the DEIR, potential aesthetic impacts would be less than significant. The project site is not located in a City- or County-designated scenic vista. And with conformance to lighting requirements, including the Wildomar Municipal Code, the project would not adversely affect nighttime views in the area, including those for the Palomar Observatory. Other future projects would be required to comply with the same lighting regulations and to implement necessary mitigation for aesthetic impacts. Therefore, the project would result in less than cumulatively considerable impacts.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in a less than significant impact associated with damage to scenic resources or the visual character of the area and surroundings, nor will it create a new source of substantial light or glare. Additionally, the project will result in a less than cumulatively considerable impact to scenic resources, the site's existing visual character, and light and glare.

5.2 AIR QUALITY

Violate Air Quality Standard or Contribute Substantially to an Air Quality Violation: Long-Term Operational Emissions (p. 3.2-16)

Operational activities associated with the proposed project will result in emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from

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the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings.

Vehicles

Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak-hour traffic volumes and traffic operations in the vicinity of the project. The project-related operational air quality impact centers primarily on the vehicle trips generated by the project. Trip characteristics available from the traffic impact analysis prepared for the project were utilized in this analysis.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from off-site generation of electricity are generally excluded from the evaluation of significance, and only natural gas use is considered.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of PM₁₀ and PM_{2.5} emissions due to the generation of road dust, break/tire-wear particulates, and road-wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping.

Consumer Products

Consumer projects include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Architectural Coatings

Over time, the buildings that are part of this project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance.

Operational-Related Regional Air Quality Impacts

The project-related operational-related regional emissions burdens, along with a comparison of SCAQMD-recommended significance thresholds, are shown in **Table 3.2-12** in the DEIR.

As shown in **Table 3.2-12** in the DEIR, emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity. As a result, this impact would be considered less than significant.

Operational-Related Localized Air Quality Impacts

The proposed project involves the construction and operation of a new 86-unit senior living facility and 138 townhomes. In addition, the proposed project would include a recreation/leasing building, a swimming pool, and parking lots. According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact.

For the reasons identified, operations-related air quality impacts are considered to be less than significant.

Regional Air Quality Management Planning (p. 3.1-18)

Criteria for determining consistency with the South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan (AQMP) are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project buildout phase.

The violations to which Consistency Criterion No. 1 refer are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As

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evaluated under Impacts 3.2.1 and 3.2.2 in the DEIR, the project would not exceed the construction or operational standards and therefore would not violate air quality standards. Therefore, the impact is less than significant.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on the Southern California Association of Governments' (SCAG) latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. If a project results in a change in a designated land use and corresponding substantial increases in vehicle miles traveled (VMT), the resultant increase in VMT may be unaccounted for in regional emissions inventories contained in the AQMP, which as stated are based on local planning documents and general plans. Substantial increases in VMT that are not accounted for in the emissions inventory of these air quality plans may conflict with these air quality plans and therefore result in a contribution to the region's existing air quality nonattainment status. The proposed project will amend the City of Wildomar General Plan by changing the land use designation from Business Park (BP) to Commercial Retail (CR) on 7.73 net acres (southerly portion of the site) and to High Density Residential (HDR) on 10.68 net acres (northerly portion of the site). As described in DEIR Section 3.11, Traffic and Circulation, it is estimated that 1,129 average daily automobile trips would be generated as a result of the project. The existing land use designation on the site would allow the development of office space. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (2008), office space generates 11.01 trips per 1,000 square feet. Based on the ITE's estimate, if the project were to be developed at a floor area ratio (FAR) of 0.35 resulting in 304,920 square feet of development, total daily trips generated would be 3,357. Therefore, the proposed project would reduce potential traffic as a result of the change from business park to senior living and residential land uses. The additional homes are consistent with the city's projected population growth and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Therefore, the proposed project would result in no impact to the second criterion.

This impact is less than significant.

Substantial Carbon Monoxide Pollutant Concentrations (p. 3.2-19)

With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined. Accordingly, with the steadily decreasing carbon monoxide emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for carbon monoxide exceedances in the air basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan update (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions

and the increasingly stringent CO emissions standards, carbon monoxide modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

For the proposed project and under cumulative project conditions, the highest number of average daily trips would be 54,000 on Clinton Keith Road between George Avenue and Interstate 15. This highest cumulative project-area average daily traffic is lower than the values studied in the 1992 CO Plan.

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where air does not mix—in order to generate a significant CO impact. At buildout of the project, the highest number of peak-hour trips would be 5,162 at the Inland Valley Drive/Clinton Keith Road intersection.

For the reasons described, CO hotspots are not an environmental impact of concern for the proposed project. The proposed project would not produce the volume of peak-hour traffic required to generate a CO hotspot. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Toxic Air Contaminants (p. 3.2-21)

The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child-care centers, and athletic facilities can also be considered sensitive receptors.

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

The proposed project would not result in a significant CO hotspot as a result of project-related traffic during ongoing operations. Thus, a less than significant impact to sensitive receptors during operational activity is expected.

There are no other potential sources of air toxics in the vicinity of the project. Toxic air contaminant impacts to sensitive receptors are considered to be less than significant.

Exposure of Sensitive Receptors to Odorous Emissions (p. 3.2-21)

The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease on completion of the respective phase of construction activity and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant.

Contribution to Nonattainment Criteria Pollutants (p. 3.2-22)

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

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with violating air quality standards or contributing substantially to an air quality violation, being consistent with regional air quality management planning, emitting substantial carbon monoxide pollutant concentrations, emitting toxic air contaminants, exposure of sensitive receptors to odorous emissions, and contributing to nonattainment criteria pollutants. Additionally, the proposed project will result in less than

cumulatively considerable impacts associated with contribution to nonattainment criteria pollutants.

5.3 BIOLOGICAL AND NATURAL RESOURCES

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (p. 3.3-53)

The project study area (PSA) supports potential live-in and movement habitat for species on a local scale, but it likely provides little to no function to facilitate wildlife movement on a regional scale, and is not identified as a regionally important dispersal or migration corridor. Thus, interference with wildlife movement will be minimal, and this impact will be less than significant.

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

5.4 CLIMATE CHANGE AND GREENHOUSE GASES

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

Project construction would result in the generation of approximately 2,022 metric tons of carbon dioxide equivalents (CO₂e) over the course of construction. Once construction is complete, the generation of these greenhouse gas (GHG) emissions would cease. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

The proposed project would not surpass the project threshold of 3,000 metric tons of CO₂e annually. As a result, this impact is considered less than cumulatively considerable.

Conflict with Applicable Plan Adopted to Reduce GHG Emissions (p. 3.4-15)

No aspect of the proposed project would conflict with or inhibit the City of Wildomar's commitment to its GHG-reducing measures under the Western Riverside Council of Governments' (WRCOG) Subregional Climate Action Plan (CAP). In addition, the proposed project is consistent with or otherwise not in conflict with the California Air Resources Board's (CARB) Scoping Plan Recommended Actions. As such, a qualitative assessment of the project impacts based on consistency with the WRCOG Subregional CAP and CARB Scoping Plan supports the conclusion that the project's greenhouse gas emissions are less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than cumulatively

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considerable impacts and will not conflict with an applicable greenhouse gas reduction plan.

5.5 GEOLOGY AND SOILS

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

Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. The Temecula branch of the Elsinore fault is the closest surface trace of an active fault and is approximately 2 miles west of the project site. Further, Geocon performed a fault hazard investigation on the project site. The results of the field investigation concluded that the unnamed fault that runs through the project site is not likely to result in surface rupture. This is because trenches excavated during the field investigation did not show any evidence of faulting within the Pauba sandstone soil layer, which means that the unnamed fault has not moved in the last 1.6 million years and is considered inactive. As a result, the potential for fault surface rupture on the site is very unlikely. Therefore, impacts would be less than significant.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with fault rupture. Additionally, the proposed project will result in less than cumulatively considerable impacts associated with soil stability and seismic impacts.

5.6 HAZARDS AND HAZARDOUS MATERIALS

Use, Storage, and Transport of Hazardous Materials (p. 3.7-9)

The project proposes a residential development, which includes townhomes as well as senior housing options at various care levels. Residential development is not expected to involve the routine transport, use, or disposal of hazardous materials in significant quantities. Generally, the exposure of persons to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; an accident during transport; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Therefore, no specific type of hazard associated with the use of these materials can be identified, and the likelihood of a hazard presenting a serious health or safety hazard to the public cannot be determined at this time. Also, depending on the level of senior care (i.e., skilled nursing) proposed, there may be individual oxygen tanks and related equipment on-site in multiple units.

The proposed project would be required to comply with all applicable local, state, and federal regulations during project construction and operation. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA)

for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar. Since the project is partially a commercial use, the project would have to comply with Riverside County's Hazardous Material Management Plans (Business Emergency Plans) that include an inventory of hazardous materials used, handled, or stored on-site. Businesses would be required to submit their plans to the CUPA, which would make the plan available to emergency response personnel.

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

Hazards Associated with Emergency Response (p. 3.7-12)

The Local Hazard Mitigation Plan (LHMP) identifies the City's emergency planning, organization, and response policies and procedures. The LHMP provides guidance for the City's response to extraordinary emergency situations associated with natural and man-made disasters. Additionally, Wildomar Municipal Code Section 16.08.020 regulates street design standards to ensure that subdivisions located within high fire hazard areas have adequate alternate or secondary access roads. Further, Section 16.08.040 regulates subdivision street design to ensure that street grades in the city are more compatible with existing terrain; unless approved by the Transportation and Fire departments, street grades may not exceed 16 percent. These provisions reduce risks associated with inadequate access by emergency responders. Therefore, implementation of the proposed project would not impair the City's ability to implement its emergency response plan or utilize its emergency evacuation routes. Therefore, impacts would be less than significant.

Hazards Associated with Wildland Fires (p. 3.7-12)

The eastern and western portions of Wildomar, including the project site, have been designated very high fire hazard severity (VHFHS) zones. VHFHS zones are determined by the Director of the California Department of Forestry and Fire Protection (Cal Fire) and are those properties that are not deemed to be a State Responsibility Area pursuant to Public Resources Code Section 4125 et seq. Identification of a VHFHS zone is based on consistent statewide criteria and on the severity of the fire hazard that is expected to prevail in those areas.

Development on the project site would be subject to compliance with the 2013 California Building Code (or the most current version) and the 2013 Edition of the California Fire

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Code (Part 9 of Title 24 of the California Code of Regulations). Chapter 49 of the Fire Code provides specific requirements for wildfire-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction would be required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize risk of loss due to wildfires.

In consideration of the existing emergency plans, the categorization of the project site as being located with a VHFHS zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be less than significant.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with use, storage, and transportation of hazardous materials; hazards associated with emergency response; and hazards associated with wildland fires.

5.7 HYDROLOGY AND WATER QUALITY

Alter Drainage Patterns/Increase Stormwater Runoff (p. 3.8-15)

The preliminary hydrology and hydraulic study for the proposed project determined new development associated with the proposed project would alter drainage on the currently undeveloped site and increase stormwater runoff rates and volumes by introducing 138 townhomes, a recreation area and leasing building, parking spaces, and a senior living facility.

Impact 3.8.1 in the DEIR discusses mitigation for increased runoff. As discussed, the project proposes two sand filter basins and one subsurface system to mitigate flows of increased stormwater runoff. Furthermore, this proposed storm drain system is designed with alignments that will adequately convey the peak 100-year flow rates. The proposed sand filter basins and subsurface basin provide sufficient volume to treat for water quality purposes and mitigate for increased runoff. This impact would therefore be considered less than significant.

Cumulative Impacts to Hydrology and Water Quality (p. 3.8-16)

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita River watershed, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts in the overall watershed. However, as discussed in Impacts 3.8.1 and 3.8.2 in the DEIR, the

proposed project's storm drain system and implementation of a water quality management plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary hydrology study completed for the project, the proposed project does not increase the flow rate for the post-project conditions. As such, the project is rendered noncontributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be less than cumulatively considerable.

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

5.8 NOISE

Exposure to Excessive Groundborne Vibration or Noise (p. 3.9-27)

Project construction is not expected to generate vibration levels exceeding the Federal Transit Administration's (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. 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.

