

## **EXHIBIT 3**

### **Clinton Keith Village – Response to Comments**



**RESPONSE TO COMMENTS ON THE INITIAL  
STUDY/MITIGATED NEGATIVE DECLARATION FOR**

**CLINTON KEITH VILLAGE RETAIL PROJECT**

(Planning Application 15-0013)

SCH# 2016021064

LEAD AGENCY:

**CITY OF WILDOMAR**

23873 Clinton Keith Road, Suite 201

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April 2016



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A Public Notices



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# **1.0 INTRODUCTION**

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This document, in conjunction with the draft Initial Study/Mitigated Negative Declaration (IS/MND), responds to comments made on the proposed Clinton Keith Village Retail project. While the State's California Environmental Quality Act (CEQA) Guidelines do not require a final initial study or the preparation of formal responses to comments on draft initial studies/mitigated negative declarations, in order to provide further disclosure of the project's impacts, the City has determined that it will provide responses to the comments it has received.

### 1.1 BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS FOR THE PROJECT

#### INITIAL STUDY

The IS/MND was released for public and agency review on February 17, 2016, with the 30-day review period ending on March 17, 2016. The City received one comment letter during this review period.

#### RESPONSE TO COMMENTS

This document provides a response to comments received on the IS/MND. The comment letter is included in Section 2.0, Comments and Responses to Comments.

### 1.2 INTENDED USES OF THE IS/MND

The City of Wildomar will use the IS/MND in its final form in considering approval of the proposed project. In accordance with CEQA Guidelines Section 15074, the IS/MND will be used as the primary environmental document in consideration of all subsequent planning and permitting actions associated with the project, to the extent such actions require CEQA compliance and as otherwise permitted under applicable law.

#### CONSIDERATION OF COMMENTS

Prior to taking action on the proposed project, the City will consider the IS/MND, this response to comments document, and any additional comments or testimony. Negative declarations and mitigated negative declarations are considered and adopted per CEQA Guidelines Section 15074, which reads as follows:

**15074. CONSIDERATION AND ADOPTION OF A NEGATIVE DECLARATION OR MITIGATED NEGATIVE DECLARATION.**

- (a) *Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.*
- (b) *Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.*

## 1.0 INTRODUCTION

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- (c) *When adopting a negative declaration or mitigated negative declaration, the lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*
- (d) *When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects.*
- (e) *A lead agency shall not adopt a negative declaration or mitigated negative declaration for a project within the boundaries of a comprehensive airport land use plan or, if a comprehensive airport land use plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, without first considering whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.*
- (f) *When a non-elected official or decision making body of a local lead agency adopts a negative declaration or mitigated negative declaration, that adoption may be appealed to the agency's elected decision making body, if one exists. For example, adoption of a negative declaration for a project by a city's planning commission may be appealed to the city council. A local lead agency may establish procedures governing such appeals.*

Upon review and consideration of the IS/MND, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be made in a resolution recommending certification of the IS/MND as part of consideration of the proposed project. The City of Wildomar has prepared this IS/MND and has determined that the environmental impacts of the proposed project have been reduced to a less than significant level through mitigation measures adopted as part of a Mitigation Monitoring and Reporting Program (MMRP).

## 1.3 ORGANIZATION AND SCOPE OF THIS DOCUMENT

This document is organized in the following manner:

### SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the environmental review process to date and discusses the CEQA requirements for consideration and adoption of a mitigated negative declaration.

### SECTION 2.0 – COMMENTS AND RESPONSES TO COMMENTS

Section 2.0 lists the commenter, summarizes written comments (coded for reference), and includes responses to those comments made on the IS/MND.

### SECTION 3.0 – MINOR REVISIONS TO THE IS/MND

Section 3.0 provides a list of minor edits made to the IS/MND as a result of comments received or other staff-initiated changes.

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## **2.0 COMMENTS AND RESPONSE TO COMMENTS**

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## 2.0 COMMENTS AND RESPONSES TO COMMENTS

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### 2.1 LIST OF COMMENTERS

The following organization submitted written comments on the IS/MND.

Letter	Agency, Organization, or Individual	Date
1	Inland Empire Biking Alliance	March 15, 2016

### 2.2 COMMENTS AND RESPONSES

#### RESPONSES TO COMMENT LETTERS

Written comments on the draft IS/MND are reproduced on the following pages, along with responses to those comments. CEQA does not require lead agencies to provide formal responses to comments received on initial studies supporting proposed mitigated negative declarations; however, the City prepared this response to comments document to provide responses to comments received on the IS/MND in order to provide comprehensive information and disclosure for both the public and the City's decision-makers.