Result in a Permanent Increase in Ambient Noise Levels (p. 3.9-28)

According to the significance criteria described above, a significant off-site traffic noise level impact occurs when:

- The Without Project noise levels are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project related noise level increase; or
- The Without Project noise levels range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project noise level increase; or
- The Without Project noise levels already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA

As shown in Table 3.9-19 in the DEIR, the project is expected to generate an unmitigated exterior noise level increase on Elizabeth Lane south of Clinton Keith Road

of 5.2 dBA CNEL. Even though the expected noise level of 50.7 dBA CNEL does not exceed the noise level criteria, it does create a “readily perceptible” noise level increase since current noise levels are less than 60 dBA and the project-related noise increase exceeds 5 dBA. Based on the criteria used to assess impacts, this impact would be potentially significant under Existing With Project conditions. However, as shown in Table 3.9-20 in the DEIR, the project is expected to generate an unmitigated exterior noise level increase of up to 1.8 dBA CNEL. Based on the thresholds of significance, the proposed project will not create a significant traffic noise level impact on the study area roadway segments for Year 2017 conditions.

This analysis shows that the project will create a substantial permanent increase in traffic-related noise levels under Existing With Project conditions. It is important to recognize that the land uses adjacent to this roadway segment south of Clinton Keith Road consist of vacant, non-residential land to the west of Elizabeth Lane and an existing storage facility to the east. Since there are no noise-sensitive residential receptors impacted by the off-site traffic noise level impacts on Elizabeth Lane south of Clinton Keith Road, the project will create a less than significant off-site traffic noise level impact on the study area roadway segments for existing conditions.

Result in a Temporary Increase in Ambient Noise Levels (p. 3.9-32)

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels, typically greater than 5 dBA over ambient noise levels. Grading activities typically represent one of the highest potential sources for noise impacts. Because the proposed project vicinity is already developed, it is possible that construction noise will result in a short-term increase in the ambient noise.

As shown in Table 3.9-11 in the DEIR, the unmitigated construction noise levels are expected to range from 43.7 to 76.7 dBA L_{eq} , which is below the threshold of 85 dBA. Furthermore, in conformance with City Municipal Code Section 9.48.020, noise-generating project construction activities would not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Additionally, construction-related noise will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities. This impact is less than significant.

Contribution to Cumulative Noise Levels (p. 3.9-33)

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and other projects in the project vicinity. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed project to the future cumulative base traffic volumes in the project vicinity. The proposed project’s contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels

with and without project-generated traffic. Table 3.9-21 in the DEIR shows that the Year 2035 Without Project unmitigated exterior noise levels are expected to range from 58.2 to 70.7 dBA CNEL at 100 feet from each roadway's centerline. According to the City of Wildomar Land Use Compatibility for Community Noise Exposure (Table N-1) in the General Plan Noise Element, noise levels between 60 and 70 dBA CNEL are considered conditionally acceptable; therefore, roadway noise levels along Clinton Keith Road, west of George Avenue, exceed the conditionally acceptable standard, and a project contribution greater than 1.5 dBA would be considered significant. Table 3.9-22 in the DEIR presents the Year 2035 With Project conditions unmitigated noise contours that are expected to range from 58.5 to 70.7 dBA CNEL at 100 feet from the roadway centerline. Table 3.9-23 in the DEIR presents a comparison of the Year 2035 Without and With Project conditions CNEL noise levels. As shown on Table 3.9-23 in the DEIR, the project is expected to generate an unmitigated exterior noise level increase of up to 0.6 dBA CNEL. Based on the thresholds of significance, the proposed project will not create a significant traffic noise level impact on for Year 2035 (cumulative) conditions.

Given that the proposed project would not result in a significant contribution to traffic noise levels above 1.5 dBA, the proposed project's cumulative contribution to ambient noise levels would be considered less than cumulatively considerable.

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

5.9 PUBLIC SERVICES, UTILITIES, AND RECREATION

Increased Demand for Fire Protection and Emergency Medical Services (p. 3.10-5)

The proposed project would not result in the need for additional fire protection/emergency medical service personnel and facilities, the construction of which would cause an environmental impact. The 2013 Riverside County Fire Department (RCFD) annual report indicated that in Wildomar there were a total of 2,782 incidents in 2012 and 2,794 incidents in 2013. Considering the city's population, 32,718 in 2012 and 33,182 in 2013, these totals equate to one incident for every 11.76 people in 2012 and one incident for every 11.87 people in 2013. Considering the number of housing units in the city, there were 0.25 incidents per household in 2012 and 0.25 incidents per household in 2013. Completion of the proposed project will result in the construction of 138 residential units and a senior living facility. Since the proposed project will result in a permanent increase in the city's population, it will result in an increase in the number of people needing fire protection and emergency medical services provided by the RCFD. Considering the 2013 incident rate of 0.25 incidents per housing unit, the proposed project may be projected to generate approximately 48 annual incidents. An additional 48 incidents would represent a 0.01 percent increase in the number of incidents in the city.

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Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards which ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features. The proposed development would also be subject to compliance with the 2013 California Building Standards Code (or most current version) and 2013 California Fire Code (Part 9 of Title 24 of the California Code of Regulations), which would aid in reducing the demand on fire protection services by requiring fire protection detection systems, proper fire flow, and use of appropriate construction materials.

Considering the projected 0.01 percent increase in the number of incidents in Wildomar and the proposed project's required compliance with Wildomar General Plan Policy S-5.1, any impact would be less than significant.

Adequate Fire Flow (p. 3.10-6)

The Riverside County Fire Department has established the following minimum requirements for fire protection facilities required by the proposed project:

- Type of fire hydrant and connection as approved by the agency providing fire protection.
- Approved fire hydrants shall be located one at each street intersection and spaced not more than 330 feet apart in any direction.
- The water system shall be capable of providing a fire flow of 1,000 gallons per minute (gpm) for 2 hours duration at a minimum of 20 pounds per square inch operating pressure from each fire hydrant. 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).
- The fire protection system shall be installed and operational prior to any combustible building material being placed on the job site.

The RCFD will further review the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Prielipp Road.

Upon review and the necessary permit processing required by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be less than significant.

Cumulative Demand for Fire Protection and Emergency Medical Services (p. 3.10-7)

The proposed project may be projected to generate approximately 48 annual incidents. An additional 48 incidents would represent a 0.01 percent increase in the number of

incidents in the city. This increase is not considered substantial and this impact is less than cumulatively considerable.

Increased Demand for Law Enforcement Services (p. 3.10-9)

The City of Wildomar currently contracts for 40 hours of service per 24-hour day, which equates to one patrol officer on day shift, two patrol officers on swing shift, and one patrol officer on graveyard shift. For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department (RCSD) maintains a recommended ratio of 1.2 sworn law enforcement personnel for every 1,000 residents. As such, if and when law enforcement service needs increase as a result of incremental population increases in the city, and additional patrol hours are deemed necessary, they would be met through alteration of the contract agreement between the City and the RCSD. The proposed development will result in 138 townhomes, 54 assisted living units, and 32 skilled nursing units. The fiscal impact analysis prepared by the Natelson Dale Group estimates an increase in population of 2.5 persons per townhome and 1.2 persons per each assisted/skilled living unit. Considering this estimate, the project will result in 345 persons in townhomes and 104 persons in assisted/skilled living units. Considering the RCSD's recommended servicing level, the population increase resulting from the proposed project would require 0.4 additional sworn law enforcement personnel per the recommended ratio of 1.2 personnel for every 1,000 residents. This is not considered to be an increase substantial enough to result in the alteration of the contract agreement or the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. In addition, a standard condition of approval for the proposed project will require the project applicant to pay the standard development impact fees pursuant to Section 3.44.080 of the Wildomar Municipal Code. The proposed project is not expected to result in activities that create unusual police protection needs or significant impacts. Any impacts would be considered incremental and less than significant.

Cumulative Demand for Law Enforcement Services (p. 3.10-10)

As previously stated, the population increase resulting from the proposed project would require 0.4 additional sworn law enforcement personnel per the recommended ratio of 1.2 personnel for every 1,000 residents. This is not considered to be an increase substantial enough to result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. This impact is less than cumulatively considerable.

Increased Demand for School Facilities (p. 3.10-13)

According to the Lake Elsinore Unified School District's (LEUSD) School Facilities Needs Analysis, the generation rates for single-family homes include 0.2877 per unit for elementary school (K-5), 0.1376 per unit for middle school (grades 6-8), and 0.1702 per unit for high school (grades 9-12). Based on these rates, the project will generate 39 elementary school students, 19 middle school students, and 23 high school students, for a total of 81 students. As of the 2012-13 academic year, the LEUSD enrolled 21,231

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students. The previous year, 2011–12, the LEUSD enrolled 22,171 students. The additional 81 students will not exceed district enrollment in previous academic years. Furthermore, the proposed project will represent an increase in current LEUSD enrollment of less than 1 percent.

Current state law requires that impacts to current school facilities be mitigated through mandatory development impact fees. The fees enacted within the LEUSD of \$3.20 per square foot of residential development and \$0.51 per square foot of commercial development will be collected for the proposed project. Therefore, this impact will be less than significant.

Cumulative Schools Impacts (p. 3.10-14)

Implementation of the proposed project will result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. In addition, the proposed project will be required to pay all applicable development impact fees. Any significant expansion of LEUSD school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered less than cumulatively considerable.

Water Supply Demand and Environmental Effects (3.10-15)

The Elsinore Valley Municipal Water District's (EVMWD) existing recycled water demands are supplied by tertiary treated wastewater from the Regional Water Reclamation Facility (WRF), Railroad Canyon WRF, and Horsethief Canyon WRF. In the effort to minimize the need for imported water, the EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years.

The EVMWD's 2011 Urban Water Management Plan (UWMP) reports that the average daily per capita water use within its service area from 1999 to 2008 was 248 gallons per capita per day (base daily rate). Conservatively, the proposed project would result in approximately 449 new people in the EVMWD service area, which would result in a residential water demand of 111,352 gallons per day, or approximately 124 acre-feet per year.

The Comprehensive Annual Financial Report produced by the EVMWD (2014) states that the district produced 26,055 acre-feet of water in fiscal year 2014 (July 1, 2013, through June 30, 2014). The report further states that of the 26,055 acre-feet of water produced, a total of 25,375 acre-feet of water was consumed. For the past ten years, the EVMWD has produced an average of approximately 27,235 acre-feet. During that same period, the lowest amount of water consumed by EVMWD customers was 23,046 acre-feet in 2011 and the highest amount of was 34,016 acre-feet in 2007.

With estimated water consumption of 124 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 0.5 percent in years of low water consumption, 0.4 percent in years of high water consumption, and 0.5 percent over the historic average water consumption of the EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project will increase regional water consumption by less than 1 percent. This impact is less than significant.

Water Supply Infrastructure (p. 3.10-16)

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

Cumulative Water Supply Impacts (p. 3.10-17)

To determine future water demands in its service area, the EVMWD based the predictions contained in the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting in 2020, future demands were calculated as the product of the population, and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in Table 3.10.4-1 in the DEIR.

The proposed project will represent an increase in water consumption by the EVMWD of 0.5 percent in years of low water consumption, 0.4 percent in years of high water consumption, and 0.5 percent over the historic average water consumption of the EVMWD's customers. Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project will increase regional water consumption by less than 1 percent. This impact is less than cumulatively considerable.

Waste Discharge Requirements and Conveyance and Treatment Standards (p. 3.10-21)

The proposed project will include connection to the EVMWD wastewater system via an 8-inch sewer pipe in Prielipp Road and Elizabeth Lane. The proposed project will be

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within the Regional Wastewater Treatment Plant (WWTP) service area, which has its wastewater conveyed by 24 lift stations and treated by the Regional Water Reclamation Facility.

An estimated increase in demand for wastewater facilities as a result of the project can be predicted based on anticipated increases in population and wastewater demand rates per capita. According to the EVMWD's Design Standards and Standard Drawings, the district has a current baseline wastewater flow rate of 100 gallons per capita per day. Based on this baseline rate, the proposed project would result in an increased demand for wastewater treatment by approximately 44,900 gallons per day. Of the 24 lift stations operating with the Regional WRF service area, wastewater produced by the proposed project will be drawn by the B-2 Regional Lift Station, which includes three 25-horsepower pumps and has a firm capacity (the capacity of the lift station with the largest pump out of service) of 3,456,000 gallons per day. Therefore, the projected increase in wastewater as a result of the project would represent an increase of 1.3 percent of the existing capacity of the WRF.

In addition, according to the EVMWD Design Standards and Standard Drawings, the district conducts a wastewater system analysis review for each new development project to determine the backbone infrastructure needs on a case-by-case basis, and any needed facilities as determined by the EVMWD are included in a development agreement for each project.

As stated, the proposed project will increase wastewater generation by 1.3 percent. Furthermore, the EVMWD wastewater system analysis review will ensure that the water district has adequate infrastructure to meet the demand associated with the project before it is developed. This impact is less than significant.

Cumulative Wastewater Service Impacts (p. 3.10-22)

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

Increased Solid Waste Disposal (p. 3.10-25)

Implementation of the proposed project will result in an additional 449 new residents who will generate solid waste that will require disposal and recycling. The California Department of Resources Recycling and Recovery (CalRecycle) provides unofficial estimates of solid waste generation and disposal rates for five different land use or business types: commercial, industrial, institutional, residential, and service.

The solid waste generated as a result of the proposed project is expected to be sent to the El Sobrante Landfill. Assuming that each person generates 0.41 tons of solid waste each year, as estimated by CalRecycle for Riverside County residents, the project

would create an additional 184 tons of solid waste per year (0.5 tons per day) (449 additional residents x 0.41 = 184). The estimated amount of generated solid waste would not exceed the landfill's maximum permitted disposal as the El Sobrante Landfill has a processing capacity of 16,054 tons of waste per day. Therefore, the El Sobrante Landfill would be able to accommodate waste generated under the project's projected growth rate. As identified above, adequate landfill capacity is available to meet the needs of the proposed project. This impact would be considered less than significant.

Compliance with Federal, State, and Local Statutes for Solid Waste (p. 3.10-25)

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

Cumulative Solid Waste Impacts (p. 3.10-26)

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

Increased Demand for Parks and Recreation Facilities (p. 3.10-28)

Wildomar's Municipal Code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. The project will result in 345 persons in townhomes and 104 persons in assisted/skilled living units for a total of approximately 449 new residents, which equates to the need for 1.3 additional acres of parkland and/or recreation facilities. However as previously described, the city's current parkland and recreational open space inventory includes 321 acres, which would equal a surplus of 217 acres after implementation of the project. Furthermore, the proposed project includes construction of private recreational facilities, including a pool and clubhouse. Private open space courtyards will also be constructed in the senior housing areas. Therefore, the proposed project would not result in the need for the construction of additional neighborhood and regional parks or other recreational facilities. Additionally, prior to issuance of any building permit, the project applicant must pay the required development impact fees for parkland pursuant to Municipal Code Section 16.20.020 and

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in effect at the time of building permit issuance. The proposed project would result in a less than significant demand for City parks and recreation facilities.

Cumulative Park and Recreation Demands (p. 3.10-29)

The City's current parkland and recreational open space inventory includes 321 acres, which would equal a surplus of 217 acres after implementation of the project. Furthermore, the proposed project includes construction of private recreational facilities, including a pool and a clubhouse. Private open space courtyards will also be constructed in the senior housing areas. Therefore, the proposed project would not result in the need for the construction of additional neighborhood and regional parks or other recreational facilities. Additionally, prior to issuance of any building permit, the project applicant must pay the required development impact fees for parkland pursuant to Municipal Code Section 16.20.020 and in effect at the time of building permit issuance. This impact would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with increased demand for fire protection and emergency medical services; adequate fire flow; increased demand for law enforcement services; increased demand for school facilities; water supply demand and environmental effects; water supply infrastructure; waste discharge requirements and conveyance and treatment standards; increased solid waste disposal; compliance with federal state, and local statutes for solid waste; and increased demand for parks and recreation. Additionally, the proposed project will result in less than cumulatively considerable impacts to demands for fire protection and emergency medical services; demands for law enforcement services; school impacts; water supply impacts; wastewater service impacts; solid waste impacts; and park and recreation demands.

5.10 TRAFFIC AND CIRCULATION

Substantial Increase in Traffic Volume – Existing Plus Project (p. 3.11-28)

Existing Plus Project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The Existing Plus Project scenario includes Existing (2013) traffic volumes plus project traffic. Figure 3.11-7 in the DEIR shows the average daily traffic (ADT) volumes which can be expected for Existing Plus Project conditions. Existing Plus Project AM and PM peak-hour intersection turning movement volumes are also shown in Figure 3.11-7 in the DEIR. The intersection analysis results are summarized in Table 3.11-9 in the DEIR.

As shown in Table 3.11-9 in the DEIR, the addition of project traffic would not result in an acceptably operating intersection to operate unacceptably. Also, the addition of project traffic would not result in an increase of delay of more than 5.0 seconds at either of the two intersections that already operate unacceptably under Existing (2013)

conditions. For Existing Plus Project conditions, no additional study area intersections appear to warrant a traffic signal beyond those identified under Existing (2013) conditions. This impact is less than significant.

Roadway or Traffic Hazard (p. 3.11-39)

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the review process conducted by the City. The project includes improvements to the transportation and circulation system surrounding the site, and all such improvements would be designed and constructed to local, regional, and federal standards. As such, they would not introduce any hazardous design features.

The project is proposed to have access on Prielipp Road via Driveway 1 and Elizabeth Lane via Driveway 2 and Driveway 3. All three project driveways are proposed to be full access. Construction of on-site and site-adjacent improvements would occur in conjunction with adjacent project development activity or as needed for project access purposes. The site access driveway improvements for the project are included in the traffic impact analysis and described in Table 3.11-12 in the DEIR.

Additionally, as part of the development, the project would construct improvements on the site-adjacent roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane. Roadway improvements necessary to provide site access are assumed to be constructed in conjunction with site development and are described below. These improvements would be constructed as adjacent portions of the project are developed.

On-Site Roadway Improvements

Bunny Trail – Bunny Trail is a future east–west-oriented roadway located along the project’s northern boundary. It is proposed to be constructed at its ultimate half-section width as a collector (74-foot right-of-way) between the project’s western boundary and Elizabeth Lane.

Prielipp Road – Prielipp Road is an east–west-oriented roadway located along the project’s southern boundary. The roadway would be constructed at its ultimate half-section width as a secondary highway (100-foot right-of-way) between the project’s western boundary and Elizabeth Lane.

Elizabeth Lane – Elizabeth Lane is a future north–south-oriented roadway located along the project’s eastern boundary. It would be constructed at its ultimate half-section width as a collector (74-foot right-of-way) from the project’s northern boundary to Prielipp Road.

Wherever necessary, roadways adjacent to the project, site access points, and site-adjacent intersections will be constructed to be consistent with or within the recommended roadway classifications and respective cross sections in the City of

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Wildomar General Plan Circulation Element. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project site. As part of the City's review of all improvement plans, sight distance at each project access point will be reviewed with respect to City of Wildomar sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. The proposed project does not include any dangerous design features, curves, or intersections. As such, impacts would be less than significant.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities (p. 3.11-42)

The addition of population proposed by the project has the potential to increase the demand for public transit. There is one transit route that could serve the project, Riverside Transit Agency (RTA) Route 23. An RTA Route 23 bus stop is located at the corner of Elizabeth Lane and Prielipp Road. There is currently little pedestrian and bicycle activity in the area, and no trails are currently planned in the immediate vicinity of the project site. As such, the proposed project would provide the opportunity for RTA to expand its service area along Prielipp Road to better meet the needs of not only the proposed project but those residing and working in proximity to it. Additionally, existing transit options would remain intact and not otherwise be affected by the project. Therefore, impacts related to existing alternative transportation would not result from the project, and the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation or the expansion of alternative transportation. Therefore, a less than significant impact would occur in terms of alternative transportation.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated substantial increase in traffic volume – existing plus project; roadway or traffic hazard; and conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Additionally, the proposed project will have less than cumulatively considerable impacts on city transportation facilities.

5.11 POPULATION AND HOUSING

Induce Substantial Population Growth (p. 3.12-4)

The project will result in approximately 345 persons in townhomes and 104 persons in assisted/skilled living units. An increase of 449 persons in the city equates to approximately 1.3 percent of Wildomar's estimated 2015 population of 34,148. This estimation is conservative in that it does not account for households that relocate to the project site from within Wildomar.

The City's Regional Housing Needs Allocation (RHNA) for the 2013–2021 planning period is 2,535 dwelling units. Based on the city's average household size of 3.3 residents per home, as shown in Table 3.12-4 in the DEIR, the additional 2,535 housing

units would result in an increase in population of approximately 8,366. The proposed project is within the number of additional units and residents that were estimated and accounted for in the City's Housing Element, which was adopted after an EIR was certified for the element.

The project does not extend infrastructure to previously undeveloped areas, nor is the project of such a magnitude that it would cause significant numbers of people to relocate to the area solely for the purpose of being close to the project site for employment purposes. Once developed, the assisted living/skilled nursing facility is anticipated to employ approximately 76 persons. Because of the small percentage by which the project would incrementally increase the city's overall population, the fact that the growth is within the RHNA projections of the Housing Element, and the growth is also within the forecast population for the city, as shown in Table 3.12-1 in the DEIR, impacts related to this issue would be less than significant.

Cumulative Growth Inducement (p. 3.12-6)

Cumulative development in Wildomar would result in substantial, direct population growth through the construction of new housing units and the creation of new employment opportunities. In addition, such development could result in indirect growth through the extension of existing and the construction of new roadways and infrastructure. However, as described under Impact 3.12.1 in the DEIR, the proposed project's potential to result in direct growth inducement is considered a less than significant impact on its own. As shown in Table 3.12-5 in the DEIR, Wildomar and surrounding cities are expected to increase in population in the coming years. The proposed project would be located in an area identified for residential and business park development in the Wildomar General Plan; therefore, the project would be consistent with these projected uses. As such, the proposed project would not induce growth not already considered in the General Plan and the population forecasts for the city and surrounding area. As such, this impact is considered to be less than cumulatively considerable.

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

5.12 LAND USE

Potential Conflicts with Applicable Land Use Plans and Policies (p. 3.13-7)

The project site includes a single parcel within the city, currently designated in the Wildomar General Plan as BP and zoned R-R. The project proposes to amend the City General Plan by changing the land use designation from BP to Commercial Retail (CR) on 7.33 net acres (southerly portion of the site) and to High Density Residential (HDR) on 10.68 net acres (northerly portion of the site). The proposed General Plan

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Amendment would allow the townhomes to be built on the HDR portion of the property and the senior living facility to be built on the CR portion. The project proposes to change the current zoning designation from R-R to C/1-C/P (General Commercial) on 7.73 acres (southerly portion) and from R-R to R-3 (General Residential) on 10.68 acres (northerly portion) (Figures 3-13.1 and 3-13.2 in the DEIR).

As previously described, existing surrounding uses include a mix of rural and suburban residential development, open space, and a few commercial developments, with vacant land directly to the north. A rental storage facility is located adjacent to the northeast corner of the project site. To the east are rural residences, with higher-density residential land uses beyond. There are rural residences to the south of the site, with higher-density residential land uses and I-15 beyond. To the west is vacant land, with an apartment complex beyond. Commercial land uses are also located to the west of the site.

Both the existing land use designations for the site and the proposed project land use designations and development would result in compatible urban land uses in the project area that would minimize impacts. For instance, the proposed project includes the provision of a senior living facility in proximity to an existing and future hospital and medical office facilities. This aspect of the project would also help to implement Policies H-11 and H-13 of the General Plan Housing Element that encourage developers to produce affordable housing units for seniors and other special needs groups.

The proposed project is also consistent with other key provisions of the City's General Plan Land Use Element, including Policy LU-3.1 that seeks to establish communities that provide a balanced mix of land uses, including employment, recreation, shopping, and housing; Policy LU-18.1 that seeks to ensure new development does not adversely impact the character of the surrounding area; and Policies LU-23.1 and 23.5 that intend to steer commercial development to appropriate areas of the city, including those adjacent to high-density residential uses. The proposed project serves to further each of these key policies by providing a compatible balance of different residential and commercial uses, respecting the existing character of the community, and providing new commercial uses specifically designed to serve neighboring residential uses.

Therefore, the proposed project would help implement the primary objectives of the General Plan and thereby avoid and/or reduce environmental effects that may otherwise result from incompatible neighboring land uses. Accordingly, impacts would be less than significant.

Cumulative Land Use Impacts (p. 3.13-9)

Generally, land use conflicts are site-specific and do not result in cumulative impacts. Site-specific incompatibility issues are addressed and mitigated on a project-by-project basis through implementation of the City's General Plan policies, zoning regulations, and Design Standards and Guidelines, as well as through the environmental review process. The proposed project will provide for development in an area of the city that is currently vacant. The land has been designated for development since adoption of the

City's General Plan. The proposed project consists of residential land uses with heightened density and would also provide senior living services and thus employees. This land use mix is compatible with the existing and anticipated development in the vicinity, which consists of high-density residential and commercial uses. Because development of the site is consistent with the City's expectations in this area, this impact is considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts associated with applicable land use plans and policies. Additionally, the proposed project will result in less than cumulatively considerable impacts to land use.