Letter 1

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15 March 2016

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

Inland Empire Biking Alliance  
PO Box 9266  
Redlands, CA 92375

To Whom It May Concern:

We are writing today on behalf of the Inland Empire Biking Alliance in regards to the Initial Study/Mitigated Negative Declaration that has been prepared for the Clinton Keith Villages project, PA 15-0013. We have reviewed the Initial Study, particularly the Traffic Impact Analysis that has been prepared for the project and have several concerns about what is being proposed. We have compiled those concerns and recommended improvements in this letter, which we are providing as a response to that IS/MND and to serve as a notice of deficient condition of the facilities that will be created if constructed as planned.

**Summary**

This project as currently envisioned with the measure proposed needs to be reconsidered in light of numerous changes at various levels because the proposed improvements to be constructed or contributed to will greatly degrade the built environment for bicyclists, pedestrians, and transit users. Additionally, they will contribute toward furthering a sprawling (Smart Growth America, 2014) built environment that forces driving and also has the potential to contribute to the growing backlog of unfunded maintenance, which is becoming an increasing problem for the Inland Empire. This approach is diametrically opposed to numerous state goals to lower emissions, provide residents and visitors with viable alternate forms of transportation, and correct the many issues that are associated with auto-centric planning and design. We would recommend that a new Traffic Impact Analysis be completed incorporating more modern approaches and that provides options for accessing the development site for people who will not be using a car for the trip. Additionally, this project should be used to study the effect of new approaches in place at the state level and measures need to be taken to encourage alternative modes of access from the residential units located within a two mile radius of the project site, with special focus on substantially reducing vehicle trips within a half of a mile.

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## Letter 1 Continued



### Traffic Impact Analysis

The Traffic Impact Analysis that has been prepared for this project attempts to provide a conservative approach, but inadvertently contributes to an approach that will result in a decidedly less conservative excess capacity of the roadway network and built environment, resulting in increased expense to the developer and builder, costs that will in turn be passed on to the customers, and resulting in unnecessary maintenance liabilities that will become the responsibility of the taxpayers of the City of Wildomar. Chief among the issues is the use of the ITE *Trip Generation* figures to conduct the analysis. With research continuing to show that Americans are seeking other options for travel and mobility (Baxandall & Dutzik, 2013), it should not be surprising to also find that it is being recognized that the majority of time, ITE figures are vastly inflated (Millard-Ball, 2014). Millard-Ball's analysis of ITE recommendations for the primary land uses that most closely fit this project, Food and Retail, find an overestimate that is average of 44 to a staggering 71 percent respectively more than actual number of trips taken and a further overestimate of about 33 percent for the greater Inland region as a whole. This is another example of the type of poor planning that continues contribute to the growing regional backlog of unaddressed transportation needs, particularly our street maintenance, which has been repeatedly recognized by several organizations (ASCE, 2005; ASCE, 2010; Save California Streets, 2014). We'd encourage that trip generation data be taken compared to other similar projects in the region to get a better estimate. If such data does not exist, it should be collected and this project can be included in that collection on a comparative basis.

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Additionally, the problem is further exacerbated by the decision of the TIA to not take into account any potential modal splits in the analysis. This is problematic for several reasons. In addition to the aforementioned issues of overestimating the actual trips, it also forces the analysis to be more focused on automobile trips that may never materialize. As a result, the resulting built environment is at best, unpleasant for people biking, walking, or taking transit. Unsurprisingly, the word "bicycle" appears only once in the entire TIA that has been prepared and the words "transit" and "pedestrian" total less than 10 combined. No mention at all is made of providing any accommodation for people to access the site by bicycle and while bicyclists can legally use the roadways that are being constructed, numerous resources now exist identifying that many will not feel safe in doing so (Mekuria, Furth, and Nixon, 2012).