6 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED

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

- Air Quality (air quality standard or air quality violation: short-term construction Emissions, p. 3.2-12)
- Biological Resources (impacts to candidate, sensitive, or special-status species, p. 3.3-50; impacts to sensitive biological communities, riparian habitat, or federally protected waters, p. 3.3-51; conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, p. 3.3-53; cumulative impacts to biological resources, p. 3.3-55)
- Cultural Resources (impacts to historical resources, p. 3.5-10; impacts to archaeological resources, p. 3.5-11; impacts to paleontological resources, p. 3.5-12; impacts to human remains, p. 3.5-15; Cumulative Impacts to Cultural and Paleontological Resources, p. 3.5-17)
- Geology and Soils (impacts associated with strong seismic ground shaking, p. 3.6-11; exposure to seismic-related ground failure, including liquefaction and unstable soils, p. 3.6-12; soil erosion or loss of topsoil, p. 3.6-13; unstable soils, p. 3.6-14; expansive soils, p. 3.6-15; cumulative soil stability and seismic impacts, p. 3.6-16))
- Hazards and Hazardous Materials (release of hazardous materials, p. 3.7-10; cumulative risk of exposure to hazardous materials, p. 3.7-14)

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- Hydrology and Water Quality (degrade water quality or violate water quality standards, p. 3.8-9)
- Noise (exposure to excessive noise levels, p. 3.9-23)
- Traffic and Circulation (emergency access, p. 3.11-41; cumulative traffic impacts on city transportation facilities (p. 3.11-47)

6.1 AIR QUALITY

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (p. 3.2-12)

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM₁₀. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

Construction-Related Regional Air Quality Impacts

The estimated maximum daily construction emissions are summarized in Table 3.2-7 in the DEIR. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur anytime after the respective dates since emission factors for construction decrease as the analysis year increases. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per the CEQA Guidelines. The site-specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity was developed based on a 2017 opening year. Associated equipment was estimated based on CalEEMod defaults. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.2 in the DEIR. The emissions projections contained in Table 3.2-7 in the DEIR account for the anticipated soil export of 34,497 cubic yards of material.

As shown in Table 3.2-7 in the DEIR, emissions resulting from project construction would exceed applicable thresholds for ROG and NO_x emissions. Therefore, construction-related regional air quality impacts are considered potentially significant and construction activities associated with the project are subject to mitigation. With implementation of mitigation measures MM 3.2.1a and MM 3.2.1b, construction activity emissions would not exceed the numerical thresholds established by the SCAQMD for criteria pollutants as demonstrated in Table 3.2-8 in the DEIR.

Construction-Related Localized Air Quality Impacts

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and

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nitrogen dioxide (NO₂), if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM₁₀ and PM_{2.5}, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the localized significance thresholds as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

The SCAQMD issued guidance on applying CalEEMod to localized significance thresholds. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 3.2-9 in the DEIR is used to determine the maximum daily disturbed-acreage for comparison to LSTs.

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Lake Elsinore area (SRA 25) since this area includes the project site. Localized significance thresholds apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptor to the development boundaries is located adjacent to the proposed project. However, the methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 3.2-10 in the DEIR presents the results of localized emissions during construction activity. As shown in the table, emissions resulting from project construction would exceed applicable LSTs for PM₁₀ and PM_{2.5}. Therefore, construction-related LST impacts are considered potentially significant and construction activities associated with the project are subject to mitigation. With implementation of mitigation measure MM

3.2.1b in the DEIR, construction activity emissions would not exceed the LSTs established by the SCAQMD as demonstrated in Table 3.2-11 in the DEIR.

As described, with the imposition of mitigation measures MM 3.2.1a and MM 3.2.1b, construction-related air quality impacts are considered to be less than significant.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with short term construction emissions.

Mitigation Measures

MM 3.2.1a Only “zero-volatile organic compounds” paints (no more than 150 grams per liter of VOC) and/or high pressure low volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.

Timing/Implementation: During construction

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.2.1b All rubber-tired dozers and scrapers during the grading phase of construction shall be California Air Resources Board (CARB) Tier 2 Certified or better.

Timing/Implementation: During the grading phase of construction

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

6.2 BIOLOGICAL RESOURCES

Impacts to Candidate, Sensitive, or Special-Status Species (p. 3.3-50)

Suitable habitat for Parry’s spineflower, smooth tarplant, orange-throated whiptail, red-diamond rattlesnake, coast horned lizard, burrowing owl, loggerhead shrike, coastal California gnatcatcher, northwestern San Diego pocket mouse, Los Angeles pocket mouse, Stephen’s kangaroo rat, and San Diego black-tailed jackrabbit exists within the PSA. All of these species are covered under the MSHCP. The MSHCP and the Stephen’s Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans fully mitigates impacts for these covered species. Furthermore, with the project’s consistency with the MSHCP, with coverage afforded by the MSHCP, and the mitigation measures specified herein, direct, indirect, and cumulative impacts to biological resources will be less than significant.

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To ensure compliance with the requirements of the MSHCP, additional surveys are required for burrowing owl. Therefore, mitigation measures MM 3.3.1a and MM 3.3.1b are required to ensure MSHCP compliance.

The PSA may also provide nesting and/or foraging habitat for migratory birds not identified in Table 3.3-1 in the DEIR. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act. Vegetation clearing in undisturbed portions of the PSA, during the nesting season, could result in direct impacts to nesting birds should they be present. Furthermore, noise and other human activity may result in nest abandonment if nesting birds are present within 200 feet of a work site. Due to the presence of suitable habitat for these species, implementation of project-related activities may result in adverse impacts should they be present in areas proposed for disturbance. In order to reduce potential impacts to a less than significant level, mitigation measure MM 3.3.1c is required.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with candidate, sensitive, or special-status species.

Mitigation Measures

MM 3.3.1a Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the project site, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

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

Timing/Implementation: Prior to any vegetation removal or ground-disturbing activities

Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments

MM 3.3.1b If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's (2012) *Staff Report on Burrowing Owl Mitigation*.

Timing/Implementation: Prior to any vegetation removal or ground-disturbing activities

Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments

MM 3.3.1c

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.

If active nest sites are identified within 200 feet of project activities, the City shall impose an exclusionary setback for all active nest sites prior to commencement of any project-related activities to avoid maintenance- or access-related disturbances to nesting migratory birds. A setback constitutes an area where project-related activities (i.e., vegetation removal and earth moving) shall not occur, and shall be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within the setback and the size (i.e., 100 feet) of setbacks may be adjusted through consultation with the CDFW.

Timing/Implementation: Prior to construction

Enforcement/Monitoring: City of Wildomar Planning and Public Works Department

Impacts to Sensitive Biological Communities, Riparian Habitat, or Federally Protected Waters (p. 3.3-51)

No sensitive biological communities are present in the PSA. The PSA supports predominantly non-native and limited native plant communities that are not considered sensitive pursuant to the CDFW, the US Fish and Wildlife Service (USFWS), or the MSHCP.

The PSA includes an ephemeral drainage that is considered a jurisdictional streambed pursuant to Fish and Game Code (FGC) Section 1602, as regulated by the CDFW. Permanent or temporary impacts are proposed to the entire portion of the drainage in the PSA. Implementation of mitigation measure MM 3.3.2 would reduce impacts to CDFW jurisdictional features to a less than significant level by complying with FGC Section 1602, including applying for a permit and compensatory mitigation.

FINDINGS OF FACT

No federally protected wetlands occur within the PSA; however, the ephemeral drainage is considered waters of the United States and activities resulting in fill to this feature are regulated by the USACE through Clean Water Act Section 404 and by the RWQCB through Clean Water Act Section 401. Both permanent and temporary impacts are proposed to the entire portion of drainage in the PSA. Implementation of mitigation measure MM 3.3.2 would reduce impacts to waters of the United States to a less than significant level by complying with Sections 404 and 401 of the Clean Water Act, including obtaining authorization and implementing required mitigation from the USACE and the RWQCB, respectively.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with sensitive biological communities, riparian habitat, or federally protected waters.

Mitigation Measures

MM 3.3.2 Prior to the issuance of any grading permits, the project applicant shall obtain a Clean Water Act Section 404 permit from the US Army Corps of Engineers, a Clean Water Act Section 401 permit from the Regional Water Quality Control Board, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife for impacts to jurisdictional features. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional waters of the United States/waters of the State within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.
2. Off-site replacement and/or replacement of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or

through the purchase of mitigation credits at an agency-approved off-site mitigation bank.

Purchase of mitigation credits through an agency-approved mitigation bank or in-lieu fee program shall occur prior to any impacts to jurisdictional drainages. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan. The plan shall be prepared prior to any impacts to jurisdictional features and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat.

Timing/Implementation: Prior to project vegetation removal or ground-disturbing activities

Enforcement/Monitoring: City of Wildomar Planning and Public Works Departments

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (p. 3.3-53)

As demonstrated in the analysis by PCR (see Appendix 3.3 in the DEIR), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures MM 3.3.1a and MM 3.3.1b included above will result in the project having less than significant impacts with regard to the MSHCP.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts with regard to conflicts with an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

Standard Conditions and Requirements

The project applicant is required to submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee and the Stephens' Kangaroo Rat Mitigation Fee.

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Prior to the issuance of any grading permits, the Determination of Biological Equivalent or Superior Preservation (DBESP) analysis prepared by the project applicant will need to be submitted to and approved by the Riverside Conservation Authority (RCA), the CDFW, and the USFWS. The DBESP outlines the impacts and proposed compensatory mitigation for impacts to riverine areas.

Mitigation Measures

Implement mitigation measures MM 3.3.1a and MM 3.3.1b.

Cumulative Impacts to Biological Resources (p. 3.3-55)

The City, along with other jurisdictions in western Riverside County, participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures that large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures MM 3.3.1a and MM 3.3.1b, ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measure MM 3.3.1c ensures that impacts to nesting birds are minimized. Finally, implementation of mitigation measure MM 3.3.2 will ensure that impacts to jurisdictional features are minimized. Though the development of the proposed project will continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's impacts to a less than cumulatively considerable level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts to cumulative impacts to biological resources.

Mitigation Measures

Implement mitigation measures MM 3.3.1a, MM 3.3.1b, 3.3.1c; and MM 3.3.2.

6.3 CULTURAL RESOURCES

Impacts to Historical Resources (p. 3.5-10)

The cultural resources assessment performed for the proposed project discovered one isolated metavolcanic core reduction flake (temporary isolate number STR1202-I-1). This discovery is not considered eligible for the California Register of Historical Resources (CRHR) and as such is not considered a historical resource under CEQA.

However, due to the presence of a prehistoric artifact, combined with the 18 prehistoric and historic resources previously recorded in the immediate vicinity, the subject property is considered sensitive for buried cultural resources. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown historical resources within project boundaries. Unanticipated and accidental historical discoveries during project implementation have the potential to affect historical resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with historical resources.

Mitigation Measures

MM 3.5.1 An archaeological monitor must be present during any earth-moving activities proposed within the subject property. The monitor shall work under the direct supervision of a cultural resources professional who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology. The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist can evaluate it. In the event of a new find, salvage excavation and reporting is required.

Timing/Implementation: Prior to ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

Impacts to Archaeological Resources (p. 3.5-11)

An archaeological field survey of the subject property was conducted on November 6 and 15, 2012. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the subject property. During the field survey, an archaeologist discovered one isolated metavolcanic core reduction flake associated with the prehistoric manufacture of chipped stone tools. Isolated archaeological finds have limited data potential and are not considered eligible for the CRHR. Therefore, excavations could occur in association with development of the proposed project that could affect archaeological resources buried on the project site. It is possible that project-related ground-disturbing activities could uncover previously unknown archaeological resources within project boundaries. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect archaeological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with archaeological resources.

Mitigation Measures

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

Timing/Implementation: Prior to ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Building and Planning Departments

MM 3.5.2b

At least 30 days prior to the issuance of a grading permit, the project applicant shall contact both the Pechanga Tribe and the Soboba Band to notify them of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar, the Tribe, and the Band to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal/Band monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

Timing/Implementation: Prior to the issuance of a grading permit

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

Impacts to Paleontological Resources (p. 3.5-12)

Samuel A. McLeod, PhD, from the National History Museum of Los Angeles County, conducted a thorough check for BCR Consulting of the paleontology collection records for the locality and specimen date for the proposed project. In the collection records search, no vertebrate fossil localities that lie directly within the proposed project boundaries were found; however, localities were found nearby from the same deposits that occur in the proposed project area. The entire project area has exposures of the terrestrial Plio-Pleistocene Pauba formation.

The closest known fossil vertebrate localities to the proposed project area from the Pauba formation are all located southeast of the proposed project area east of Interstate 15 around Winchester Road (State Route 79). One locality is situated along Ynez Road north of Winchester Road and Santa Gertrudis Creek. Two others are situated along Margarita Road south of Winchester Road and Santa Gertrudis Creek. All three localities produced specimens of fossil horses, Equidae. Further southeast of the proposed project, in Temecula but still in the Pauba formation, there are several vertebrate fossil localities.

Any substantial excavations in the proposed project area may encounter significant vertebrate fossils from the Pauba formation deposits; thus, they should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. It should be noted, however, that in the Pauba formation many of the vertebrate fossils are relatively small and would be missed during typical paleontological monitoring. Sediment samples from any excavations in the Pauba formation should be collected and processed to assess their small vertebrate fossil

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potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. The following mitigation is required.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with paleontological resources.

Mitigation Measures

MM 3.5.3a The project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential.

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

Timing/Implementation: Prior to, and during ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.5.3b A qualified paleontologist or paleontological monitor (retained by the applicant) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of

small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

Timing/Implementation: During ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.5.3c

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

Timing/Implementation: During ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.5.3d

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

Timing/Implementation: Agreement prior to ground-disturbing construction activities and curation prior to occupancy

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.5.3e

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

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Timing/Implementation: Following ground-disturbing activities, and prior to occupancy

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

Impacts to Human Remains (p. 3.5-15)

Although no human remains have been identified within the project site, implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC), which will in turn notify the person identified as the most likely descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a less than significant level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with human remains.

Mitigation Measures

MM 3.5.4a If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native

American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the most likely descendant within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Timing/Implementation: During ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.5.4b

All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b, collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility or the Soboba Band, whichever is appropriate, which meets the standards set forth in 36 Code of Federal Regulations (CFR) Part 79 for federal repositories.

Timing/Implementation: During ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

MM 3.5.4c

All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with both the Pechanga Tribe and the Soboba Band. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

Timing/Implementation: During ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

Cumulative Impacts to Cultural and Paleontological Resources (p. 3.5-17)

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

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

Mitigation Measures

Mitigation measures **MM 3.5.1; MM 3.5.2a, MM 3.5.2b; MM 3.5.3a, MM 3.5.3b, MM 3.5.3c, MM 3.5.3d, MM 3.5.3e; MM 3.5.4a, MM 3.5.4b, and MM 3.5.4c**

6.4 GEOLOGY AND SOILS

Impacts Associated with Strong Seismic Ground Shaking (p. 3.6-11)

According to the geotechnical study, the project site is located in a seismically active area and could experience ground shaking associated with an earthquake along the faults in proximity to the proposed project site. The type or severity of seismic hazards affecting the site is mainly dependent on the distance to the causative fault, the intensity of the seismic event, and the soil characteristics. The seismic hazard may either be primary or secondary, as described above. Although some structural damage is typically not avoidable during a large earthquake, the proposed project components would be constructed to meet existing construction ordinances and the CBSC in order to protect against building collapse and major injury during a seismic event. The CBSC includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBSC criteria that recognize this potential. The CBSC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation, increased bracing, specific framing brackets, and structural frame design.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with strong seismic ground shaking.

Mitigation Measures

MM 3.6.2 The project applicant shall incorporate the recommendations of the preliminary geotechnical and fault rupture hazard investigation conducted by Geocon (2014; Appendix 3.6) into project plans. The project’s building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: Prior to construction activities

Enforcement/Monitoring: City of Wildomar Building and Planning Departments

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (p. 3.6-12)

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Due to the dense nature of the underlying bedrock, the potential for liquefaction to occur at the project site is very low. It should be noted that the project proposes a substantial amount of cut (265,238 cubic yards) and fill (230,741 cubic yards), which changes the composition of the underlying substrate. Engineered fill typically results in more efficient and even compaction due to gradation and properties of the soil. However, poorly compacted fill can result in liquefaction-susceptible materials. Therefore, this impact is potentially significant.

The geotechnical study conducted by Geocon (Appendix 3.6 in the DEIR) includes foundation requirements that help to minimize potential structural defects associated with potential liquefaction. The geotechnical study also includes lateral design requirements that address construction over engineered fill. Mitigation measure MM 3.6.2 requires adherence to the recommendations in the geotechnical study conducted by Geocon, as well as compliance with the CBSC requirements, and therefore reduces this impact to less than significant. A review of geologic literature, geologic mapping,

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and field investigation did not include the presence of landslides on or adjacent to the site. Additionally, due to the dense nature of the underlying bedrock (Pauba formation) and because of the relatively flat terrain of the project site, landslide susceptibility is low. As such, the potential for liquefaction or landslide is considered less than significant.

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

Mitigation Measures

Implementation of mitigation measure MM 3.6.2; no additional mitigation required.

Soil Erosion or Loss of Topsoil (p. 3.6-13)

The proposed project site is currently undeveloped vacant land. Grading and excavation activities associated with construction of the proposed project would expose soils to potential short-term erosion by wind and water. The preliminary grading plans show export from the site of 34,497 cubic yards of material. The plans show that grading will extend beyond the boundaries of the project and outside of the right-of-way of Bunny Trail and Elizabeth Lane. This includes the property within and adjacent to the right-of-way indicated on the grading plans. However, all demolition and construction activities in the city are subject to compliance with the CBSC.

Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in Section 3.8, Hydrology and Water Quality, of the DEIR). Compliance with the CBSC and the NPDES would minimize effects from erosion and ensure consistency with the Water Quality Control Plans of the San Diego Regional Water Quality Control Board (1994) and the Santa Ana Regional Water Quality Control Board (1995).

Further, a stormwater pollution prevention plan (SWPPP) would be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Water quality

features intended to reduce construction-related erosion impacts will be clearly denoted on the grading plans for implementation by the construction contractor. As part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Chapter 13.12, Stormwater Drainage System Protection, of the City of Wildomar Municipal Code (see DEIR Section 3.8, Hydrology and Water Quality, for a discussion of this chapter of the Municipal Code).

The project applicant is required to incorporate the recommendations outlined in the geotechnical study provided by Geocon (Appendix 3.6 of the DEIR) specific to grading (Section 7.3 of the technical study) into the project plans. Finally, implementation of mitigation measure MM 3.6.2 requires the incorporation of all design recommendations outlined in the geotechnical investigation (Appendix 3.6) into project plans, while mitigation measure MM 3.6.4 requires excavation and compaction during grading to help further prevent any potential project-related erosion.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with soil erosion or loss of topsoil.

Mitigation Measures

Implementation of mitigation measure MM 3.6.2.

MM 3.6.4 At a minimum, all existing artificial fill, alluvium, and colluvium shall be excavated and properly compacted for foundation and slab support. Where Pauba sandstone is present at the ground surface, excavation on the order of 1 foot is anticipated. Where undocumented fill, alluvium, and colluvium are present, removals of up to approximately 12 feet should be anticipated. It is anticipated that deeper excavation of up to 12 feet will be required along the sides of the drainage channels. In addition, the fault trenches excavated as a part of the site investigation were loosely backfilled without testing and observation and will require re-excavation and compaction. See the geologic map (Geocon 2014; Appendix 3.6) for locations of the fault trenches and the trench logs in the study's Appendix C for trench depths (Appendix 3.6). Deeper excavations shall be conducted as necessary to completely remove all existing undocumented fill and unsuitable alluvium and colluvium. The anticipated depths of remedial grading are indicated adjacent to trenches, borings, and test pits located on the geologic map, Figure 2 of the geotechnical study (Geocon 2014).

Timing/Implementation: During construction

Enforcement/Monitoring: City of Wildomar City Public Works and Building Departments

Unstable Soils (p. 3.6-14)

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. Wildomar is located in a susceptible subsidence zone. However, any potential future development associated with the proposed project would be designed in accordance with CBSC requirements. This requirement is established in mitigation measure MM 3.6.2. Additionally, existing literature and mapping indicate that soils in Wildomar generally have low shrink-swell potential because they are generally sandy. However, soils developed on older alluvium have varying amounts of silt and clay. Soils with higher clay content and density could have more shrink-swell potential. As part of the proposed project, building pads would be graded with a cut/fill transition requiring undercutting to reduce the potential for differential settlement. This process would involve removal of any encountered unsuitable soils, the placement of engineered fill, and compaction in order to ensure that the proposed structures are adequately supported. These practices would ensure that the proposed project is located on stable soils and geologic units and would not be susceptible to settlement or ground failure.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with unstable soils.

Mitigation Measures

Implementation of mitigation measures MM 3.6.2 and MM 3.6.4.

Expansive Soils (p. 3.6-15)

Soils tested on-site are expected to have low to very low expansion potential (Expansion Classification of 50 or less). However, import soils or soils used near finish grade may have a different Expansion Index. Therefore, soils with higher expansion potential could be present on-site. As such, mitigation measures MM 3.6.6a and MM 3.6.6b include requirements for development consistent with the soil conditions found on the project site and are based on a very low expansion potential for the supporting material as determined by Chapter 18 of the California Building Standards Code. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. Additionally, the City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with expansive soils.

Mitigation Measures

MM 3.6.6a To prevent foundation damage associated with potentially expansive soils, concrete slabs shall be designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) and be placed in accordance with the American Concrete Institute guidelines. All concrete proportioning, placement, and curing shall be performed in accordance with American Concrete Institute recommendations and procedures. Slab-on-grade reinforcement and thickness shall be provided by the structural engineer based on final expansion testing at completion of grading.

Timing/Implementation: After site grading and during construction

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

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

Timing/Implementation: During construction

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

Cumulative Soil Stability and Seismic Impacts (p. 3.6-16)

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property. However, the resulting project site will not be visually and topographically different from existing development surrounding the proposed project site. The proposed project will be graded to be similar to existing adjacent natural topography to avoid erosion. With compliance with existing codes and standards, including the California Building Standards Code and implementation of mitigation measures outlined in Impacts 3.6.1 through 3.6.6 in the DEIR, the proposed project's contribution to cumulative impacts related to the area's geology would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than cumulatively considerable impacts associated with soil stability and seismic impacts.

Mitigation Measures

Mitigation measures **MM 3.6.2; MM 3.6.4; MM 3.6.6a; and MM 3.6.6b.**

6.5 HAZARDS AND HAZARDOUS MATERIALS

Release of Hazardous Materials (p. 3.7-10)

Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. There is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

The Phase I Environmental Site Assessment conducted by Hillmann Consulting (Appendix 3.7 of the DEIR) concluded that no hazardous building materials are likely to occur on-site because the site is currently undeveloped. However, minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were noted during site reconnaissance. Therefore, these impacts are considered potentially significant and require mitigation measure MM 3.7.2 to reduce impacts to levels less than significant.

The proposed project would result in increased population on the project and thus could increase exposure of the public to accidental or reasonably foreseeable releases of hazardous materials off-site. However, there are no hazardous material sites within 1 mile of the project site. Furthermore, the transport, storage, and use of hazardous materials by developers, contractors, business owners, and others would be required to be in compliance with local, state, and federal regulations designed to avoid hazardous waste releases. These regulations provide a comprehensive regulatory system for handling, using, and transporting hazardous materials in a manner that protects human health and the environment. As such, both accidental and reasonably foreseeable hazardous materials releases would be expected to occur infrequently and result in minimal hazard to the public or to the environment.

The project site is in the vicinity of Interstate 15, along which hazardous materials may be transported. The federal Hazardous Materials Regulations (HMR) address hazardous material transportation via classification, packaging, hazard communication, emergency response information, and training requirements. HMR emergency response requirements include initial emergency actions regarding evacuation isolation of the affected area, firefighting, leaking containers, spill containment, and first aid. These requirements would also reduce the number of persons exposed to any hazmat incidents. Furthermore, hazardous materials spills on state highways are the responsibility of the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). These agencies provide on-scene management of the spill site and coordinate with the California Environmental Health Department, California Emergency Management Agency (formerly known as the California Office of Emergency Services), and applicable local agencies. As such, accidental and reasonably foreseeable hazardous materials releases associated with the transport of hazardous materials in the vicinity of the project site would result in a less than significant hazard to residents of the proposed project.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with release of hazardous materials.

Mitigation Measures

MM 3.7.2 The project applicant shall remove the trash and debris observed on-site and take it to a landfill or approved dumpsite.