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As shown in Figures 40, 41, and 42 of the TIA, cumulative projected traffic volumes for this and other projects at various stages of planning would result in between 8,000 and 12,600 AADT on George Avenue. This volume is less than half of the proposed built capacity of George Ave. and is also well within the operational capacity for which a roundabout is generally a viable option outright without additional analysis (NCHRP, 2010). Additionally, data presented in the same publication identifies that using a roundabout in the projected volumes of George Ave. will provide benefits to LOS as well. Given the substantial safety benefits of roundabouts over signals at locations in a similar context to that of

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## Letter 1 Continued



George Avenue and Depasquale Road, we would recommend that the proposal to signalize this intersection be re-evaluated for conversion to a roundabout instead. In addition to being safer and more efficient, roundabouts

generally also cost less to maintain over their life than signals and require fewer approach lanes, resulting in a savings on long-term maintenance as well of both the road surface as well as the drainage system due to reduced runoff. This is especially relevant to this project as the City is already behind on



maintenance of the existing roadway at the project location, with the pavement on George Avenue showing

Figure 1. Existing conditions show that maintenance on George Avenue is already falling behind.

several signs of distress including longitudinal joint, transverse, and segments of "alligator" cracking that will continue to deteriorate to a more costly level of disrepair if not addressed soon. However, regardless of what is ultimately decided, all signalized intersections must comply with Section 4D.105(CA) of the CA MUTCD which requires that bicycles be detected at the limit line and that the minimum green time provided must be long enough to allow a bicyclist to cross during the phase. Further guidance on this requirement is contained in the CA MUTCD.

Additionally, measures should be taken to not just tick off boxes, but actually encourage accessing the site by alternate forms of transportation. This is especially crucial for the residential locations that are or will be located within a two mile radius of the project site. At a bare minimum, this includes ensuring that all intersections within a half mile of the project site have marked crosswalks on *all* legs, and that Class I, II, or IV bikeways are available to provide direction to the site from locations within two miles. While ideally, the TIA for this project should switch from a LOS-based method that has been ended by SB 743 (Steinberg, 2013) and instead pioneer the VMT standards proposed to replace them in CEQA, we realize that local requirements may preclude that option. However, if LOS will be the metric used to measure impacts and design the project, LOS needs to be included for all users. The TIA needs to be redone with LOS for bicyclists also tabulated at all sites that have been already considered. Due to the fact that inhospitable design of the roadways will likely lead to many bicyclists using the sidewalks, LOS

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cont.

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Letter 1 Continued



needs to be calculated for pedestrians as well. Additionally, both should ensure that they are at least be no worse than that of the adjacent roadway, but ideally should not be worse than "C" using the methods identified in Chapter 18 of the *Highway Capacity Manual 2010* and Exhibit 7-7 of the FHWA's *Signalized Intersections Informational Guide, Second Edition*.

1-5  
cont.

Though no bike facilities are currently located directly on George Ave. or Clinton Keith road, any improvements being built need to ensure that they are included. The *City of Wildomar Community/Regional Roadside, Offroad Multi-Use Trails* map shows that an east-west link is planned on La Estrella St. and a north-south on Salida Del Sol, both of which are located approximately half a mile from the project site and would be good options to help people access the site by means of active modes. The half-width improvements recommended for George Ave. and Clinton Keith need to provide a clear connection to those future linkages for bicyclists. To accommodate, there need to be several modifications to the road sections that are proposed to be used. Due to the hills in the immediate area of the project, the preferred configuration is a climbing bike lane/descending 'sharrow' couplet on both Clinton Keith and George Ave. The sharrows should also be combined with R4-11 signage indicating that full lane usage by bicyclists is to be encouraged and expected. Optionally but ideally, R5-1b and R9-3c signage should also be installed at intervals, especially on the northbound side of George Ave. where people are likely to take a shortcut to the store and children are more apt to head home from school. Additionally, research has shown that lanes of the widths proposed are actually less safe than narrower options (Karim, 2015). That needs to be addressed, and the process of doing so provides additional space for providing bicycle facilities. The rightmost/right turn only lane on westbound Clinton Keith Rd. directly adjacent the project site is far too wide at 18 feet. A buffered bike lane should be added to the proposal that is transitioned to a through bike lane to the left of the right turn only lane when within 200 feet of the intersection with George Ave. The proposed widths should be reduced to 11-feet for standard and 12-feet for the outside lanes. Doing so provides ample space available to install a buffered bike lane on the uphill side of both streets. Recommended road sections for both George Ave. and Clinton Keith Rd. are included in Appendix A.

1-6

**Site Plan**

The Site Plan that has been prepared for the project also shows a major deference toward driving with little regard for bicyclists as well as a wishful approach to safety that simply does not match reality. By far, the biggest issue is with Driveway A. If the drawings are to scale, the planned divider in the driveway is nowhere near adequate to prevent left turn movements into and out of the driveway and many motorists will proceed to make them around the island. We would recommend that a hardscape median or some other form of channelization also be included on George Avenue itself to enforce the turn restrictions at that location.

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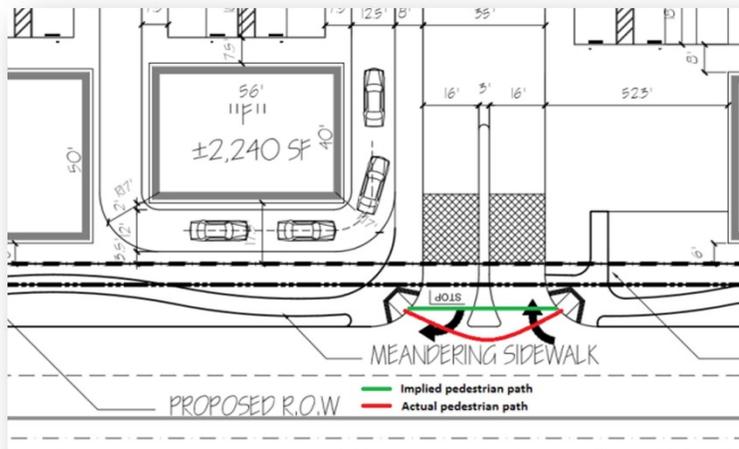
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Letter 1 Continued



The crosswalks at all the driveways also constitute a glaring error. Using curb ramps that force pedestrians and bicyclists (though legal, the vast majority of the population will not feel comfortable enough to bike in the roadway on any of the planned facilities due to traffic volumes and speeds) to leave the curb in a trajectory that takes them out into traffic is not favorable and we'd really like to see crossings occur as closely to right angles as possible. This issue is really exaggerated at Driveway A,



which if built as proposed in the Site Plan, would unbelievably encourage sidewalk users continuing past that entrance to pass around the channelization island in the roadway itself. That is an extremely obvious safety

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Figure 2. The site plan shows that pedestrians will be forced to pass a driveway in the street.

hazard that will be created at that location, made even more

egregious by the fact that it would be on the direct path of any children traveling to school at Ronald Reagan Elementary from the housing located south of Clinton Keith. It is crucial that this manufactured conflict be avoided, which is another benefit realized by using a median on George Ave. itself instead of in Driveway A. Additionally, we recommend that the crosswalks across all of the driveways be built as raised tables and marked in the high visibility "continental" style. The same convention also needs to be carried into the site itself, with all crosswalks of pedestrian/ADA pathways within the site being also constructed as raised table crossings a minimum of four inches in height. Finally, we would also like to see the crosswalk stretching across the parking lot between Buildings "B" and "E" be at a bare minimum of 8 feet wide, but 10' would be preferred. This will also control speeds in the parking lot and keep people from speeding through the aisles.

Letter 1 Continued



Furthermore, while the map presented by SA-1 shows that at least 20 "Green Vehicle" spots are to be provided at various locations around the parking lot, there is no indication of where bicycle parking will be located. That needs to be addressed. Bike parking must be provided and should be in accordance with the most recent guidelines and standards provided by the Association of Pedestrian and Bike Professionals, which are available for download from the APBP website. (We'd also encourage the City of Wildomar to proactively adopt the standards at the City level to guide future developments.) We would encourage the City to concretely identify the expectation for the bike parking to be spread around the project location and within 25 feet of all main entrances of all buildings. We would also recommend that the amount of bike parking provided be interchangeable in regards to the total parking requirement, but provide at least 20 percent of the total parking capacity for cars (excluding ADA spaces). Additionally, signage should be provided that directs users to the bike parking from all driveways or ideally also at the entrance to all buildings.

1-9

Conclusion

These are but a few of the issues that should have been addressed the first time around but have slipped past the radar. We would encourage the City to be more on top of future projects to prevent this problem from occurring again. A good way to address that is to adopt a strong and comprehensive complete streets policy that ensures that a safe, comfortable, and inviting environment for people is not forced to capitulate to moving cars. The City should also take the steps to further identify opportunities to explore innovative solutions toward transportation problems instead of relying on practices steeped in the height of the 20<sup>th</sup> Century. We at IEBA are available to assist the City with this progress and we would encourage that future projects reach out to us earlier in the planning phase to provide proactive approaches that avoid the problems identified in this letter.