Timing/Implementation: Prior to and during construction activities

Enforcement/Monitoring: City of Wildomar Building and Planning Departments

Cumulative Risk of Exposure to Hazardous Materials (p. 3.7-14)

Implementation of the proposed project would result in potential short-term impacts during construction activities associated with exposure to hazards such as potential contaminated soils. However, hazards and hazardous materials impacts associated with the project would be site-specific and would not contribute to cumulative hazardous impacts. Cumulative development in the region is not anticipated to result in significant hazards or hazardous materials impacts to the project site.

With implementation of mitigation measure MM 3.7.2 and adherence to existing regulations, the proposed project would not contribute to an increase in the potential for exposure to hazards associated with soil contamination or potential risk associated with the use, storage, and transportation of hazardous materials as a result of current or past land uses. The proposed project will not combine with any planned growth in the area to form a hazards impact greater or more significant than the project impact alone.

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Therefore, the cumulative hazards impacts are considered less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts to cumulative risk of exposure to hazardous materials.

Mitigation Measures

Implementation of mitigation measure MM 3.7.2

6.6 HYDROLOGY AND WATER QUALITY

Degrade Water Quality or Violate Water Quality Standards (p. 3.8-9)

The Preliminary Hydrology and Hydraulics Study (Appendix 3.8 in the DEIR) was prepared in order to determine the required improvements to treat for water quality purposes and mitigate for increased runoff. Following on-site treatment at the proposed project BMPs, described below, runoff will drain to an on-site drainage which ultimately conveys runoff to Murrieta Creek, approximately 1.6 miles southwest of the project site, via existing natural channels and permitted MS4 facilities. Murrieta Creek is a Section 303(d) listed impaired waterway as detailed in Table 3.8-1 in the DEIR. Pollutants typically associated with urban and suburban development that would contribute to the Section 303(d) impaired water bodies are shown in Table 3.8-2 in the DEIR.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with degrading water quality or violating water quality standards.

Mitigation Measures

MM 3.8.1 Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the California State Water Resources Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading

permit for future development on the project site in order to comply with the Area-wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.

Timing/Implementation: Prior to the issuance of a grading permit

Enforcement/Monitoring: City of Wildomar Engineering Department

6.7 NOISE

Exposure to Excessive Noise Levels (p. 3.9-23)

On-Site Interior Noise Levels

Table 3.9-13 in the DEIR shows that the future noise levels at the first-floor building façade are expected to range from 48.1 to 63.0 dBA CNEL. The first-floor interior noise level analysis shows that the City's 45 dBA CNEL interior noise level standards can be satisfied using standard windows with a minimum Sound Transmission Class (STC) rating of 27.

Table 3.9-14 in the DEIR shows that the future noise levels at the second-floor building façade are expected to range from 63.0 to 64.4 dBA CNEL, and windows with a minimum STC rating of 27 are expected to satisfy the City's 45 dBA CNEL interior noise level standards.

In order to meet the City of Wildomar 45 dBA CNEL interior noise level standard, rooms facing Elizabeth Lane and Prielipp Road will require windows with a minimum STC rating of 27. Implementation of mitigation measure MM 3.9.1 would satisfy the City's 45 dBA CNEL interior noise level standard for multi-family residential development.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with exposure to excessive noise levels.

Mitigation Measures

MM 3.9.1 The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation for all units facing Elizabeth

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Lane and Prielipp Road. To ensure that the City of Wildomar's 45 dBA CNEL interior noise level is met, the following measures shall be implemented:

- Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 27.
- Doors: All exterior doors shall be well weather-stripped solid core assemblies at least 1.75 inches thick.
- Roof: Roof sheathing of wood construction shall be well fitted or caulked plywood of at least 0.5 inches thick. Ceilings shall be well fitted, well sealed gypsum board of at least 0.5 inches thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfies the requirements of the Uniform Mechanical Code.

Timing/Implementation: Prior to a certificate of occupancy (as part of building permit requirements)

Enforcement/Monitoring: City of Wildomar Planning and Building Departments

6.8 TRAFFIC AND CIRCULATION

Emergency Access (p. 3.11-41)

All of the roadways proposed with the project meet the City's design standards for access. During construction of improvements associated with the project, roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. Construction of the project will require the export of materials from the site and import of construction materials to the site. The exported materials will be transported via dump trucks. Each truck will generate one inbound and one outbound trip, accounting for a total of two truck trips per load of material exported. Export/import of materials is anticipated to consist of the export of soil from the site (approximately 34,497 cubic yards) and the importation of raw building materials, concrete, asphalt, etc.

In order to minimize the impact of construction truck traffic to the surrounding roadway network, trucks will utilize the most direct route between the site and I-15 via Clinton Keith Road. As required by mitigation measure MM 3.11.4, the export of materials will occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. Specifically, the hauling trips will be limited during the AM and PM

peak commute hours. A construction traffic management plan will be implemented for the duration of the construction phase. Both Riverside County and the City of Wildomar require traffic management plans (TMP) for large-scale construction projects. A TMP is prepared through coordination with emergency services personnel and made part of the construction requirements placed on the contractor. The TMP often requires public notice of construction schedules as well as contact information in case of emergency or concern with the construction site and/or roadways. A TMP can be customized to avoid construction during special events, holidays, or other periods of intense traffic demand. Of particular focus in a TMP is a requirement to ensure access to adjacent homes and property during the construction process. Coordination of the TMP with local and regional emergency personnel is required to ensure consistency. The following mitigation measure establishes the requirement for the TMP and minimizes the effect of construction activity on emergency access.

After construction, emergency access throughout the project site will be developed in accordance with applicable ordinances, standard conditions of approval, and permits related to emergency access and reduce this impact to a less than significant level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, the proposed project will result in less than significant impacts associated with emergency access.

Mitigation Measures

MM 3.11.4 The project applicant shall prepare and implement a traffic management plan (TMP) to minimize inconveniences during construction. Included among the provisions, the contractor shall coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP shall also limit construction activity to the extent feasible, and limit all soil export activities to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak commute hours. The TMP shall include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone shall be maintained throughout the construction period.

Timing/Implementation: Prior to and during construction

Enforcement/Monitoring: City of Wildomar Public Works and Planning Departments

Cumulative (Post-2035) Traffic Impacts on City Transportation Facilities (p. 3.11-47)

Level of service calculations were conducted for the study intersections to evaluate their operations. Figure 3.11-10 in the DEIR shows the ADT volumes that can be expected for Cumulative (Post-2035) With Project conditions. Cumulative (Post-2035) With Project AM and PM peak-hour intersection turning movement volumes are also shown in Figure 3.11-10 in the DEIR. The intersection analysis results are summarized in Table 3.11-15 in the DEIR, which also presents Cumulative (Post-2035) peak-hour traffic data without the proposed project.

As previously described, a project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee (TUMF), and the adopted City Traffic Signal Development Impact Fee (DIF) (Article I, Development Impact Fees, of Chapter 3.44), the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be done through the payment of Western Riverside County TUMF, City of Wildomar DIF, and a fair-share contribution as directed by the City. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

Transportation improvements are listed under Impact 3.11.2 in the DEIR. Each of these transportation improvements has been identified as being included as part of a TUMF funding program, City DIF funding program, or fair-share contribution. Applicant fees are required to be received prior to occupancy of the proposed project. The effectiveness of implementation of these transportation improvement strategies is shown in Table 3.11-16 in the DEIR.

While the short-term impacts are considered significant and unavoidable, the long-term impacts are considered less than significant because the City reasonably assumes that other the improvements will eventually be constructed. Other TUMF-funded facilities have been constructed in the Wildomar area, most notably the Clinton Keith interchange, and others are in the process, such as Bundy Canyon Road. Therefore, the City reasonably assumes that other impact fees paid by other developments subject to the TUMF will eventually produce sufficient revenue to construct the improvements.

Therefore, since the project applicant will be required to participate in the funding of off-site improvements identified above per City Municipal Code Chapter 3.40, the Western Riverside County Transportation Uniform Mitigation Fee, and Article I, Development Impact Fees, of Chapter 3.44, this impact is less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that with the imposition of mitigation, less than cumulatively considerable impacts on city transportation facilities.

Mitigation Measures

MM 3.11.2 The project applicant shall be required to construct or pay its fair share of the following traffic improvements:

Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)

- Install a traffic signal
- Construct a northbound left turn lane
- Construct a northbound shared through-right turn lane
- Construct a southbound left turn lane

Elizabeth Lane/Clinton Keith Road (#6)

- Install a traffic signal
- Construct a northbound left turn lane
- Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane

The effectiveness of implementation of these transportation improvement strategies is shown in **Table 3.11-11** in the DEIR.

7 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

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

- Traffic and Circulation (substantial increase in traffic volume, p. 3.11-32)

7.1 TRAFFIC AND CIRCULATION

Substantial Increase in Traffic Volume (p. 3.11-32)

A project’s contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee, and the recently

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adopted City Traffic Signal Development Impact Fee (DIF) (Article I, Development Impact Fees, of Chapter 3.44),¹ the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be done through the payment of Western Riverside County Transportation Uniform Mitigation Fees and City of Wildomar Development Impact Fees. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

Each of the following improvements has been identified as being included as part of the TUMF funding program or City DIF funding program.

George Avenue/Clinton Keith Road (#1)

- Restripe the eastbound right turn lane as a shared through-right turn lane (TUMF)
- Construct a westbound shared through-right turn lane (TUMF)

Inland Valley Drive/Clinton Keith Road (#2)

- Construct an eastbound through lane (TUMF)
- Construct a westbound through lane (TUMF)

Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)

- Construct an eastbound shared through-right turn lane (TUMF)
- Construct a westbound left turn lane (TUMF)

Elizabeth Lane/Clinton Keith Road (#6)

- Construct an eastbound shared through-right turn lane (TUMF)
- Construct a westbound shared through-right turn lane (TUMF)

In addition to the TUMF and DIF funding programs, the project applicant will be required to participate in a fair-share contribution, as directed by the City. When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. As such, mitigation measure **MM 3.11.2** requires a 2-percent fair share contribution for Salida Del Sol/Yamas

¹ During its June 10, 2015, meeting, the City Council adopted Resolution No. 2015-24, Chapter 3.44 (City Traffic Signal Development Impact Fee) of the City of Wildomar Municipal Code and approved Ordinance No. 106, which repeals Chapter 10.40 (Traffic Signal Cost Mitigation Fee Program) of the City's Municipal Code.

Drive/Clinton Keith Road and a 2.8-percent fair share contribution for Elizabeth Lane/Clinton Keith Road (as calculated by Urban Crossroads (2015)) fair-share contribution. Applicant fees are required to be received prior to occupancy of the proposed project.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in significant and unavoidable impacts associated with substantial increases in traffic volume.

Mitigation Measures

MM 3.11.2 The project applicant shall be required to construct or pay its fair share of the following traffic improvements:

Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)

- Install a traffic signal
- Construct a northbound left turn lane
- Construct a northbound shared through-right turn lane
- Construct a southbound left turn lane

Elizabeth Lane/Clinton Keith Road (#6)

- Install a traffic signal
- Construct a northbound left turn lane
- Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane

The effectiveness of implementation of these transportation improvement strategies is shown in Table 3.11-11 in the DEIR.

However, the City does not have the authority to implement TUMF-funded program improvements independent of the Riverside County Transportation Commission and cannot be certain that the other projects shown in Table 4-3 of the TIA (Appendix 3.11 in the DEIR) will be built and will pay to address their impacts at the intersections addressed in mitigation measure MM 3.11.2. Without certain funding, the City cannot guarantee that the proposed improvements will be constructed as proposed by mitigation measure MM 3.11.2.

Because the City cannot be certain that the improvements will occur, the EIR must assume that the improvements may not occur and that the project impacts would remain as shown in Table 3.11-10 in the DEIR. As shown in this table, the intersection analysis for opening year 2017 would result in significant impacts at George

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Avenue/Clinton Keith Road (Intersection #1), Inland Valley Drive/Clinton Keith Road (Intersection #2), Salida Del Sol/Clinton Keith Road (Intersection #4), and Elizabeth Lane/Clinton Keith Road (Intersection #6). While the City will collect fees representing the proportionate share of the proposed project's impact at the intersections identified in mitigation measure MM 3.11.2, for these reasons, this impact remains significant and unavoidable.

8 FEASIBILITY OF PROJECT ALTERNATIVES

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

- Alternative 1 – No Project
- Alternative 2 – All Commercial Alternative

8.1 ALTERNATIVE 1 – NO PROJECT

Alternative 1: No Project

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

It is important to note that the No Project Alternative does not necessarily mean the project site will remain in an undeveloped state. If no action is taken on the proposed project, it is reasonable to assume that another project would be proposed at some point in the future. The City of Wildomar designates this project site Business Park (BP). This land use designation is characterized by employee-intensive uses such as research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses. The City of Wildomar Zoning Ordinance zones this site Rural Residential (R-R), which is intended to provide for the development of low-density residential uses. Just as with the proposed project, future development would require either a General Plan Amendment to change the designation to residential use or a change of zone to support a business park use in order for the land use designation and zoning district to be consistent with one another.