1-10

Sincerely,

Mark Friis, Executive Director

Marven E. Norman, Policy Director

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### Letter 1 Continued

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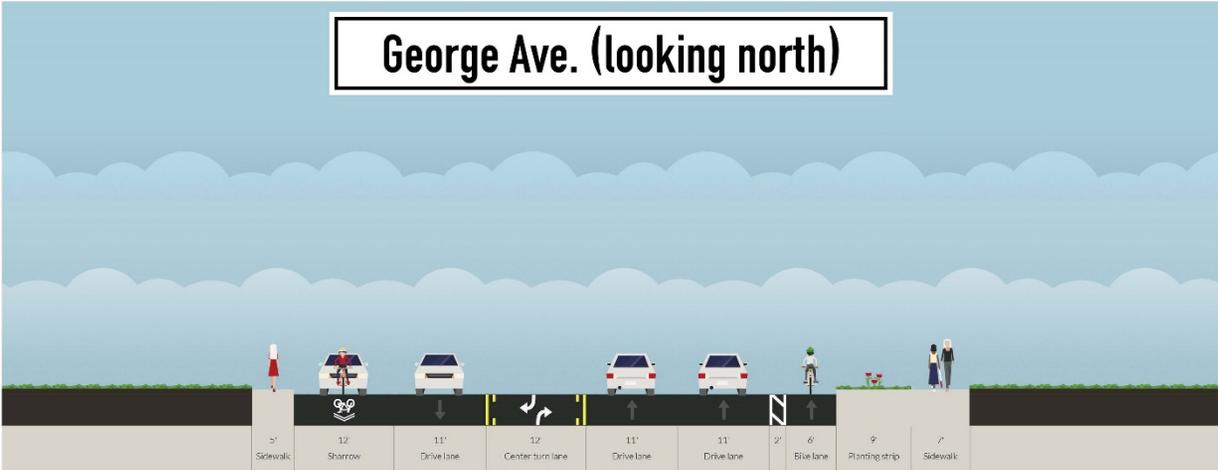
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Letter 1 Continued



Appendix A. Roadway cross-sections



Cross-section to be used for the construction of George Avenue (modified Riverside County Secondary).

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Letter 1 Continued



Typical cross-section to be used for Clinton Keith Rd. away from intersections (modified Riverside County Urban Arterial).

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Letter 1 Continued



Half-width configuration to be used for Clinton Keith Road at the intersection with George Ave. (modified Riverside County Urban Arterial).

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## 2.0 COMMENTS AND RESPONSES TO COMMENTS

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### Comment Letter 1 – Inland Empire Biking Alliance

- 1-1 The commenter recommends that the project reconsider unspecified roadway improvements because as proposed they will greatly degrade the built environment for bicyclists, pedestrians, and transit users and contribute to urban sprawl. The commenter further states that a built environment forcing driving is diametrically opposed to numerous state goals to lower emissions and to provide residents and visitors with viable alternate forms of transportation.

The City of Wildomar has adopted roadway standards that include sidewalks and travel ways that will apply to the project. The commenter expresses an opinion regarding the existing roadway standard without providing any evidence to support that opinion.

- 1-2 The commenter states that instead of using a conservative approach, the TIA prepared for this project actually uses a less conservative approach that will result in excess capacity of the roadway network and built environment, resulting in increased expense to the developer and builder, ultimately resulting in unnecessary maintenance liabilities that will be the responsibility of the taxpayers of the City of Wildomar. The commenter further states that the majority of the time, ITE figures are vastly inflated and that the ITE “Food and Retail” land use category used for analysis for the proposed project results in an overestimation of 44 percent to 71 percent of trips taken. The commenter recommends trip generation data be taken compared to other similar projects to get a better estimate and if such data doesn’t exist, it should be collected to be used for comparative analysis.

The City uses the County of Riverside standards for preparation of a traffic impact analysis (TIA). The commenter questions whether the TIA overstates the potential vehicular traffic that will be generated by the project but does not raise an environmental issue associated with this initial study. The initial study demonstrates that project traffic will not cause any roadway level of service deficiencies; having excess capacity in the roadway is not an environmental impact.

- 1-3 The commenter states that the TIA did not take into account the potential modal splits in its analysis and is problematic for several reasons, including that it forces the analysis to be more focused on automobile trips that may never materialize and as a result, the built environment is unpleasant for people biking, walking, or taking transit. The commenter points out that the word “bicycle” appears only once in the TIA and appearances of the words “transit” and “pedestrian” total less than 10 combined.

Transit service is reviewed and updated by the Riverside Transit Authority (RTA) periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. As such, the TIA did not factor in transit options since they may or may not be available. The purpose of the TIA is to analyze the traffic generated by the project. While people may access the project by bicycle and pedestrian access, the volume of such traffic will be minimal and would not substantially reduce the number of vehicle trips. Commenters conclusion that excess capacity in the roadways will result in “unpleasant” conditions for bicyclists and pedestrians does not raise any environmental concerns.

- 1-4 The commenter states that in Figures 40, 41, and 42 of the TIA, projected cumulative traffic volumes total 8,000 to 12,600 ADT on George Avenue, which is less than half of the

volumes the proposed built capacity of George Avenue can accommodate. The volume George Avenue can accommodate is well within the operational capacity of a roundabout. The commenter recommends that the intersection at George Avenue and Depasquale Road be re-evaluated for a roundabout. The commenter discusses the benefits of roundabouts.

The commenter requests a change in the roadway design. The initial study shows that the project will not cause the levels of service at the intersection of George Avenue and Depasquale Road to become deficient. Commenter's statements regarding the benefits of a roundabout are noted, but a roundabout is not necessary to mitigate traffic impacts to this intersection.

- 1-5 The commenter recommends that all intersections within a half mile of the project site have marked crosswalks on all legs and that Class I, II, or IV bikeways are available to provide direction to the site from locations within 2 miles. The commenter also recommends that the TIA be redone to also include a level of service analysis for bicyclists and pedestrians.**

The City cannot require the project to remedy existing off-site deficiencies, if any, in crosswalk markings or bikeways. The project can only be required to provide the improvements necessary to mitigate its impacts. The City does not have an adopted level of service standard for bicycle and pedestrian facilities, is not required to have such standards, and CEQA does not mandate that a level of service analysis be done for bicycle and pedestrian traffic.

- 1-6 The commenter states that improvements to George Avenue and Clinton Keith Road need to have bicycle improvements included in the design. The commenter references the City of Wildomar Community/Regional Roadside, Offroad Multi-Use Trails map, which shows an east-west link planned on La Estrella Street and a north-south link on Salida Del Sol, both of which are located within a half mile of the project site and would be good options to help people access the site by means of active modes.**

The City Engineer will work with the project applicant on the final engineering of the off-site street improvements to address bicycle usage.

- 1-7 The commenter states that the planned divider in Driveway A is not adequate to prevent left turn movements into and out of the driveway and opines that many motorists will proceed to make such movements around the island. The commenter recommends a hardscape median also be included on George Avenue to enforce the turn restrictions.**

The City Engineer will work with the project applicant and the applicant's engineer to determine whether reconfiguring Driveway A is appropriate. If reconfiguration is necessary, appropriate changes will be made and incorporated into the proposed project's final design.

- 1-8 The commenter recommends that the curb ramps at all driveways have a more 90 degree angle to prevent pedestrian traffic from leaving the curbs in a trajectory that takes them out into traffic.**

The City Engineer will work with the project applicant and the applicant's engineer to determine whether changes in the driveway design are appropriate. If reconfiguration is necessary, appropriate changes will be made and incorporated into the final design of the proposed project.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS

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- 1-9 The commenter states that the location of bicycle parking is not indicated on the site plans and points out that bicycle parking spaces must be provided and should be in accordance with the most recent guidelines and standards provided by the Association of Pedestrian and Bike Professionals.

This comment does not raise an environmental issue and will not require any revisions to the initial study. However, City of Wildomar Municipal Code Section 17.188.060 (Bicycle Parking Facilities) includes the required amount of bicycle parking based on land uses. Commercial uses are required to have the following bicycle spaces:

<b>Commercial, Office, and Services Not Otherwise Listed</b>	
<b>Employees</b>	<ul style="list-style-type: none"><li>• One bicycle space for every 25 parking spaces required. A minimum of two bicycle spaces required.</li><li>• Class I lockers or Class II racks in an enclosed lockable area.</li></ul>
<b>Patrons or Visitors</b>	<ul style="list-style-type: none"><li>• One bicycle space for every 33 parking spaces required. A minimum of two bicycle spaces required.</li><li>• Types of Lockers/Racks: Class II racks.</li></ul>

These requirements will be incorporated into the final design of the proposed project.