Under this alternative, the 20-acre site would be available for development of office space. It is likely that there would be several buildings on separate parcels rather than a single building. Multiple buildings will reduce the total potential building area, as each parcel must comply with storm drainage storage, landscape, and parking requirements. While the BP land use designation allows a total build area of 0.60, the City is more accustomed to projects with a floor area ratio (FAR) of 0.35. Therefore, this alternative assumes a total floor area ratio of 0.35 for a total assumed building size of 304,920 square feet.

Comparative Impacts of Alternative 1: No Project

Aesthetics and Visual Resources

Alternative 1 assumes the development of office (nonresidential) uses. Under this alternative, the development of nonresidential uses would most likely result in less activity on the site during non-peak hours (before 7:00 a.m. and after 7:00 p.m.), as such office uses are typically not used at night or on weekends. The limited hours of use would result in less need for lighting and a reduced effect of automobile headlights. However, the design of office uses is typically different from residential uses, with different building materials used, such as more windows or other reflective materials, which have the potential to produce more glare. Additionally, the potential higher vertical design of office buildings could be in the line of sight to surrounding visual resources. The City's design review process would attenuate many of the potential impacts from professional office uses. Even though the resulting buildings are likely to be larger than surrounding buildings, impacts to visual resources would likely be similar to those of the proposed project.

Air Quality

The air quality analysis for the proposed project identified that particulate matter (PM₁₀ and PM_{2.5}) emissions during construction would exceed the South Coast Air Quality Management District's (SCAQMD) pounds per day threshold, thus requiring mitigation measures to reduce impact levels. Construction of Alternative 1 would likely result in similar construction impacts, also requiring mitigation measures to reduce impacts. Additionally, professional offices generate more vehicular traffic than an assisted living facility and residential uses, and as a result, would be anticipated to have greater operational emissions than the proposed project. Overall, air pollutant emissions from Alternative 1 would be greater than the proposed project.

Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to burrowing owls, migratory birds, and riparian habitats associated with construction and operation. Alternative 1 would result in site disturbance similar to that of the proposed project. The mitigation measures outlined in Impact 3.3.1 would also apply to development under this alternative. Additionally, Alternative 1 assumes that the entire site will be graded and developed to support the office uses. All development in the city

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is subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), identical to the proposed project. Since compliance with the MSHCP is required, impacts for this alternative are considered similar to those of the proposed project. Overall, the impacts of this alternative would be the same as with the proposed project.

Climate Change and Greenhouse Gases

The greenhouse gas (GHG) emissions analysis for the proposed project identified that the majority of GHG emissions would come from automobiles. Table 3.11-3 shows trip generation for the uses proposed by the project, and Table 3.11-4 illustrates that, based on the types of uses proposed, 1,129 average daily automobile trips would be generated as a result of the proposed project. Office space typically generates more vehicular traffic and would result in a greater number of trips than an assisted living facility and residential uses. While GHG-generating automobile trips would be slightly offset compared to the project because office space is typically not used on the weekends, Alternative 1 would still result in more mobile source GHG emissions than the proposed project. Therefore, operational emissions would be greater than the proposed project. Overall, GHG emissions would be more under Alternative 1.

Cultural and Paleontological Resources

While no cultural or paleontological resources were identified on any of parcels evaluated for the proposed project, mitigation measures were required to reduce the impacts to undiscovered cultural or paleontological resources. These same measures would be required for any land disturbances under Alternative 1. Therefore, cultural resources impacts would be similar for both the proposed project and Alternative 1.

Geology and Soils

Southern California, including the project area, is subject to the effects of seismic activity because of the active faults that traverse the area. The Temecula branch of the Elsinore fault is the closest surface trace of an active fault and is approximately 2 miles west of the project site. Further, a fault hazard investigation performed on the project site concluded that an unnamed fault runs through the project site, though it is not likely to result in surface rupture. Because Alternative 1 would allow development on the project site that includes grading to accommodate buildings, the impacts associated with seismicity, ground failure, and unstable or erodible soils would be the same as with the proposed project and would also require the implementation of mitigation measures to reduce impacts.

Hazards and Hazardous Materials

As identified in Impact 3.7.2 in the DEIR, a Phase I Environmental Site Assessment concluded that no hazardous building materials are likely to occur on-site because the site is currently undeveloped. However, minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were noted during site reconnaissance.

Implementation of mitigation measure MM 3.7.2 would reduce associated impacts to less than significant levels. Since this alternative would be required to implement the same mitigation measures to reduce impacts, Alternative 1 would be similar to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, Alternative 1 would result in additional impervious surfaces on the project site. However, additional impervious areas associated with office spaces, such as additional parking, may be required. This would result in greater pavement area and therefore more runoff. However, similar to the proposed project, the alternative would be required to provide a stormwater pollution prevention plan (SWPPP) and to comply with National Pollutant Discharge Elimination System (NPDES) provisions (see mitigation measure MM 3.8.1) as well as comply with MS4 provisions. Therefore, impacts to hydrology and water quality would be similar to those of the proposed project.

Noise

The proposed project would result in operational phase traffic noise impacts to the proposed residences facing Elizabeth Lane and Prielipp Road. Mitigation measure MM 3.9.5 would reduce these noise impacts to less than significant levels. This impact and need for mitigation would not occur under Alternative 1, since no residential uses would be developed. Overall operational noise levels associated with Alternative 1 would be greater than those of the proposed project since Alternative 1 contemplates office uses that would generate more traffic than the proposed project (see Transportation and Circulation below). Although traffic noise levels overall would be greater, the proposed project impact associated with exposure of new residential units to noise and associated need for mitigation would be avoided. Therefore, noise impacts associated with Alternative 1 are considered less than those under the proposed project.

Public Services, Utilities, and Recreation

In general, residential land uses produce a greater demand for public services than nonresidential uses, particularly for schools, parks, and recreation services. The development of office uses may reduce demand for police services slightly, and overall demand for fire protection services would likely be less than that of the project. The reduction in residential uses would also reduce demand for parks, so public services and recreation impacts would be less severe than those of the proposed project.

Demand for utilities can vary depending on land use. According to the Elsinore Valley Municipal Water District (EVMWD) Design Standards and Standard Drawings, the district conducts a water distribution and wastewater system analysis review for each new development project to determine the backbone infrastructure needs on a case-by-case basis, and any needed facilities as determined by the EVMWD are included in a development agreement for each project. In the case of development proposals, compliance with the EVMWD's Design Standards and Standard Drawings ensures that

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the water district has adequate infrastructure to meet the demand associated with all types of development in the area. Therefore, Alternative 1 water demand impacts would be similar to those of the proposed project.

The analysis in this Draft EIR assumed that solid waste generation would be 0.41 tons of solid waste per resident each year. Employee-generating land uses tend to have higher solid waste disposal rates than residential land uses. However, all development in Wildomar is subject to compliance with the City's approved Source Reduction and Recycling Element (SRRE), which identifies the programs and plans for meeting the 50 percent state diversion mandate intended to divert more solid waste from landfills. The SRRE includes a requirement for enclosures/adequate space for and screening of recycling containers at businesses and multi-family dwellings. Furthermore, all development with nonresidential accounts generating more than 4 yards per week of solid waste and multi-family complexes with five units or more would be required to have a recycling program in place consistent with the mandatory nonresidential and multi-family recycling requirements of Assembly Bill 341. Nonetheless, Alternative 1 would result in more solid waste generation than the proposed project.

Transportation and Traffic

Per Table 3.11.4 in the DEIR, it is estimated that 1,129 average daily automobile trips would be generated as a result of the project. Alternative 1 would allow the development of office space. According to the Institute of Transportation Engineers Trip Generation Manual (2008), office space generates 11.01 trips per 1,000 square feet. Based on the ITE's estimate, if the project were to be developed at a FAR of 0.35 resulting in 304,920 square feet of development, total daily trips generated would be 3,357. Since Alternative 1 has the potential to generate far more daily trips than the proposed project, impacts associated with this issue area are considered greater with Alternative 1 than with the proposed project.

The proposed project would result in an increase in traffic under the Opening Year (2017) With Project scenario (with roadway improvements factored in) that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). However, the project applicant will be required to participate in the funding of off-site improvements identified per City Municipal Code Chapter 3.40, Western Riverside County and Transportation Uniform Mitigation Fee and Chapter 3.44, Development Impact Fees. Alternative 1 would result in similar or greater impacts and would also be required to participate in the funding of off-site improvements. Therefore, these impacts are considered similar to the proposed project.

Lastly, implementation of the proposed project could result in temporary blockages of Prielipp Road and Elizabeth Lane and other roadways, causing an impact to emergency access. Implementation of mitigation measure MM 3.11.4, which requires a traffic management plan, is required to reduce impacts. Alternative 1 could also result in temporary blockages and would also be required to develop a traffic management plan.

Therefore, impacts associated with Alternative 1 are similar to those of the proposed project.

Population and Housing

The project proposes residential land uses on the site, which are estimated to allow 449 new residents in Wildomar. Since Alternative 1 would allow nonresidential development, no direct population growth would occur. However, development of professional offices would result in an opportunity for jobs and therefore possibly result in an indirect growth in population. Workers from surrounding areas could be anticipated to travel to/from the development, and some workers might relocate to Wildomar to avoid the need to commute. As of January 1, 2015, the California Department of Finance estimates that the housing vacancy rate in Wildomar is 7.5 percent. With an occupancy rate of 3.31 residents per unit, the State estimates that there is sufficient housing for 2,765 new residents, even if no other housing is constructed. Assuming 3 employees per 1,000 square feet of office space, approximately 915 new employees might be expected with the assumptions for building size in this alternative. If each new employee moved to the city, there remains sufficient housing stock for all of them as reported by the State. Therefore, Alternative 1 would result in similar impacts to population and housing as the proposed project.

Land Use

As with the proposed project, future development associated with the implementation of this alternative would require either a General Plan Amendment to change the designation to residential use or a change of zone to support a business park use in order for the land use designation and zoning district to be consistent with one another. However, the change in land use designation or zoning does not, in and of itself, constitute an environmental impact. Approval of the proposed project would eliminate all conflicts between the proposed project and the City General Plan and Zoning Ordinance. Furthermore, there are no General Plan policy provisions that prohibit General Plan Amendments or rezoning. No aspect of the proposed project would conflict with specific General Plan policies. Upon approval, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, Alternative 1 would not result in any reduction of impacts related to land use; impacts would be similar to those of the proposed project.

Findings: Alternative 1, the No Project alternative, would result in lesser impacts. However, this alternative would not meet any of the project objectives. Accordingly, it is rejected because it does not meet project objectives.

8.2 ALTERNATIVE 2 – ALL COMMERCIAL ALTERNATIVE

The proposed project includes a change for a portion of the site to commercial uses to support the senior living facility. This alternative would change the General Plan land use designation from Business Park (BP) to Commercial Retail (CR) and would also

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involve a zone change from Rural Residential (R-R) to General Commercial (C/1-C/P) for the entire site. Land uses allowed under this commercial-only alternative include uses that are commercial or service in nature (e.g., banks, barbershops, department stores, laundries and laundromats, restaurants and other eating establishments, retail sales, variety stores). This alternative is evaluated to determine if impacts associated with biological and natural resources, cultural and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation and traffic are reduced.

Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the Institute of Transportation Engineers (ITE), shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. So a shopping center with a minimum of 30,000 square feet, a supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project.

Comparative Impacts of Alternative 2: All Commercial Alternative

Aesthetics and Visual Resources

Alternative 2 would allow the development of nonresidential uses. Because the design of commercial uses is typically different from residential uses, with different building materials used, such as more windows or other reflective materials, Alternative 2 has the potential to produce more glare. Additionally, there is a potential that the higher vertical design of commercial buildings associated with commercial retail uses could be in the line of sight to surrounding visual resources. However, the City's design review process would attenuate many of the potential impacts from professional office uses. Even though the resulting buildings are likely to be larger than surrounding buildings, impacts to visual resources would likely be similar to those of the proposed project.