- 1-10 The commenter states that these issues should have been addressed the first time around.

This comment does not raise an environmental issue requiring modifications to the initial study. Additionally, please see the above responses for the issues raised by the commenter.

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## **3.0 MINOR REVISIONS TO THE IS/MND**

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### 3.1 INTRODUCTION

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

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

### 3.2 MINOR CHANGES AND EDITS TO THE IS/MND

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

#### GEOLOGY AND SOILS

Mitigation Measure GEO-1 on page 51 of the IS/MND has been amended as follows:

**GEO-2** The project applicant shall incorporate the recommendations of the geotechnical/geological engineering study dated April 6, 2007, prepared by EnGEN (**Appendix 5**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, 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 any ground-disturbing construction activities

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

#### TRANSPORTATION/TRAFFIC

Page 102 and 103 of the IS/MND has been amended as follows:

The project is proposed to have access on George Avenue via two driveways, one located at the northwest end of the property and one to the southwest end of the property. The southernmost driveway would allow right turn in, and right turn out, ~~and left turn in~~. The northernmost driveway would allow full turning movements. Left turns in would be provided via a new left turn pocket just north of the northernmost project driveway ~~extending to the George Avenue/Clinton Keith Road intersection~~. Another driveway is provided on Clinton Keith Road that would allow right turn in and right turn out 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. On-site improvements associated with the proposed project include:

- Construct George Avenue from the north project boundary to Clinton Keith Road as a secondary roadway (100-foot right-of-way) at its ultimate half-section width,

### 3.0 MINOR REVISIONS TO THE IS/MND

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including landscaping and parkway improvements in conjunction with development, as necessary.

- Construct Clinton Keith Road from George Avenue to ~~the east project boundary~~ Iodine Springs as an urban arterial (152 foot right-of-way) at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as necessary.

Page 106 of the IS/MND has been amended as follows:

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. An interim Traffic Signal is planned at I-15 Freeway Ramps until the ultimate Caltrans interchange improvements can be funded and constructed. The interim Traffic Signal is not a DIF or TUMF eligible improvement. Therefore, development is paying their fair share in lieu contribution to mitigate traffic impacts to these locations.

The following intersection improvements are required for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions and have been identified as being included as part of the TUMF funding program or City DIF funding program.

The project applicant shall be required to participate in the funding of the following off-site improvements:

- I-15 Freeway SB Ramps (NS) at (TUMF):
  - Baxter Road (EW) – #1
- Construct EB Right Turn Lane
- Install Interim Traffic Signal (Developer In lieu contribution)
- I-15 Freeway NB Ramps (NS) at (TUMF):
  - Baxter Road (EW) – #3
- Install Interim Traffic Signal (Developer In lieu contribution)

Page 107 of the IS/MND has been amended as follows:

In addition, the project applicant shall be required to construct the following traffic improvements (see Figure 47 of the TIA, attached as Appendix 16):

- Clinton Keith Road (EW) – from George Avenue to ~~the east project boundary~~ Iodine Springs Road
  - Construct as an Urban Arterial (152-foot right-of-way) at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

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# **ATTACHMENTS**

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## **ATTACHMENT A: PUBLIC NOTICES**



Bridgette Moore, Mayor  
Timothy Walker, Mayor Pro Tem  
Bob Cashman, Council Member  
Marsha Swanson, Council Member  
Ben J. Benoit Council Member



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www.CityofWildomar.org

**TO:** Reviewing Agencies/Interested Persons  
**FROM:** Matthew C. Bassi, Planning Director  
**DATE:** February 16, 2016  
**SUBJECT: Initial Study/Mitigated Negative Declaration (MND) for Clinton Keith Village Retail Project (PA No. 15-0013)**

The City of Wildomar (City) is the lead agency for the preparation and review of a Initial Study/Mitigated Negative Declaration (MND) for Clinton Keith Village retail project. The project site is located at the northeast corner of Clinton Keith Road and George Avenue in Wildomar, California (APN: 362-250-003) and consists of a commercial retail development project.

The project includes the following applications for consideration by the Wildomar Planning Commission:

1. **Conditional Use Permit (CUP)** – A proposed CUP to allow beer and wine sales in conjunction with a 7-Eleven gas station as required by Chapter 17.76.010.B.21 of the Wildomar Zoning Ordinance.
2. **Plot Plan (PP)** – A proposed plot plan to develop an approximate 40,120 square-foot commercial retail center that includes a 7-Eleven gas station/mini mart with concurrent beer and wine sales, two drive-through fast-food restaurants, and four multi-tenant retail buildings on 5.85 acres in the C-P-S (Scenic Highway Commercial) zone.
3. **Grading Permit** – A grading permit will need to be prepared for the property development. The proposed project estimates approximately 72,0000 cubic yards of material to be exported off-site in accordance with City regulations.
4. **Building Permit** – A building permit will be required to allow construction of the proposed project in accordance with City regulations.

The City is requesting comments for the Clinton Keith Village IS/MND. This notice is being sent to responsible agencies, trustee agencies, and other interested parties, along with a copy of the IS/MND and copies of the technical studies (refer to attached CD). The public comment period for the MND will begin on **Wednesday, February 17, 2016 and conclude on Thursday, March 17, 2016.** Written comments can be sent to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Comments can also be emailed to [mbassi@cityofwildomar.org](mailto:mbassi@cityofwildomar.org). Should you have any questions or require additional information regarding this letter of the proposed project, please contact me at (951) 677-7751, ext. 213, or email me at [mbassi@cityofwildomar.org](mailto:mbassi@cityofwildomar.org).

Sincerely,

  
Matthew C. Bassi  
Planning Director

Enclosed – CD of Draft IS/MND

**NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF A INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION CLINTON KEITH VILLAGE RETAIL PROJECT**

An Initial Study/Mitigated Negative Declaration (MND) has been prepared by the City of Wildomar for the Clinton Keith Village Retail Project (PA No. 15-0013). The MND and technical appendices will be available for public review/comment beginning on Wednesday, February 17, 2016. All files can be downloaded from the City of Wildomar Environmental Documents Center webpage at <http://www.cityofwildomar.org/environmental-documents.asp>. A printed/hard copy of the MND document will also be available for public review at the City of Wildomar Planning Department located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595 during regular business hours (8 a.m. - 5 p.m., Monday through Thursday, Closed Friday's).

The project site is located at the northeast corner of Clinton Keith Road and George Avenue in Wildomar, California (APN 362-250-003) and consists of a commercial retail development. The project includes the following applications for consideration by the Wildomar Planning Commission:

1. **Conditional Use Permit (CUP)** – A proposed CUP to allow beer and wine sales in conjunction with a 7-Eleven gas station as required by Chapter 17.76.010.B.21 of the Wildomar Zoning Ordinance.
2. **Plot Plan (PP)** – A proposed plot plan to develop an approximate 40,120 square-foot commercial retail center that includes a 7-Eleven gas station/mini mart with concurrent beer and wine sales, two drive-through fast-food restaurants, and four multi-tenant retail buildings on 5.85 acres in the C-P-S (Scenic Highway Commercial) zone.
3. **Grading Permit** – A grading permit will need to be prepared for the property development. The proposed project estimates approximately 72,000 cubic yards of material to be exported off-site in accordance with City regulations.
4. **Building Permit** – A building permit will be required to allow construction of the proposed project in accordance with City regulations.

The MND identifies impacts that require mitigation in the following topic areas: biological resources, cultural resources, geology and soils, and noise. Significant and unavoidable impacts and cumulatively considerable impacts have not been identified in any of the environmental issue areas. The project is not located on any hazardous materials sites enumerated under Section 65962.5 of the California Government Code.

In accordance with Sections 15072(a) and (b) of the CEQA Guidelines, this public notice is posted to officially notify the public, public agencies, and responsible and trustee agencies that the required 30-day public review/comment period will commence on **Wednesday, February 17, 2016 and conclude on Thursday, March 17, 2016**. Any written comments (via email or letter) on the IS/MND must be submitted no later than 5 p.m. on March 17, 2016. Written comments may be mailed to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Email comments can be sent to [mbassi@cityofwildomar.org](mailto:mbassi@cityofwildomar.org). The Planning Commission is tentatively scheduled to review the IS/MND and proposed development project at their May 4, 2016 meeting.

**Published: February 17, 2016**