Air Quality

The air quality analysis for the proposed project identified that particulate matter (PM₁₀ and PM_{2.5}) emissions during construction would exceed the SCAQMD's pounds per day threshold, thus requiring mitigation measures to reduce impact levels. Construction of Alternative 2 would likely result in similar construction impacts, also requiring mitigation measures to reduce impacts. Additionally, Table 3.11-3 in the DEIR shows trip generation for the uses proposed by the project, and Table 3.11-4 illustrates that, based on the types of uses proposed, 1,129 average daily automobile trips would be generated as a result of the proposed project. Depending on the type of establishment, commercial uses can generate more vehicular traffic than an assisted living facility and residential uses, and as a result, would have also have operational emissions that would be greater than the proposed project. Alternative 2 would result in more mobile

source pollutant emissions during operations than the proposed project. Overall, air pollutant emissions would be greater under this alternative.

Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to burrowing owls, migratory birds, and riparian habitats associated with construction and operation. Alternative 2 would result in site disturbance similar to that of the proposed project. The mitigation measures outlined in Impact 3.3.1 in the DEIR would also apply to development under this alternative. Additionally, Alternative 2 assumes that the entire site will be graded and developed to support the commercial uses. All development in the city is subject to the MSHCP, identical to the proposed project. Since compliance with the MSHCP is required, impacts for this alternative are considered similar to those of the proposed project. Overall, the impacts of this alternative would be similar to the proposed project.

Climate Change and Greenhouse Gases

The GHG emissions analysis for the proposed project identified that the majority of GHG emissions would come from automobiles. Table 3.11-3 in the DEIR shows trip generation for the uses proposed by the project, and Table 3.11-4 illustrates that, based on the types of uses proposed, 1,129 average daily automobile trips would be generated as a result of the proposed project. Depending on the type of uses, commercial retail uses can generate more vehicular traffic and would result in a greater number of trips than an assisted living facility and residential uses. Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the ITE, shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. A shopping center with a minimum of 30,000 square feet, a supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project. Therefore, operational emissions with Alternative 2 have the potential to be greater than with the proposed project. Overall, more GHG emissions would result under Alternative 2.

Cultural and Paleontological Resources

While no cultural or paleontological resources were identified on any of parcels evaluated for the proposed project, mitigation measures were required to reduce the impacts to undiscovered cultural or paleontological resources. These same measures would be required for any land disturbances under Alternative 2. Therefore, cultural resources impacts would be similar for both the proposed project and Alternative 2.

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Geology and Soils

Southern California, including the project area, is subject to the effects of seismic activity because of the active faults that traverse the area. The Temecula branch of the Elsinore fault is the closest surface trace of an active fault and is approximately 2 miles west of the project site. Further, a fault hazard investigation performed on the project site concluded that an unnamed fault runs through the project site, though it is not likely to result in surface rupture. Because Alternative 2 would allow development on the project site that includes grading to accommodate buildings, the impacts associated with seismicity, ground failure, and unstable or erodible soils would be the same as the proposed project and would also require the implementation mitigation measures to reduce impacts.

Hazards and Hazardous Materials

As identified in Impact 3.7.2 in the DEIR, a Phase I Environmental Site Assessment concluded that no hazardous building materials are likely to occur on-site because the site is currently undeveloped. However, minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were noted during site reconnaissance. Implementation of mitigation measure MM 3.7.2 would reduce associated impacts to less than significant levels. Since this alternative is required to implement the same mitigation measures to reduce impacts, Alternative 2 would be similar to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, Alternative 2 would result in additional impervious surface on the project site. However, additional impervious areas associated with commercial retail uses, such as additional parking, may be required. This would result in greater pavement area and therefore more runoff. However, similar to the proposed project, the alternative would be required to provide a SWPPP as well as comply with the NPDES provisions (see mitigation measure MM 3.8.1) and with MS4 provisions. Therefore, impacts to hydrology and water quality would be similar to those of the proposed project.

Noise

The proposed project would result in operational phase traffic noise impacts to the proposed residences facing Elizabeth Lane and Prielipp Road. Mitigation measure MM 3.9.5 would reduce these noise impacts to less than significant levels. This impact and need for mitigation would not occur under Alternative 2, since no residential uses would be developed. Overall operational noise levels associated with Alternative 2 would be greater than those of the proposed project since Alternative 2 contemplates commercial uses that would generate more traffic than the proposed project (see Transportation and Circulation below). Although traffic noise levels overall would be greater, the proposed project impact associated with exposure of new residential units to noise and associated

need for mitigation would be avoided. Therefore noise impacts associated with Alternative 2 are considered less than those under the proposed project.

Public Services, Utilities, and Recreation

In general, residential land uses produce a greater demand for public services than nonresidential uses, particularly for schools, parks, and recreation services. The development of commercial uses may reduce demand for police services slightly, but overall demand for fire protection services would likely be similar to that of the project. The reduction in residential uses associated with this alternative would also reduce demand for parks, so public services and recreation impacts would be less severe than those of the proposed project.

Demand for utilities can vary depending on land use. According to the EVMWD Design Standards and Standard Drawings, the district conducts a water distribution and wastewater system analysis review for each new development project to determine the backbone infrastructure needs on a case-by-case basis, and any needed facilities as determined by the EVMWD are included in a development agreement for each project. In the case of development proposals, compliance with the EVMWD's Design Standards and Standard Drawings ensures that the water district has adequate infrastructure to meet the demand associated with all types of development in the area. Therefore, Alternative 2 water demand impacts would be similar to those of the proposed project.

The analysis in this Draft EIR assumed that solid waste generation would be 0.41 tons of solid waste per resident each year. Employee-generating land uses tend to have higher solid waste disposal rates than residential land uses. However, all development in Wildomar is subject to compliance with the City's approved Source Reduction and Recycling Element (SRRE), which identifies the programs and plans for meeting the 50 percent state diversion mandate intended to divert more solid waste from landfills. The SRRE includes a requirement for enclosures/adequate space for and screening of recycling containers at businesses and multi-family dwellings. Furthermore, all development with nonresidential accounts generating more than 4 yards per week of solid waste and multi-family complexes with five units or more would be required to have a recycling program in place consistent with the mandatory nonresidential and multi-family recycling requirements of Assembly Bill 341. Nonetheless, Alternative 2 would result in more solid waste generation than the proposed project.

Transportation and Circulation

Per Table 3.11.4 in the DEIR, it is estimated that 1,129 average daily automobile trips would be generated as a result of the project. Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the ITE, shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. A shopping center with a minimum of 30,000 square feet, a

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supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project. Presumably, this could equate to more traffic than what is generated at an assisted living care facility and high-density residential uses proposed by the project (Table 3.11.3). For the Existing Plus Project Scenario, the proposed project does not cause an acceptably operating intersection to operate unacceptably. However, Alternative 2 has the potential to do so. As such, impacts associated with this issue area are considered greater with Alternative 2 than with the proposed project.

The proposed project would result in an increase in traffic under the Opening Year (2017) With Project scenario (with roadway improvements factored in) that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). However, the project applicant will be required to participate in the funding of off-site improvements identified per City Municipal Code Chapter 3.40, Western Riverside County and Transportation Uniform Mitigation Fee, and Chapter 3.44 City Traffic Signal Development Impact Fee). Alternative 2 would result in similar or greater impacts and would also be required to participate in the funding of off-site improvements.

Lastly, implementation of the proposed project could result in temporary blockages of Prielipp Road and Elizabeth Lane and other roadways, causing an impact to emergency access. Implementation of mitigation measure MM 3.11.4, which requires a traffic management plan, is required to reduce impacts. Alternative 2 could also result in temporary blockages and would also be required to develop a traffic management plan. Therefore, these impacts are considered similar to those of the proposed project.

Population and Housing

The project proposes residential land uses on the site, which are estimated to allow 449 new residents in Wildomar. Since Alternative 2 would allow nonresidential development, no direct population growth would occur. However, development of commercial retail would result in an opportunity for jobs and therefore possibly result in an indirect growth in population. Workers from surrounding areas could be anticipated to travel to/from the development, and some workers might relocate to Wildomar to avoid the need to commute. As of January 1, 2015, the California Department of Finance estimates that the housing vacancy rate in Wildomar is 7.5 percent. With an occupancy rate of 3.31 residents per unit, the State estimates that there is sufficient housing for 2,765 new residents, even if no other housing is constructed. Assuming 3 employees per 1,000 square feet of commercial retail space, approximately 915 new employees might be expected with the assumptions for building size in this alternative. If each new employee moved to the city, there remains sufficient housing stock for all of them as reported by the State. Therefore, Alternative 2 would result in similar impacts to population and housing as the proposed project.

Land Use

Similar to the proposed project, implementation of this alternative would require a General Plan Amendment from Business Park (BP) to Commercial Retail (CR) and a change of zone from Rural Residential (R-R) to General Commercial (C/1-C/P) to accommodate commercial retail uses. Approval of the proposed project would eliminate all conflicts between the proposed project and the City General Plan and Zoning Ordinance. Furthermore, there are no General Plan policy provisions that prohibit General Plan Amendments or rezoning. No aspect of the proposed project would conflict with specific General Plan policies. Upon approval, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, Alternative 2 would not result in any reduction of impacts related to land use; impacts would be similar to those of the proposed project.

Findings: Alternative 2, All Commercial Alternative, would allow the development of only commercial retail uses. While this alternative creates the opportunity for revenue and jobs, it would generate more traffic-related trips per day than the proposed project.

9 LONG-TERM IMPLICATIONS

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

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

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

9.1 GROWTH INDUCEMENT POTENTIAL

The project proposes residential development. Therefore, the proposed project would directly induce growth both on the project site and in Wildomar as a whole. However, the proposed project will also provide services for the benefit of the residents of the community such as a senior living facility, assisted living facility, and indoor/outdoor recreational opportunities for on-site residents. Thus, growth on the project site would largely be confined to the project area and would avoid induced growth in the larger Wildomar region.

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Development of the project site would also result in the improvement and extension of infrastructure facilities located in and/or adjoining the project site. Under typical project conditions, any time utility lines or other infrastructure is expanded, growth inducement occurs, as these improvements allow not only for the development responsible for expanding the infrastructure but also for any other projects proposed in the surrounding area as a result of the availability of new infrastructure. However, in the case of the proposed project, the surrounding area is already developed with residential and commercial uses that are currently serviced by existing infrastructure. As such, the project would not be expected to induce growth as a result of new infrastructure.

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

9.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Implementation of the proposed project would result in the conversion of undeveloped land into a senior living facility and 138 two-story townhomes. It is unlikely that circumstances would arise that would justify the return of the project site to its original condition.

Development of the project site would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Renewable, nonrenewable, and limited resources that would likely be consumed as part of future development of the proposed project would include, but are not limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. In addition, development of the project would result in increased traffic trips (see Section 3.11, Traffic and Circulation).

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

10 FINDINGS ON CHANGES TO THE EIR AND RECIRCULATION

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

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

11 STATEMENT OF OVERRIDING CONSIDERATIONS

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

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

11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The EIR identified the following significant impacts that cannot be mitigated to a less than significant level:

Traffic and Circulation (Substantial Increase in Traffic Volume)

Based on the information and analysis set forth in the Draft EIR, the Final EIR, and the record of proceedings, implementation of the proposed project would result in a significant impact by resulting in a substantial increase in traffic volume.

Project Benefits

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

- Expansion of the city's economic base by generating substantial property and sales tax revenue.
- Providing for employment opportunities for residents and potentially reducing vehicle miles traveled by locating housing near a job source.
- Improvements to existing and future public roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane adjacent to the site.
- Establishing a mixed-use community for Wildomar with a balance of land uses including senior living, townhomes, and open space.
- Increase full- and part-time employment opportunities for Wildomar residents through development of a senior living community.
- Locate a senior living community within a convenient walking distance from existing and future hospital and medical office facilities and regional public transit stations.
- Create an appropriately sized senior living community that includes a mix of senior housing options and care levels.
- Include on-site recreation opportunities within the community for its residents.

- Utilize architectural styles and design elements that reflect Wildomar’s heritage, namely through the use of ranch, farmhouse, and Craftsman styles.

Conclusion

CEQA requires the City to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its significant and unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” and the proposed project approved.

With implementation of the proposed project, Wildomar will have a new senior living facility in close proximity to Inland Valley Medical Center as well as 138 new townhomes. This project is anticipated to generate substantial property and sales tax revenue by providing full and part-time job opportunities, thereby helping to expand the city’s economic base. Additionally, the project establishes a mixed-use community for Wildomar and balances land uses conveniently located within walking distance to existing and future hospital and medical office facilities. All aspects of the project will exhibit the hallmarks of thoughtful, high-quality design. Future growth and development are expected to contribute to the overall well-being of the community while preserving and enhancing the present quality of life in Wildomar; and this project is consistent with those expectations.

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